



City of Sedona Community Development Department

102 Roadrunner Drive Sedona, AZ 86336

(928) 282-1154 • www.sedonaaz.gov/CD

To: Planning and Zoning Commission
From: Cynthia Lovely, Principal Planner
Meeting Date: April 6, 2021 Work Session
RE: Draft Plan for the Uptown Community Focus Area (CFA)
Addendum to Staff Report: Exhibit B Public Comments on Draft Concept Plan

Attached are the public comments on the Plan Uptown draft Concept Plan. These comments were received between January 14, 2021 and March 9, 2021. The following are included in the attachment.

1) Comments on the Draft Concept Plan (dated 1/28/21) posted to the Plan Uptown website:

www.sedonaaz.gov/planuptown

Each page of the document is followed by the comments which are cross-referenced with the corresponding number in the blue circles. Replies to the original comment are listed below the original entry.

2) Comment forms submitted on the Plan Uptown website. These are general comments that may not apply to a specific page.

3) Comments received via email



Welcome to the Plan Uptown virtual open house!

DRAFT

008

The City is drafting a Community Focus Area (CFA) plan that will guide the future of Uptown. This is a preliminary "Concept Plan" ⁰⁰⁶ will be the basis for a CFA plan. We want to know what you think!

003

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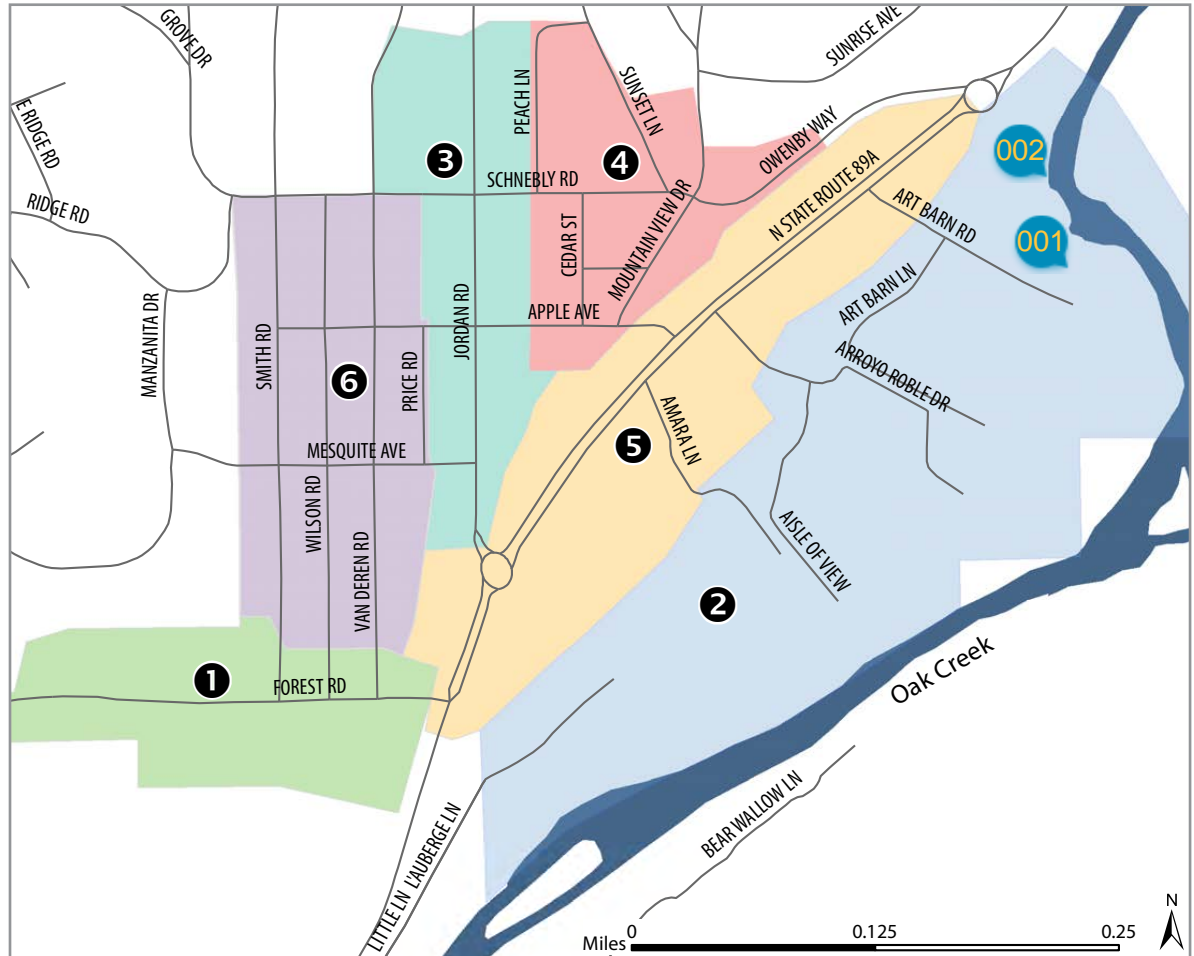
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002

001

DRAFT

I. INTRODUCTION & OVERVIEW

- Why We Plan
- Emerging Vision for Uptown
- Circulation Strategies
- Land Use and Community Strategies



DRAFT

Why We Plan

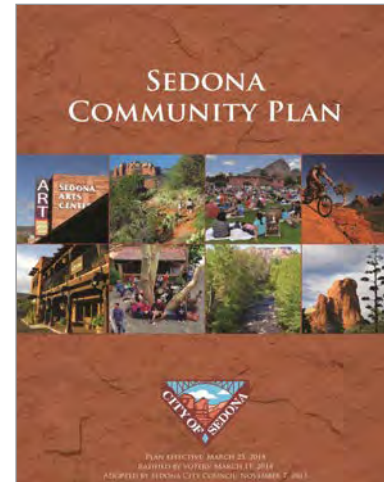
Change with a Vision 009

When changes in land use happen, a plan provides direction to new construction proposals, redevelopment of an existing site, or city public works projects (such as streets or parking).

The purpose of a CFA Plan is to provide a guide for future development, redevelopment, and City projects to align with:

- The Sedona Community Plan's vision, goals, and policies
- A vision for the desired future of Uptown

The strategies may be accomplished through private development projects, City capital improvement projects, or public-private partnerships. Changes will happen incrementally over time as projects occur and funding allows.



What is the Sedona Community Plan? It defines the city's vision and goals for future growth, approved by voters in 2014. It is a policy document that addresses:

- land use
- circulation
- economy
- environment
- community



PAGE 1

#001

Posted by Kathy on 02/08/2021 at 2:09pm [Comment ID: 81].

Agree: 0, Disagree: 0

I will be so happy when this is completed

#002

Posted by Ron Draxler on 02/10/2021 at 11:20am [Comment ID: 108].

Agree: 1, Disagree: 0

Don't let the area get developed which was Hawkeye RV Park without keeping an easement for a future bypass going from Schnebly Hill Rd to the northern most roundabout in Uptown.

#003

Posted by Chanler on 02/11/2021 at 12:16pm [Comment ID: 112].

Agree: 2, Disagree: 0

I would love to see a public creekside park for the community. Where can non-resort guests and local residents go to enjoy the shade, the sound of water, and the birds along Oak Creek besides trails up in the canyon? This is the last place in Sedona to create a park and preserve some public access to Oak Creek. The city would need to care for it, and maybe gate it so people don't sleep on benches overnight, or whatever hazardous behavior might occur in a public park, but BBB taxes could be designated for this.

Thanks for the opportunity to weigh in about this.

#004

Posted by Chris on 02/27/2021 at 8:26am [Comment ID: 210].

Agree: 0, Disagree: 0

Almost everything in the plan seems to encourage more automobile traffic in every sector. It would have been nice to see an option that imagined less single-use cars in Uptown. Imagine what could be done with all the space being allocated for parked cars. If there was something like a main transport hub (at Brewer or elsewhere) and a thorough trolley system, Uptown could have parks, plazas, modern bike and walking paths, and be such a joyful place. Joyful for residents and tourists alike. And incidentally, it'd probably would have MORE people shopping in Uptown. While there are some good ideas in this plan, there is a massive lack of vision. Even if every single idea here is implemented in the best possible way, the outcome is more traffic and more cars in Uptown and less opportunity to build something special. And one day soon, especially at the current rate of growth, the added car capacity

will be overwhelmed yet again. What then? Seems wiser to at least do the exercise of imagining different options.

Reply by Joan Shannon. on 03/07/2021 at 5:32pm [Comment ID: 246]

Agree: 0, Disagree: 0

Chris: Your suggestions are good but, I ask, why can't they be implemented in West Sedona The City seems to want everything in Uptown which is unfair to residents. There is room up by the school where your ideas could take root.

#005

Posted by Rick Sperry on 02/03/2021 at 1:59pm [Comment ID: 40]

Agree: 0, Disagree: 0

I appreciate all the detail that has gone into this plan and am excited to see this move into the next phase after getting community input. Thank you for putting in the hard work.

#006

Posted by Megan Aronson on 02/08/2021 at 8:58am [Comment ID: 72]

Agree: 1, Disagree: -1

I moved to Sedona when I was 19 after visiting my whole life. My parents met in my Grandmother's 8th grade choir class in Sedona as well so my family has been in the area since the 50's. My Dad even met Elvis here once. I've now lived in the Verde Valley over 20 years though we can no longer afford to live in Sedona, we live in Cornville now, Sedona is still very much our home & we spend a lot of time there. For a decades I've dreamt of Sedona having more gathering spaces for locals & residents to gather in the Uptown area. It seems maybe the Creekside Resort area and the connecting path between the resorts on Oak Creek would be an ideal place for this. I've always wished we could create a walking path/bike path/Greenway that connects to Tlaquepaque near the roundabout at Schnebly Hill Rd alongside the creek the entire way. I'm not sure how much of that is feasible but one thing Sedona is really missing is walking/bike paths. Seeing as it is such a destination for hiking & biking, this seems odd. We have the Sedona Marathon, a mountain biking festival & we're known as a mountain biking mecca across the world. Why don't we have more safe bike paths here for road cyclists as well? And walking trails?

I would love for the city to research Breckenridge, Colorado's main street/downtown shopping area. It runs alongside a creek where they've created a lovely gathering space in the center of their downtown area. There's a large grassy lawn on the creek with a bridge over it and a performing arts

center. There's a kids play area with unique features like a metal tunnel slide that is part art/part play structure. People gather at sunset and have picnics on the lawn, sit on a bench, etc. Once a year they have a hilarious rubber duckie fundraising event in the creek with the locals gathered all around here.

I definitely want to preserve the beauty and Oak Creek in that area but it sounds like this could be done while also creating some public spaces and walking paths. An example of an excellent Greenway is in Maryville, Tennessee. We lived there for a year. The Greenway stretched between towns across 11-13 miles. I would do just about anything to have something like this in the Verde Valley. I could see it somehow connecting with the Kiln Trail maybe or the new sidewalk system on Thunder Mountain Rd in the Andante neighborhood. Breckenridge also has a walking/bike path alongside their downtown creek that connects with nearby cities. I know we have many bike lovers and activists who could help make this dream a reality in the planning and execution of it.

Otherwise, this plan looks really good overall coming from someone who has lived & worked in Sedona for so long. I've worked in Uptown at many points in my life & I also worked with many of the businesses there when I worked for Red Rock TV16. I think this plan is very respectful, trying to create the most impact with the smallest footprint. I'm concerned about how affordable workforce housing would not be snatched up by rich investors- would it be only for those who could prove they work in Sedona?

It would be nice to see Uptown become something us locals can enjoy again. I would also suggest a locals parking pass that is free for residents and allows us free parking in Uptown in any of the structures if you really want the locals back. The pocket parks also sound like a great addition and hooray for the connecting roads to ease traffic. They are long overdue. Thank you for all your hard work and thoughtful suggestions for improvement while preserving the Sedona we all know and love.

#007

Posted by Michael Merrill on 02/02/2021 at 4:33pm [Comment ID: 20].

Agree: 2, Disagree: -1

Housing diversity made me laugh, I know you mean well but the 90th percentile was priced out of Sedona in the 1980s. The short term rentals have to go. Build Red Rock Crossing and shoot a road down Carol Canyon off Shelby, open Chaves and Back O Beyond Crossings. Please :-)

#008

Posted by mike bower on 01/14/2021 at 7:33pm [Comment ID: 12]

Agree: 0, Disagree: 0

Overall...good job! (see specific suggestions)

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#009

Posted by J Williams on 02/18/2021 at 8:27am [Comment ID: 148].

Agree: 0, Disagree: 0

As a new resident (1 1/2 yrs), I have to wonder 'who is driving this plan; the residents of Uptown Sedona or the CofC?'. And, 'who benefits; the residents of Uptown Sedona or the CofC?'. To me, it's obvious that the latter is in the drivers seat and the latter is the prime beneficiary. It's also obvious, even to this 'newby', that Uptown 'is for tourists'. The plan's strategy, basically, and IMO, is to attract many more day travellers and tourists to Uptown Sedona and to better accomodate the needs of Uptown businesses given this goal.

DRAFT

Emerging Vision for Uptown

Uptown Key Issues

Identified through stakeholder input, the 2018 Transportation Plan, and the 2020 Parking Study.

011

Sedona Community Vision & Uptown Goals

The following are the Community Plan's vision themes, desired outcomes, and goals more specific to Uptown.

Uptown Vision Statement

*(draft)
Experience Uptown:
- a distinctly Sedona destination,
- welcoming both residents and visitors
- active and interesting
- a walkable place to live, work, stay, or visit.*

010

013

- Traffic congestion
- Few sidewalks
- Parking problems
- Housing shortage
- Oak Creek impacts
- Uptown reputation (resident's attitude that its "just for tourists")

012

- Improved traffic flow
- Walkability
 - Focus on pedestrian experience and safety
- Housing diversity
 - Variety of housing types (apartments, townhomes, etc)
- Environmental stewardship and access to Oak Creek
 - Preserve Oak Creek
- Sense of Place*
 - Improved Uptown image and identity
- Community connections and community gathering places
 - Provide public plazas and other spaces

*Sense of Place:
The perception or feeling about a place based on experiences and characteristics that give it an authentic, distinct identity.

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#010

Posted by CJ on 02/13/2021 at 4:01pm [Comment ID: 128].

Agree: 4, Disagree: 0

I have read this entire plan. While the stated goal is to make Uptown more attractive to local residents as well as visitors and businesses, I don't see what residents get out of this plan except perhaps some new traffic flows on side streets. The plan does not address the key issues we face: traffic on 89A through Uptown is terrible and spills over to the Y, forcing residents to pick days of the week and hours of the day to travel if they don't want to sit in traffic; Uptown holds few destinations that are attractive to residents so why will they suddenly go there after this plan is enacted; affordable housing is needed yet we have no way to limit the STR take-over of any new residential housing developed under this plan. This plan will make Uptown more physically attractive to tourists and businesses perhaps, but it doesn't do anything for residents.

The plan should not be marketed as for residents if it doesn't address their needs.

Reply by Carol Thomas on 02/22/2021 at 1:33pm [Comment ID: 183].

Agree: 1, Disagree: 0

Again, I agree. I was so disappointed to see the elimination of the slip lane from 179 to 89A/Uptown. I really do not believe it would not have helped. Additionally, the people changing lanes in the multi-lane roundabout has to be prohibited somehow. It happens constantly and is very dangerous.

#011

Posted by Michael Haboush on 02/22/2021 at 1:17pm [Comment ID: 181].

Agree: 0, Disagree: 0

If a parking structure is built on Forest, then why not eliminate all parking along SR 89A?

Reply by Joan Shannon. on 03/07/2021 at 5:20pm [Comment ID: 245].

Agree: 0, Disagree: 0

No thank you Michael. I live in Uptown and so much traffic as you suggest would cause chaos on Forest Rd and be harmful to our nice quiet lifestyle in Uptown. Business owners would never tolerate taking away parking on 89a and the parking is not the problem for slow traffic on 89a. The reason is the amount of tourists pouring into Sedona and yet our City

Councils continue to give millions of dollars to the Chamber of Commerce to keep advertising for more. Also H179 and Oak Creek Canyon named Scenic Routes by the State cause a tremendous amount of traffic. ADOT determined that 55% of traffic driving through Uptown never stop in Sedona.

#012

Posted by J Williams on 02/18/2021 at 8:43am [Comment ID: 149].

Agree: 2, Disagree: 0

This plan, IMO, does not/will not change this reputation. And, all the preceding bullet points do little to 'help' Uptown residents. With regards to Traffic Congestion, my crystal ball sees little to no improvement (unless a 89A "beltway" is built around Uptown Sedona, and that ain't happening). In addition, unless AZ does something to allow local communities to dictate short term rental policies, anything to alleviate the 'Housing Shortage' (and this is solely to accomodate Uptown Sedona business employee needs) will just increase the pool of short term rentals. So, how do these Sedona Community Vision & Uptown Goals really benefit Uptown residents over Uptown businesses? I'm sorry, but I do not see it. These only seek to improve appearance, accomodations and 'sense of place' for Uptown businesses.

#013

Posted by Jon on 02/10/2021 at 10:15am [Comment ID: 107].

Agree: 1, Disagree: 0

The congestion on 89A is a result of traffic going to Uptown or through it into the can. Plans need to be made to significantly improve the flow of traffic. This is a major portion of reduced residential use of Uptown and going through thy Y at 179.

Reply by Thomas A Palmer on 02/13/2021 at 1:04pm [Comment ID: 118].

Agree: 3, Disagree: -1

What resident even goes to uptown anymore?

Reply by Carol Thomas on 02/22/2021 at 1:31pm [Comment ID: 182].

Agree: 0, Disagree: 0

I have to agree. We only go through uptown to get to the Museum. It is not appealing to residents, only an irritant.

Reply by Madeleine O'Callaghan on 02/26/2021 at 8:45pm [Comment ID:208].

Agree: 1, Disagree: 0

These questions on the tails of covid can skew results. I have not been uptown at all in 2020. Normally I go to the Art Center, will visit Elote, I visit friends that live uptown. Do I shop there, rarely.

DRAFT

Circulation Strategies

The following strategies are applicable across the CFA. More specific examples are addressed under the six Uptown Places.

Walkability

- More sidewalks linking destinations:
 - Transit stops
 - Public parking lots
 - Resorts
 - Main St
- Pedestrian zones with wide, unobstructed sidewalks, especially:
 - Main St
 - Jordan Rd
 - Forest Rd
- Streets and storefronts are active and interesting

017

018

016

Traffic Flow

- Less interruptions to traffic will keep vehicles moving:
 - Provide clear directions to parking, resorts, and other destinations
 - Strategically located loading and delivery zones
 - One-way side streets

Shared Parking

- Build a parking garage
- Offer businesses an alternative to on-site parking with in-lieu parking fees.
- Designate more RV and bus parking
- Address needs for employee parking
- Expand on-street meters



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#014

Posted by Carol Wyant on 02/24/2021 at 1:44pm [Comment ID: 191].

Agree: 1, Disagree: 0

Combining parking and sustainability goals, you might consider solar-powered electric car charging stations that can fit into the space for a single car to park. You might locate them off Main Street as an incentive to park a bit further away. BEAM is the company that makes them

#015

Posted by Randy on 01/19/2021 at 4:49pm [Comment ID: 13].

Agree: 3, Disagree: -2

I don't see a mention of the planned bridge spanning 89a. That would seem to be in line with these objectives.

Reply by Luke Sefton on 02/07/2021 at 11:22am [Comment ID: 59].

Agree: 2, Disagree: 0

put a bridge in and it can be a view overlook. Make it very wide with vendors or musicians to encourage people to use and see the views.

Reply by Thomas A Palmer on 02/13/2021 at 1:09pm [Comment ID: 119]

Agree: 1, Disagree: 0

Large trucks make a bridge impossible on 89A

Reply by Carol Thomas on 02/22/2021 at 1:36pm [Comment ID:184].

Agree: 1, Disagree: 0

I used to buy into this. I no longer do. I have seen them as we have traveled - tall enough to handle large delivery trucks on state highways. We need to readdress this option with an open mind and quit treating 179 at Tlaquepaque and Uptown as if they are closed pedestrian areas. They are not, cannot ever be and it needs to be accepted!!!

Reply by Jeremy on 03/04/2021 at 12:32am [Comment ID: 228].

Agree: 0, Disagree: 0

We can definitely use a system to keep pedestrians safe and avoid interrupting traffic flow. A couple bridges that can provide access to both sides of the strip would be ideal. I agree with the idea of using the height to attract photography, scenic views and entertainment. Dare I say this but Vegas has decent pedestrian traffic control and perhaps we can look to a simple version of the city's plans.

#016

Posted by Laur on 03/07/2021 at 6:42pm [Comment ID: 248].

Agree: 0, Disagree: 0

As a resident, I am sad. I used to enjoy Uptown. I have been to Uptown five times in the last three years. Why not more? Because Uptown is for tourists and it appears this plan/the parking garage is as well.

Traffic, though improved, is just not fun, just not worth it and Uptown holds fewer and fewer destinations that are attractive to residents.

While the plan is to make Uptown more attractive to local residents as well as visitors and businesses, I don't see the resident benefit except some traffic flows on side streets.

The plan does not address the key issues we face: traffic on 89A spills over to the Y, forcing residents to pick days of the week and hours of the day to travel if they don't want to sit in traffic. I am was disappointed to see the elimination of the slip lane at 179 to 89A. I believe it would have helped especially when I leave my home in the neighborhood near Safeway and traffic is backed up from the Y.

This plan will make Uptown more physically attractive to tourists and businesses perhaps, but it does little for residents. Marketing this to/residents is curious. It doesn't address our needs.

I'd like to see a plan that addresses affordable Uptown housing yet we have no way to limit the STR take-over of Uptown and new residential housing developed under this plan.

Traffic studies show that traffic tends to move faster on one way streets than on a comparable two-way city street, and slower traffic means fewer accidents. What about mail deliveries, trash pick-ups, school bus pick-ups, signs at intersections devaluing homes?

Save our lovely historic neighborhoods, please and call this plan what it is (in my opinion)...a plan to make Uptown more attractive to visitors and some businesses.

#017

Posted by Laur on 03/07/2021 at 6:55pm [Comment ID: 250].

Agree: 0, Disagree: 0

How about more trolleys, small shuttles, etc. from the town outskirts to decrease traffic? Think about some of the abandoned buildings such as the Bank of America. That property would be ideal for a shuttle stop.

#018

Posted by Tiffany on 02/28/2021 at 8:34pm [Comment ID: 214].

Agree: 2, Disagree: 0

Get rid of bussineses that just resell cheap Chinese goods. Encourage businesses to sell only Arizona local art, crafts, products, and Native American stores. Locals are not interested in buying mass produced junk.

DRAFT

Land Use and Community Strategies

The following strategies are applicable across the CFA. See more specific examples under the six Uptown Places.

Oak Creek

- Conservation and restoration
- Access, awareness, and education

Mixed Land Uses 025

- More housing choices
 - Apartments, condos, townhouses 024 023
- More of a mix of uses on a site (residential + commercial) 022
- Lodging limits
 - Designated resort district
 - Lodging standards

Sense of Community

- Public spaces
 - More plazas and pocket parks
 - Shade, benches, tables
 - Streets as public spaces
- Streetscape* design standards
 - Sedona region native landscaping 019
 - Sign standards
 - Outdoor dining
 - Local art
- Pathways linking destinations, as transportation alternatives and recreation

020

021



*Streetscape:
 The area along a street that can encompass building facades, sidewalks, landscaping, street furniture, and signs. The quality, design, and placement of features influence the appearance and experience of streets as public spaces.

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#019

Posted by Shannon Schmidt on 02/02/2021 at 10:44pm [Comment ID: 29].

Agree: 2, Disagree: -3

For community there needs to be more of a shared courtyard vibe where local musicians can play and people can eat while sitting in the shade.

Reply by Luke Sefton on 02/07/2021 at 11:19am [Comment ID: 58].

Agree: 1, Disagree: -1

I like the sidewalk courtyards and open shops. I like the local musicians but we need to be careful of panhandlers. We always had the cowboys walking around and it added some interest.

#020

Posted by Joan Shannon. on 02/09/2021 at 4:41pm [Comment ID: 95].

Agree: 5, Disagree: 0

We do not need more musicians playing in Uptown, in the past they have been a nuisance for business owners and often hostile when asked to move away from the entrances to businesses. They attract homeless and panhandlers, there are many police reports on this problem from last summer. John and his snakes attracts a crowd that causes a problem and often attracts grubby panhandlers who set up shop on the red rock wall at Midway Uptown with all there belongings or panhandlers wearing no shoes. no shirt and banging on an upside bucket. Santa Monica California has a restrictive ordinance so they do not have these problems but, all my many emails begging our Council to adopt it went unanswered and now the suggestion is to continue the problems. Santa Monic also has never been sued over their restrictions and ordinance.

#021

Posted by Joan Shannon. on 02/15/2021 at 11:40am [Comment ID: 135].

Agree: 1, Disagree: -1

Places for tourists to sit in the shade. What a new idea? here we go again, all for the tourists. How about shelters and a place to sit for those commuting from Sedona to Cottonwood. There is only one and I have seen them standing in extreme heat and rain and even stopped to give an elderly lady struggling in the rain with two grocery bags and gave her a ride home. But, oh I did forget these people are not tourists so why bother!

#022

Posted by peter on 02/25/2021 at 3:22pm [Comment ID: 199].

Agree: 1, Disagree: 0 No way !!!!!

We don't need a mix in any more places in uptown, especially on Jordon road, or of two story buildings with residential above commercial below. .

#023

Posted by Steve Loeffler on 02/24/2021 at 9:05am [Comment ID: 189].

Agree: 0, Disagree: -1

IMO we need more short term rentals. If garbage is an issue the City needs to address that with the property owners. Sedona is a destination and tourism is a great revenue generator for the City and local businesses.

#024

Posted by catherine janik on 02/09/2021 at 9:39pm [Comment ID: 96].

Agree: 7, Disagree: 0

More mixed housing CANNOT include Air BnBs and short term rentals in Uptown. The tourists create too much noise for the residents, they leave garbage out which javelinas turn over and don't pick up after their dogs.

#025

Posted by J Williams on 02/18/2021 at 8:55am [Comment ID: 150].

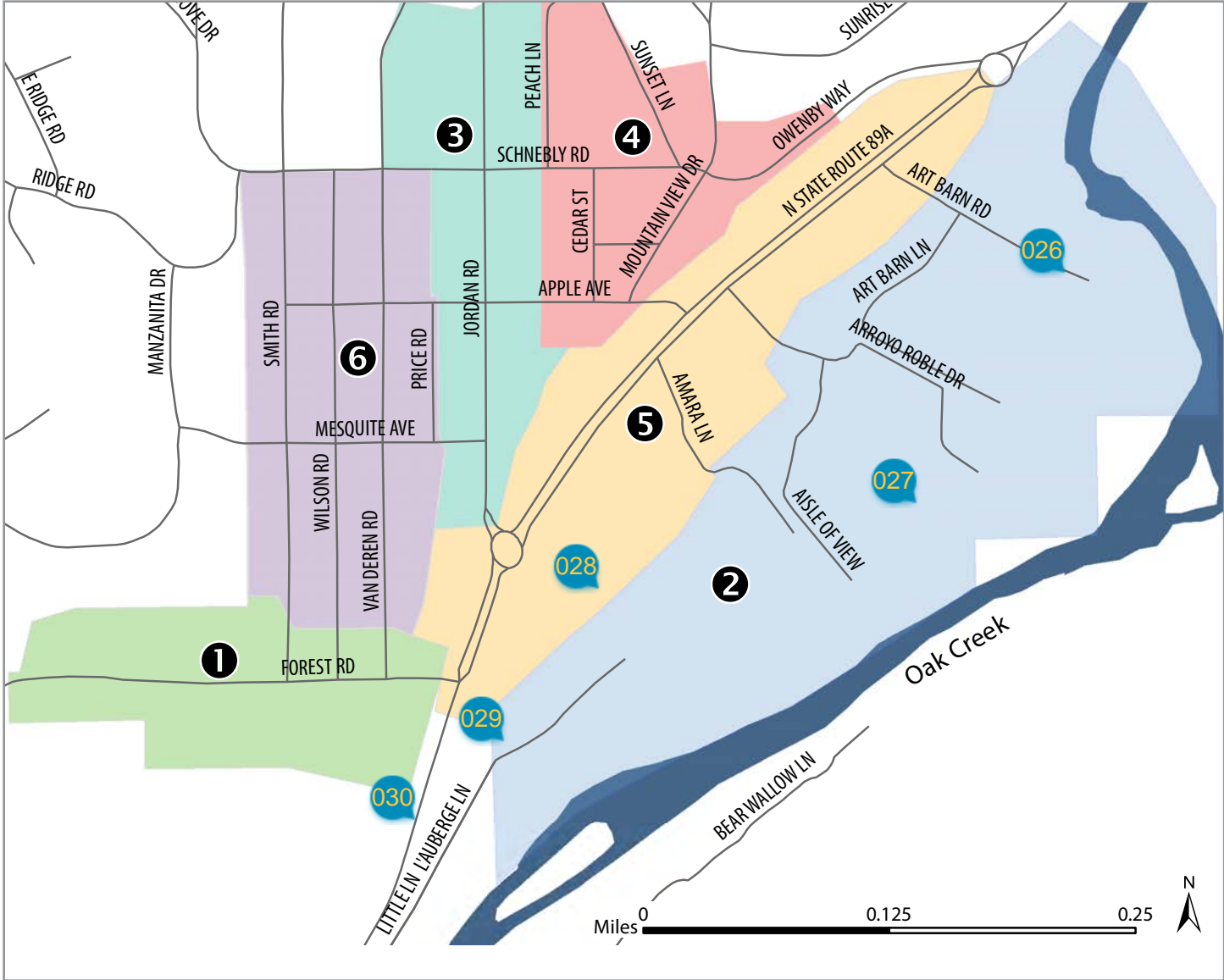
Agree: 0, Disagree: 0

IMO, this plan for 'Mixed Land Use' is just an invasion/takeover of the older, original residential zones to expand Uptown's commercial zone(s). And that benefits Uptown residents how? I would think that the reverse would make more sense, but then I am not an Uptown business owner or wannabe.

II. UPTOWN PLACES DRAFT

The planning area is divided into 6 distinct areas with a variety of needs, opportunities, and strategies.

- 1 Forest Rd** 034
- 2 Creekside Resorts**
- 3 Jordan Rd** 031
- 4 Apple-Owenby**
- 5 Main St.** 033
- 6 Van Der** 035 032



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#026

Posted by Christine Adams on 02/03/2021 at 1:56pm [Comment ID: 39].

Agree: 4, Disagree: 0

I really really hope that the City pushes for a public park in this development. There is no place a local can go to sit near the Creek ---- Thats really a travesty --

Reply by Craig Swanson on 02/05/2021 at 1:49pm [Comment ID: 41].

Agree: 4, Disagree: 0

I agree with this excellent comment.

Reply by Thomas A Palmer on 02/13/2021 at 1:19pm [Comment ID: 121].

Agree: 0, Disagree: 0

Sitting by the creek sounds nice, but another city park that no one uses, would be another example of the City spending every \$, only to make the City Council appear productive

#027

Posted by Bob Breen on 02/02/2021 at 4:44pm [Comment ID: 21].

Agree: 5, Disagree: -2

This is an excellent beginning to a new uptown. Thank you for all the work and effort. I feel strongly that we need to connect Tlaquepaque and Uptown with a pedestrian walkway along the creek if possible. I know there is resistance to that from exiting land owners, but it is a key element to reducing traffic congestion and making the town more pedestrian friendly. Telluride is a good example.

Reply by Thomas A Palmer on 02/13/2021 at 1:24pm [Comment ID: 122].

Agree: 0, Disagree: 0

I think you meant exsisting owners

#028

Posted by Jan Boyd Haring on 02/10/2021 at 9:25am [Comment ID: 105].

Agree: 1, Disagree: 0

What about rethinking pedestrian bridges or (in a perfect world) pedestrian tunnels at Jordon Rd. This is what I see holding up traffic on 89A, including

the 179 roundabout. Streamlining people movement will ultimately ease the vehicle flow.

Reply by Thomas A Palmer on 02/13/2021 at 1:26pm [Comment ID: 123].

Agree: 0, Disagree: 0

Tunnels? construction time would only make matters worse

Reply by Peter Baenziger on 02/14/2021 at 11:34am [Comment ID: 129].

Agree: 0, Disagree: 0

Both pedestrian bridges and tunnels are very problematic:

1. Bridges require handicapped up and down ramps which makes the crossing much, much longer for non-handicapped people. The result -- the majority of pedestrian don't use the bridge but prefer jaywalking.
2. Based on what I've seen of pedestrian underpasses in other cities and countries, they will become urinals and homeless camping sites. Again, most pedestrians will avoid them and jaywalk.

Reply by Carol Thomas on 02/22/2021 at 1:46pm [Comment ID: 186].

Agree: 0, Disagree: 0

One of the things Sedona is always resistant to is upsetting the tourists. A few people to monitor jaywalkers and fine them for a while takes care of this. We will become known as a city who takes jaywalking seriously and people won't risk it if the fine is steep enough. We wouldn't even fine people who crawled all over the chapel at Christmas when it was closed, going through chain link fence and costing the city money in a police presence to prevent more of it.

Reply by Susan Gorney on 03/04/2021 at 5:38pm [Comment ID: 233].

Agree: 0, Disagree: 0

The fencing along Main St. appears in my view to help with the jaywalking issue. True, there will be slowdowns due to the lights/crosswalks but at least it's not totally haphazard. I agree that bridges/tunnels in a perfect world ma work but they are very expensive, require ramps/elevators and due to cost the number will be minimal causing pedestrians to walk long distances to cross the street or they won't bother, impacting businesses on either side of the street. Enough Uptown construction and enough kowtowing to tourists!

#029

Posted by mike bower on 01/14/2021 at 7:26pm [Comment ID: 10].

Agree: 1, Disagree: 0

what about the pedestrian connectivity here? the Original Uptown Area Specific Plan has some drawings you might want to revisit. This CFA should at least make connectivity recommendations to the adjacent areas, as we hope folks will walk all the way to Tlaquepaque (at least).

#030

Posted by mike bower on 01/14/2021 at 7:24pm [Comment ID: 9].

Agree: 2, Disagree: -1

you need to address pedestrian connectivity to the Hyatt shops..I feel there should be a significant , easily identifiable, attractive flow from the Forest neighborhood to there.

Reply by Joan Shannon. on 02/19/2021 at 8:39pm [Comment ID: 159].

Agree: 0, Disagree: 0

Hi Mike: what exactly is the "Forest neighborhood"?

#031

Posted by Laur on 03/07/2021 at 7:13pm [Comment ID: 256].

Agree: 0, Disagree: 0

This applies to all Sedona Spaces....Will the resorts/hotels buy in to shuttles, a transit system, trolleys, etc. so that our "guests" cars stay in their lots?

#032

Posted by Peter Baenziger on 02/14/2021 at 11:41am [Comment ID: 130].

Agree: 0, Disagree: 0

Sidewalks, sidewalks on at least one side of every road in the uptown area, not just Jordan and 89A. I realize that this will make the narrow residential roads one-way, a major pain in the rear for the residents. So, again the question is: Is Sedona for the businesses and the tourists or is it for the residents? Traditionally the powers-that-be prefer supporting the business community.

Reply by Joan Shannon. on 02/15/2021 at 11:53am [Comment ID: 136].

Agree: 0, Disagree: 0

Peter: New Flash: The City barely even considers businesses any more. They approved a new right turn lane down Cook Hill below Airport Rd to the roundabouts without any study. They got ADOP involved since the road belongs to them. Thank GOD Himself after a long time they recently backed out saying it was not worth the money. The Council voted for it even though it would have removed seven to nine spaces in Phil Evans'

Red Center on H179 just around the corner and he told them at Open Forum that he was losing tens of thousands of dollars a month as he lost all his tenants due to the proposed plan as there would be no parking for their customers. Owner of Safari gas station right at the roundabouts spoke and told them the plan would make his business totally non viable. Neither Staff or Council members cared and voted for it all. Then they voted for a right turn lane only on 179 from north of Tlaquepaque and owner of the furniture store told them the same problem, the lane would wipe out his ONLY customer parking the store has. The Sedona Liquor Store would lose 30% of their business at the drive up window, a lady from Creekside Building told them it would take away their only access for southbound traffic and seriously harm businesses in the building. Did anyone care? Of course not, it was all voted for. ADOT saved them by backing out of that lane project due to not being worth it.

I respect our City employees but, am mystified as to where there thinking is with all these projects that bring so much harm to businesses and residents and aim only at tourists.

#033

Posted by CRAIG S WELENCE on 02/21/2021 at 9:29am [Comment ID: 171].

Agree: 0, Disagree: 0

My wife and I are property owners in the Cibola Hills development and hope to be permanent residents there in the near future. In our most recent visits there we have been horrified to see the traffic conditions approaching Sedona, particularly coming from the north on 89A. After an hour of waiting in traffic, it was pretty obvious that the primary issue was the pedestrian-vehicle interface along Main St. You can assign traffic police as much as you want but the problem will not be solved unless there is a pedestrian overpass or tunnel built to allow pedestrians to cross the road during high traffic periods. In Las Vegas and other areas with a high pedestrian-vehicle interface this solution works well. In Sedona, of course, there could be well-defined and marked ordinary crosswalks that can have barriers removed to allow pedestrians to cross easily in low traffic periods. If this problem is not solved, I'm sure the town planning board is well aware that Sedona will get a reputation for nightmarish visits for tourists. And, of course, the traffic re-entering town is life-style altering for residents also. Is such a pedestrian cross-over being considered?

Reply by Carol Thomas on 02/22/2021 at 1:39pm [Comment ID: 185].

Agree: 0, Disagree: 0

We instead to choose to think pedestrians will manage it themselves in low traffic periods. Sorry, but they are not that bright! They dash across the road and skip the crosswalk all the time.

#034

Posted by Barbara Gantt on 01/30/2021 at 11:07pm [Comment ID: 16].

Agree: 6, Disagree: 0

Concerning the proposed parking garage and pedestrian traffic:

I live in Manzanita Hills, and along with many other Uptown residents, I use Smith Rd to turn left onto Forest Rd for almost all of my travel by car. With the recent addition of more public parking on Forest Rd, the problem of straggling tourists has increased considerably. Some use the sidewalk on the other side of the road (in front of the fire station), but most just walk down the other side of the road, not paying attention to traffic, while looking at the sights, or their cell phones.

I am concerned that the addition of a parking garage will increase the volume of pedestrians/tourists to the point where it will be very difficult and /or dangerous to turn left onto Forest Rd. (adding an extension to Forest Rd to 89A will not solve this particular problem.)

I see that in the current plan there will be no sidewalk or pedestrian corridor on the same side of the road as the parking garage and I believe this is a big mistake. Since I now have ample time to wait for groups or whole families to pass in front of my car-strung out along the road, sometimes stopping in the middle of the intersection with Smith to turn back to say something to part of their group, or wait for stragglers, who re often children--I am very aware that they are mostly oblivious to cars.

I would strongly suggest that a few city employees or volunteers could park a chair somewhere close by for a few hours, such as the parking lot of the Christian Science Church, to observe and document the current pedestrian traffic on Forest, especially during the busiest time for tourism.

I believe that this currently annoying problem could easily become a highly dangerous one.

P.S. Many Uptown residents also turn right off Forest Rd. onto Smith, which doubles the problem.

Reply by Thomas A Palmer on 02/13/2021 at 1:15pm [Comment ID: 120].

Agree: 3, Disagree: 0

Forest road cannot be allowed to become another 89A

Reply by Joan Shannon. on 02/19/2021 at 8:36pm [Comment ID: 158].

Agree: 2, Disagree: 0

To add to this problem Stephen Craver of SIM declared Smith Rd as a "dangerous road" and his solution is to turn Smith into one way from

Forest to Schnebly then back to two ways and same for Van Deren. He wants all of us Uptown to use Wilson which he wants one way towards Forest to access Forest. That means encountering the tourists walking down Forest and all the cars accessing the Hyatt directly opposite Wilson. This would be chaotic and "dangerous" as one way streets in a residential area encourages speeding (I did the research) with drivers hogging the middle of the road making it dangerous for pedestrians and bikers. Craver says it would be "safer" which is absurd. He says Smith is "risky" because pedestrians walk down it which again is absurd. Yes many do and drivers slow and they move over. Nineteen mail boxes would have to be moved to the other side of Van Deren and a few on Smith which is impossible for many due to private property opposite and other obstructions. Also the USPS has to approve where they go. Same goes for trash pick-up, cans could not be dragged to the other side of the street for same reasons governing the mail boxes. School bus would have to change routes. There would be large red signs at every intersection on Smith, Wilson and Van Deren just like there are at Van Deren and Mesquite marring the neighborhoods and devaluing homes. I have notified the City manager and Council of all this many times and they are staying the course. Uptown is exactly what the City brags it wants: a bikeable and walkable City, we have it right here and their aim is to destroy it. As for the parking garage us residents Uptown would not asked for their opinions and we know the traffic patterns etc. better than anyone. Once again residents are treated like Dog Faced Pony Soldiers.

Their mailings asking for our opinions are just for show. We have to flood the Council Members and new Clty Manager Karen Osburn (kosburn@sedonaaz.gov) with our thoughts. As for two story buildings on Van Deren in the residential area for living on top and restaurant below....who of us want a restaurant suddenly next door to us? Noise, smell, traffic and devaluation of homes but, our City is tone deaf and have their own agenda.

Reply by Joan Shannon. on 02/26/2021 at 6:40pm [Comment ID: 206].

Agree: 0, Disagree: 0

I agree with the above comments. When the City proposed the parking garage to City Council not a word was said about the existing traffic. Also there was no survey of Uptown residents done because our City does not care about us. Right now they are focusing like a laser beam on transforming residential areas in Uptown and although we can leave comments I do not believe these will be given any time of day. The City decides on what their agenda is and proceeds and regardless. I am sorry to have to say this as I respect them but, they influence our City

Council to their way of thinking and unfortunately the Council does not ask enough deeply thought our questions and do not address concerns of residents and businesses. Example: what I wrote elsewhere on this site what they voted for on the right turn lanes only off 89a down Cooks Hill and off 179 to Uptown even when told by business owners their businesses would be destroyed,. Only ADOT saved them a year later by backing out of the deal stating it was not worth the investment. I have lived in Uptown for 41 years and am alarmed to say the least and incensed at what they want to do to our neighborhoods.

#035

Posted by Kathy Howe on 02/07/2021 at 9:37am [Comment ID: 53].

Agree: 1, Disagree: -1

The Van Deren area needs one-way streets, and sidewalks. Thrilled to see the addition of residential additions to the commercial buildings. I lived that way in HI.

Should have been started years ago.

DRAFT

1. Forest Road Corridor



Planned Strategies 045

The following projects have been approved by City Council and are now in the design phase.

✓ Parking Garage

A parking garage is planned for the property at 430 Forest Rd. The garage is under design and will be no taller than a single story building, and will include public restrooms.

✓ Forest Road Extension

The City is planning to extend Forest Road to West 89A. This will provide a second access point to/from Uptown and an alternative to the 89A/179 "Y" roundabout.

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#036

Posted by Warren Joseph on 02/21/2021 at 8:19am [Comment ID: 169].

Agree: 3, Disagree: 0

I believe that the FRE will be a major benefit to those of us who live in Uptown. We will be able to avoid both circles and the traffic nightmare that is "Main St" through the business district.

I don't understand the comments saying that residents in Uptown were not asked for their input. We absolutely WERE. There were the initial meetings held when it was first discussed as part of SIM, and then a detailed opinion poll was sent to all Uptown residents. The results of that poll were overwhelmingly positive.

Reply by Charles Budden on 03/08/2021 at 4:27pm [Comment ID: 266].

Agree: 0, Disagree: 0

I was initially in favor of and voted for the FRE as a way for Uptown residents to get to and leave Uptown. When the City Council choose Forest Road for the multi-level parking garage, I lost enthusiasm for the FRE as I suspect, it will be clogged with tourists

#037

Posted by Laur on 03/07/2021 at 7:11pm [Comment ID: 255]

Agree: 1, Disagree: 0

Will the resorts/hotels buy in to shuttles, a transit system, trolleys, etc. so that our "guests" cars stay in their lots?

#038

Posted by Harriette Shelly on 02/11/2021 at 8:34am [Comment ID: 110]

Agree: 0, Disagree: 0

Buy out this building and make parking lot bigger with shuttle to shopping.

Reply by Joan Shannon. on 02/15/2021 at 11:58am [Comment ID: 137].

Agree: 0, Disagree: 0

Harriette: That building would not be for sale as it belongs to Century Link and is a vital maintenance and communications center and loaded with equipment and vital to their service for Sedona and has been there for generations.

#039

Posted by Brian Dante on 03/08/2021 at 2:39pm [Comment ID: 261].

Agree: 0, Disagree: 0

Thank Goodness for the Forest Road extension. Residents need another way out to get to the store!

#040

Posted by Max on 02/07/2021 at 9:55am [Comment ID: 54].

Agree: 4, Disagree: 0

I still believe the best location for a parking garage is on the recently purchased City property west of Coldwell Banker at the corner of Brewer / SR89A. Tourists wouldn't have to drive through the Y roundabout or the Forest Rd Extension to get to it as they would to get to the garage on Forest Rd. Plus, it's already in a huge depression, would be less visually obtrusive and could provide a good public transit hub outside of the Uptown / Y congestion. The Forest Rd property could be surface parking for employees / tourists.

#041

Posted by Rosalie O'Donnell on 02/09/2021 at 2:21pm [Comment ID: 86]

Agree: 0, Disagree: 0

I completely support a parking garage on Forest St.

#042

Posted by Chrys on 03/04/2021 at 10:00pm [Comment ID: 234].

Agree: 1, Disagree: 0

As someone who works in uptown I park in this exact location. Many businesses in Uptown do NOT have employee parking so please keep that in mind when designing the garage. A forest road connection is needed and will be heavily used by locals and employees of this area.

#043

Posted by Raven on 02/02/2021 at 9:21pm [Comment ID: 24].

Agree: 5, Disagree: -1

Public restrooms for visitors and residents would be a welcomed addition to the parking garage!

Reply by Joan Shannon. on 02/15/2021 at 11:35am [Comment ID: 134].

Agree: 3, Disagree: 0

Raven: Good idea for public restrooms for the new parking garage but, they should be on the ground floor right by the entrance so they are easily seen. It would not be very convenient to have to cross the road for them which according to the map would not even be directly opposite. Also I think that property still belongs to the Fire District. I wonder if they have discussed it with them.

#044

Posted by Rosalie O'Donnell on 02/09/2021 at 2:22pm [Comment ID: 87].

Agree: 2, Disagree: 0

I think the parking garage should be more than one level. The idea of connecting Forest Road with 89A at another location is a good idea.

Reply by Skyler on 02/09/2021 at 3:21pm [Comment ID: 90].

Agree: 1, Disagree: -1

One story would allow at least two floors of parking, possibly three if dug down. Not sure if two story would be needed, but also wouldn't be horrible. Might be a good idea to make the design a little more unique? Tiered mesa or pyramid design maybe? Something that'll not look gaudy or a square block, but enhance and be special.

Reply by Thomas A Palmer on 02/13/2021 at 1:32pm [Comment ID: 124]

Agree: 1, Disagree: 0

Garage being on Forest Rd, makes appearance not that important. "oh I'll park here, this garage is beautiful" Garage fees are a must!

#045

Posted by J Williams on 02/18/2021 at 9:02am [Comment ID: 151].

Agree: 0, Disagree: 0

Parking garage = not for residents. Forest Road Extension = an easier way for day travelers to get to the new Parking Garage (and other planned Uptown parking). OK, the FRE avoids the circles in getting to an Uptown home, but I didn't appreciate or support its impact to its nearby residents.

Reply by Joan Shannon. on 02/20/2021 at 10:10am [Comment ID: 168].

Agree: 1, Disagree: 0

to J Williams: I agree with your comment. Uptown residents and I am one for 41 years on Smith Rd were NOT consulted in any way whatsoever....NOT ONE. The garage will cause even more traffic on Forest which is busy because the main entrance to the Hyatt is directly opposite Wilson Street. Yet the City wants to turn Smith, Wilson and

Van Deren into one way streets and state they want all of who live Uptown to use Wilson to access Forest Road. I have written elsewhere on this site twice what that would involve and cause chaos for residents in more ways than just traffic and have been fighting the changes for a year but, they don't care about the incredible personal hardships on residents involving mail deliveries, trash pick-ups, school bus pick-ups, big red signs at every intersection devaluing homes. They even state on the SIM website the changes "would cause longer trips and inconvenience for residents". Read what else I wrote on this site re one way streets and you would be shocked at the extreme hardships and financial costs for residents and there is not reason for it all, just an insane agenda. The City looks at Uptown for tourists only and look at us residents as just the Old West Dog Faced Pony Soldiers. All of us have to email City Council and new City manager Karen Osburn who oversees all these changes at : kosburn@sedonaaz.gov. Even if one does not live Uptown please help us save our lovely historic neighborhoods and send emails objecting to one way streets. Thank you.

#046

Posted by Rick Sperry on 02/03/2021 at 1:53pm [Comment ID: 37].

Agree: 5, Disagree: 0

A bypass connector road is desperately needed to eliminate or reduce the heavy holiday traffic that goes through the "Y" in all directions. This has a huge impact on locals and what businesses we can support.

Reply by Karen Lievense on 02/09/2021 at 2:41pm [Comment ID: 89].

Agree: 0, Disagree: 0

a connector road would be good but I would not like to see retail shops and restaurants spring up along the road. Also, would not like to have it go right in front of the existing houses and ruin their views and privacy. I don't live along there but can appreciate how they might feel. Is there a plan for the path of the connector that I haven't come across yet.?

#047

Posted by Gayle on 02/18/2021 at 5:13pm [Comment ID: 157].

Agree: 0, Disagree: 0

Our house which was just built 2 years ago and is directly across from the Hyatt Tennis courts was omitted from this drawing. The Forest Road connector will have a negative impact on our new home. Why did the city fail to put it in this drawing?

DRAFT

Forest Rd Corridor Draft Strategies

Multi-Modal Complete Street*

- Provide sidewalks, bike lanes, and a future transit stop on Forest Rd.

Forest Rd can be designed to accommodate all users, whether you are walking, biking, driving, or taking a shuttle. There are no sidewalks on the majority of Forest Rd despite the fact that there is public parking on both sides of the street.

Mixed Land Use

- Allow for a mix of land uses in the Forest Rd corridor.

The Forest Rd corridor is either zoned for commercial or residential depending on the parcel. Rather than being restricted to the current zoning, mixed use development is encouraged. This could be a vertical mix, for example shops on first floor, housing or lodging on the second floor; or a horizontal mix such as a restaurant next to housing.

* Complete Streets: Streets designed and managed for the safety of all users, all abilities, and modes of travel, whether driving, walking, biking, or taking transit.

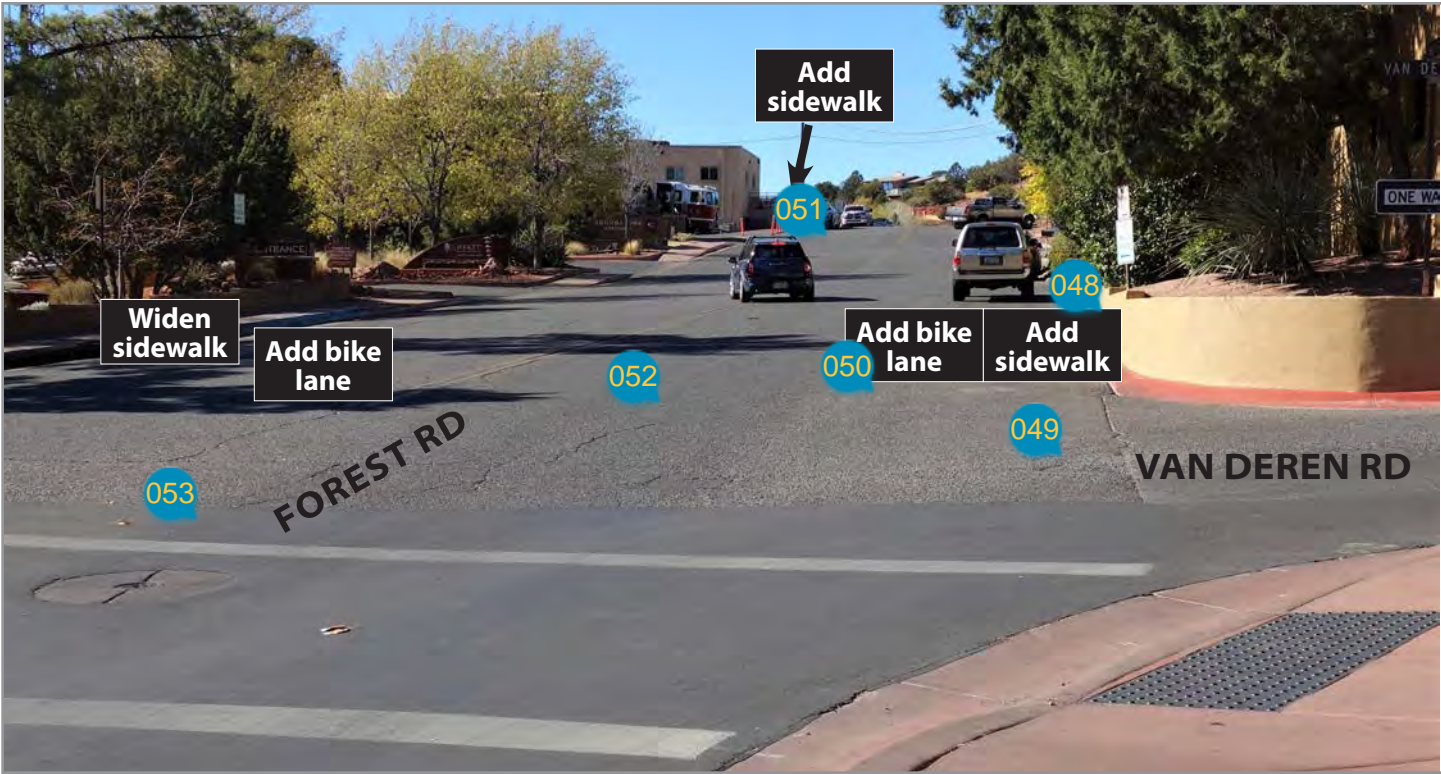


Figure 1. Forest Rd potential "Complete Street" improvements

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#048

Posted by Raven on 02/02/2021 at 9:22pm [Comment ID: 25].
Agree: 0, Disagree: 0 Yes, sidewalks!!!!

#049

Posted by Chrys on 03/04/2021 at 10:01pm [Comment ID: 235].
Agree: 0, Disagree: 0

Sidewalk on the north side of the street would help keep pedestrians away from vehicle traffic.

#050

Posted by Shelly Kirby on 03/03/2021 at 2:04pm [Comment ID: 221].
Agree: 0, Disagree: 0

How about area up here for a small dog area, away from stores.
Will need flashing cross walk from garage, maybe on demand red light?

#051

Posted by Joan Shannon. on 03/07/2021 at 5:09pm [Comment ID: 244].
Agree: 0, Disagree: 0

Not a good idea to put a sidewalk right in front of the Uptown fire station. When they have to roll out for an emergency it would not be too good to encounter pedestrians strung out along the sidewalk, same goes for when they roll back in off Smith Rd. Perhaps the Fire District should be asked their opinion.

#052

Posted by Max on 02/07/2021 at 10:01am [Comment ID: 55].
Agree: 7, Disagree: 0

This definitely needs some pedestrian and bicycle improvements.

Reply by Joan Shannon. on 03/02/2021 at 9:02pm [Comment ID: 219].
Agree: 0, Disagree: 0

Here we go again with the City wanting more two or more story buildings in Uptown, in an area where we have spectacular views which is the only reason visitors come to Sedona and the City wants to mar those views. Does not make sense and there is no need for them, just ideas proposed sitting at a computer.

#053

Posted by Jeremy Hayman on 03/08/2021 at 6:46am [Comment ID: 258].
Agree: 0, Disagree: 0

Yes, please continue adding more bike lanes every time the opportunity presents itself. Thank you!

DRAFT

Forest Rd Corridor Draft Strategies

Forest Rd Gateway Plaza

- Transform this into a gateway corner with an expanded sidewalk and an attractive and functional plaza.

The intersection of Forest Rd and Main St is a gateway to Uptown, with a visitor center on one corner and landscaped plaza on another corner. The northwest corner also has a small plaza, albeit a little hard to see and get to.

Improvements would beautify one of the busiest and most prominent corners in Uptown, providing a shady place for people to relax, a small play area for kids, and ample room for people waiting to cross the street. Since the area includes public right-of-way and private property, a partnership between the City and property owner will be necessary.



Figure 1.1. Illustration of a renovated public plaza.

DRAFT

Forest Rd Corridor Draft Strategies



Figure 1.2. Photograph of the northwest corner in 2020.



Figure 1.3. Illustration of what the corner could look like.

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#054

Posted by Shelly Kirby on 03/03/2021 at 2:02pm [Comment ID: 220].

Agree: 0, Disagree: 0

I like the current covered tables located here. Please keep covered areas, and some big trees. Painted flat concrete would be better than tiles that get slippery when wet. Drainage too, where will the water go ? Where is there a kid corrals so they can run off steam? Or a small dog area . Very sunny and windy Uptown, need more benches not ground Art, taking up space.

#055

Posted by Laur on 03/07/2021 at 6:59pm [Comment ID: 251].

Agree: 0, Disagree: 0

This is a nice idea but does not begin to come slightly close or adequate to accommodate the many guests.

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#056

Posted by Susan Gorney on 03/04/2021 at 5:26pm [Comment ID: 232].

Agree: 0, Disagree: 0

Must we tear up Uptown again? How many times must the City reimagine this area? I would rather not see the money and any construction impact Main St. again. Okay, the corner is a bit funky but then so is Uptown.

#057

Posted by Raven on 02/02/2021 at 9:23pm [Comment ID: 26].

Agree: 4, Disagree: 0

LOVE IT!

Reply by Craig Swanson on 02/05/2021 at 1:54pm [Comment ID: 42].

Agree: 3, Disagree: 0

Agreed! This would be a great improvement.

#058

Posted by Susan on 02/18/2021 at 7:41am [Comment ID: 147].

Agree: 0, Disagree: -1

Hello! To meet the vision of a place for residents to work and play, please consider making Uptown even more friendly with additional zoning and locations that allow and encourage dogs. Signs to “pick up after your pet” with fees for violators and pet stations. True, Sedona has a dog park and some dog friendly restaurants and hotels but to encourage more locals I’d like to see Sedona follow a town like Aspen. When I visit Aspen, with a population of about 7,500, dogs go everywhere and are visible everywhere. This encourages locals to congregate, shop and eat in town their dogs. Another example is downtown Omaha, with a population of 10K residents. It has a tiny little dog park right in the downtown with a nice pathway and trees. It’s very small and cute, just enough for residents. More dog friendly Sedona shops and plazas will encourage upscale pet supply stores to open, like in Aspen, servicing locals and visitors.

I LOVE the Gateway plaza concepts. Please consider adding fountains now or in construction plans to be added later. I recognize the huge expense of fountains and this may not be possible in the budget. It would be great to do at some point and would encourage residents to gather at fountain squares. Zero depth splash fountains are draw for parents with kids. Thank you for taking ideas and comments!

#059

Posted by Ken Cole on 02/12/2021 at 10:13am [Comment ID: 115].

Agree: 0, Disagree: 0

It looks like the corner already supports one of the few low water use large live oaks remaining in uptown. And it seems that someone who spends too much time on their planning computer just conveniently moved it aside and replaced it with a high water use deciduous tree. We will not be successfully replacing any large 100 year old oaks any time soon. Leave this be, and in another 100 years you are going to have a landmark.

Reply by Joan Shannon. on 02/15/2021 at 12:05pm [Comment ID: 138].

Agree: 0, Disagree: 0

Ken: Good observation of the tree. The Blue Spruce trees parked along 89a in Uptown will grow very high and wide at a certain height blocking views on the East Side of 89 and what businesses are on the other side. Plus roots will grow outwards and perhaps cause damage to the road. Not a good choice and Uptown is already surrounded by trees so we hardly needed them in the middle of the road.

#060

Posted by Jeremy Hayman on 03/08/2021 at 6:47am [Comment ID: 259].

Agree: 0, Disagree: 0

Much more inviting place for people to socialize. Locals and guests

#061

Posted by Allison Nichols on 02/07/2021 at 2:41pm [Comment ID: 60].

Agree: 1, Disagree: 0

I'd love to see a comprehensive trash plan for Uptown. With the addition of a parking garage, possible additional lodging with 400 parking spaces, the growth of the Jordan corridor, and public access to the creek, more bins are not a sustainable solution. I think solar powered trash compactors should be considered to help limit waste collection expenses and emissions, but I would love thoughtful design that doesn't treat trash as an afterthought.

Reply by Joan Shannon. on 02/20/2021 at 9:35am [Comment ID: 167].

Agree: 0, Disagree: 0

We do not need additional lodging in Uptown. Why do so many people want Uptown commercial expanded into residential areas just because they are close by. Where are the suggestions for additional lodging in West Sedona and there is already the Ambient Resort being built on 89a west of the post office. Must Sedona keep expanding in a way to attract even more tourists and advertise for more then propose expansion of more commercial in Uptown to please them.

The answer from the City is YES because they said:

"Sedona is no longer a residential town but, a resort town and that is where our

focus is". Said by a top City Official. Uptown has been destroyed enough with the horrific metal fencing and trees right down the middle of 89a and the coming three story garage. Then again as a 41 year Uptown resident I have lived through all the changes and Uptown has been so ruined then why not FINISH IT OFF!

#062

Posted by Joan Shannon. on 02/09/2021 at 4:30pm [Comment ID: 94].

Agree: 1, Disagree: 0

This is a nice design by Cheers. However I think it would be nicer if Cheers sign were horizontal instead of vertical. Uptown is overloaded with vertical banners all over the place simply reminding tourists they are in Uptown, it is very cluttered on the Main street and looking more like a carnival is on its way.

Reply by Thomas A Palmer on 02/13/2021 at 1:35pm [Comment ID: 125].

Agree: 0, Disagree: 0

Wider sidewalks? What ever happened with the new sign ordinance?

Reply by Diane Phelps on 03/08/2021 at 3:06pm [Comment ID: 265].

Agree: 0, Disagree: 0

I do not think this "After" choice is necessary. Tourists won't care and locals don't come to Uptown anymore. Use the mone to do something for local in the plan.

DRAFT

2. Creekside Resort Area



Connectivity

- Connect resorts to the new Owenby/89A roundabout with street connections, such as extending Arroyo Roble Dr. to 89A.
- Consider signs on 89A to assist resort guests and deter missed turns that contribute to traffic congestion. 065
- Develop pedestrian connections between resorts and Main St.
- Encourage development of a "creek walk" that could link to a "resort walk" where it is not feasible to locate 066 a path along the creek.

Currently all of the streets and resort driveways lead to/from 89A, and there is no cross-connectivity of streets. A parallel alternative to 89A that connects to a roundabout can improve circulation and reduce traffic congestions, especially alleviating left turns. None of the resorts along Oak Creek have sidewalks or safe, dedicated walkways on these streets or driveways.

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#063

Posted by Rosalie O'Donnell on 02/09/2021 at 2:24pm [Comment ID: 88].

Agree: 0, Disagree: -3

Creekside proposal is terrific!

Reply by Thomas A Palmer on 02/13/2021 at 1:37pm [Comment ID: 126].

Agree: 1, Disagree: -1

Would it use Art Barn road? Not an option

Reply by Laur on 03/07/2021 at 7:06pm [Comment ID: 253].

Agree: 0, Disagree: 0

Agreed.

#064

Posted by Chrys on 03/04/2021 at 10:05pm [Comment ID: 236].

Agree: 0, Disagree: 0

A Creek walk would help resort guests get to Tlaquaque via walking or biking. Also consider allowing Golf Carts. Many of the resorts in this area use golf carts that can be used by the resorts to cart guests instead of using vehicles which they currently do.

Is there a new road being designed?

#065

Posted by Craig Swanson on 02/05/2021 at 1:56pm [Comment ID: 43].

Agree: 6, Disagree: 0

While we need to avoid proliferation of signs, more effective signage throughout Uptown would be of significant value. We should be able to accomplish this by replacing rather than adding signs.

#066

Posted by Mike ONeil on 02/07/2021 at 8:37am [Comment ID: 50].

Agree: 5, Disagree: -2

Creek walk is key to syphon off the focused pedestrian area of main street

Reply by Laur on 03/07/2021 at 7:07pm [Comment ID: 254].

Agree: 0, Disagree: 0

But at the expense of the creek? Please review the Watershed Council's recent statistics on the impact our "guests" have on our waterways.

DRAFT

Creekside Resort Area Draft Strategies

Parking

- Encourage development projects to provide additional parking above the required amount, and to build parking garages to decrease the paved area required for surface parking lots.
- Encourage shared parking to accommodate resort employees and the general public.

The current parking capacity is not sufficient to accommodate all of the resort guests, employees, and visitors. Any new development or redevelopment will need to provide sufficient parking.

Oak Creek Conservation

- Ensure that new development preserves the Oak Creek riparian area and floodplain. 069
- Limit land uses on the far side of the creek to passive, low impact activities such as trails, picnic areas, and benches with no permanent structures or paved areas. 068

Oak Creek and the riparian corridor along its banks are ecologically important as wildlife habitat and a source of perennial water. The established resorts were built at the edge of the creek, leaving a narrow strip of large Sycamore trees between the buildings and water.

The Sycamore trees are more abundant on the vacant land along the creek. These areas can be restored and preserved through conservation-minded development that is designed to preserve, enhance, and highlight the values of Oak Creek.



Figure 2.1. Oak Creek flood zones, the floodway is where water can flow during a flood and should not be obstructed.

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#067

Posted by Margaret Chanler on 01/22/2021 at 4:18pm [Comment ID: 14].
Agree: 5, Disagree: 0

In general the plans for most of the designated zones look great to me. The vacant land behind the art barn would be a perfect place for public space along Oak Creek. If the City could acquire some footage along the banks of Oak Creek here, it would provide a wonderful green space for residents and visitors alike.

However, Adding more parking everywhere misses the point of “enhancing” or “preserving” the riparian areas and cottonwood trees. Get people out of their cars and into shuttle buses from their hotels, condos, vrbo’s . Close parking areas along Oak Creek in the canyon, and let people visit spots by shuttle bus, or Uber.

Reply by Joan Shannon. on 02/09/2021 at 4:26pm [Comment ID: 93].
Agree: 2, Disagree: 0

The City has a plan for a shuttle bus from the Red Rock Ranger District offices just south of the VOC to Slide Rock. Sedona has no control on the parking in the Canyon only ADOT. Tourists are damaging the Canyon and along the Creek and Sedona's solution is to encourage more tourist places Creekside so trash can be left behind destroying our environment. We have enough of everything but, our City Hall wants more buildings and resorts to attract even more massive amounts of traffic in Uptown. Enough is enough!

#068

Posted by Craig Swanson on 02/05/2021 at 1:59pm [Comment ID: 45].
Agree: 7, Disagree: 0

This is also a critical requirement.

Reply by Carol Thomas on 02/22/2021 at 11:26am [Comment ID: 175].
Agree: 2, Disagree: 0

Will need a lot of garbage cans so minimize littering here.

Reply by Diane Phelps on 03/08/2021 at 3:03pm [Comment ID: 264].
Agree: 0, Disagree: 0

I totally support this second point if locals are to benefit from this area.

#069

Posted by Craig Swanson on 02/05/2021 at 1:58pm [Comment ID: 44].
Agree: 8, Disagree: 0

This is an absolutely critical requirement.

Reply by Carol Thomas on 02/22/2021 at 1:51pm [Comment ID: 187].
Agree: 2, Disagree: 0

We need a lot of trash receptacles as littering is becoming a big problem and our efforts to educate our tourists is not being successful - they simply don't care about a place they don't live. At fossil creek, the Forest department picked up over 100 disposable diapers one weekend.

Reply by Laur on 03/07/2021 at 7:04pm [Comment ID: 252].
Agree: 0, Disagree: 0

Yes! Tune in to the Watershed Council statistics on trash removal.

DRAFT

Creekside Resort Area Draft Strategies

Resort Lodging

- Designate a "Creekside Resort" district with shared elements such as signage, pedestrian and street connections, and shared parking.
- Resort lodging (new development or redevelopment) will need to integrate the goals of this CFA plan into their designs, such as:
 - Pedestrian walkways to Main St, along Oak Creek ("creekwalk"), and connecting to other resorts in this area ("resort walk").
 - Street connections to the Owenby roundabout and to Arroyo Roble Dr.
 - Parking garage that could be a public-private partnership to provide sufficient parking for guests and resort visitors, as well as shared parking for Creekside Resort employees, and the public.
 - Shuttles for guests and employees
 - Workforce housing

075

074

073

The Creekside Resort area could be a more cohesive district sharing common goals beneficial to the environment and community, as well as the resort and its employees and guests. The goals would align with the CFA and Community Plan goals - stewardship of Oak Creek; walkability between resorts, Main St, and Oak Creek; pedestrian and vehicular street connectivity; sufficient parking for guests and employees.

Compared to other land uses, resorts can be somewhat self-sufficient. To address concerns about additional traffic on Main St, resort guests can "park once," and leave their cars on site during their visit.

There is approximately 12 acres of privately owned, vacant land on the Uptown side of the creek that is of interest to developers. This CFA is an opportunity to identify the most appropriate land use and how the community would like to see this land developed.

070

071

Figure 2.2. View from the Art Barn looking towards Oak Creek



PAGE 14

#070

Posted by mike bower on 01/14/2021 at 7:32pm [Comment ID: 11].

Agree: 3, Disagree: -1 this CFA should develop

3 alternatives for public consideration:

- 1) private exclusive resort with minimal token creek walk for the public.
- 2) public creek park on the approx 8 ac of flood area and an arts Village extension of the Sedona Arts Center and creek walk. (admin. of this extension up for grabs).
- 3) Mixed use village with parking structure in flood area and smaller public creek park with creek walk.

Reply by Craig Swanson on 02/05/2021 at 2:02pm [Comment ID: 46].

Agree: 0, Disagree: 0

While there may be additional alternatives, presenting a menu of options is appropriate.

Reply by Joan Shannon on 02/08/2021 at 11:22am [Comment ID: 78].

Agree: 3, Disagree: 0

To Mike Bower :While Creek side walkways sounds wonderful they would invite many tourists not staying at a resort there. I do not hike but, friends who do tell me of the trash and dog poops that are left on the trails, Our National Parks are in danger of too many tourists who are tearing up the land and they are at a loss on how to deal with the problems. A documentary called "Troubled Edens" produced by KUED of the University of Utah is a great source of just what is happening to our beautiful lands and we are in danger of it occurring here if we continually consider what else can be constructed to attract more tourists. I know this has been a dream of yours Mike for many years but, times have changed and populations now do not care about caring for the land, unfortunately they have become selfish and think of only Number 1 It is new generation now since these ideas were first proposed. . Mike, if you would like to view this documentary I have a copy of it I will be happy to lend you. Call me at 282-4566. i live on Smith Rd.

Reply by Susan Gorney on 03/04/2021 at 5:20pm [Comment ID: 231].

Agree: 0, Disagree: 0

This is an ideal area to establish a creek walk which Sedona needs as we tout Oak Creek but there's no way to actually get there. If this space was bought by the city it could be a large public space possibly with vendors, art stalls, open air seating, and extension of the Art Center and street entertainment. Trash & dog droppings? Well Sedona is a City and

that goes with the territory. Therefore, we would need increased visibility by either employees/volunteers to keep it maintained. Right now Uptown Sedona is a drive through tourist area and there's no way to expand the street (89A) for activities as mentioned above. I'm a resident, but nothing really draws me to Uptown except maybe a restaurant or two so this could actually draw me in, even with the tourists.

#071

Posted by Shelly Kirby on 03/03/2021 at 2:06pm [Comment ID: 222].

Agree: 0, Disagree: 0

Again area for kids, dogs. Some benches for resting, picnic area. Shade is needed. Lighting will be an issue.

#072

Posted by Chrys on 03/04/2021 at 10:10pm [Comment ID: 237].

Agree: 0, Disagree: 0

I work in this area considered the Creekside Resort. I am interested to see how they plan to connect the roads. Where I work already faces major issues when 89A backs up causing people to race down our driveway.

A creek walk is a great idea to connect the resort area to the art district.

#073

Posted by D Gardner on 02/09/2021 at 12:26pm [Comment ID: 85].

Agree: 3, Disagree: 0

While I like the look of what has already been done in uptown, the added seating here and there especially, I absolutely HATE that you can no longer turn into the drive to the Sedona Art Center coming from Flagstaff, where I have lived for over 30 years and occasionally take a class. You now have to go through more traffic to the next round about and backtrack, it can take an extra 10 minutes to accomplish this. I also love the big mostly empty parking lot behind the art center that is being considered for development; too bad. Encouraging more tourism in an already congested area is hateful for tourists and locals. If you think tourists are going to come to a resort and never leave to drive around, hike, and eat in your fabulous restaurants sprinkled all over town, you are nuts. Tourists want to get out and explore at their own pace. You already have more tourists than you know what to do with, and locals who live in Sedona are moving out because they can't stand the traffic jams any more.

Reply by Joan Shannon. on 02/09/2021 at 4:11pm [Comment ID: 92].

Agree: 7, Disagree: 0

I agree with the above comments. Why on earth is our City Hall wanting to have more resorts, shops, restaurants etc and ALL in Uptown. They totally ignore West Sedona as though it does not exist. We have enough shops etc. in Uptown and now an ugly three story parking garage on Forest. We do not need more two story buildings in Uptown. Who came up with these ideas? I have my suspicions. Hardly any staff members live in Sedona and do not have an understanding of how it is living in Uptown which is a great area for us residents so we do not want it spoiled with more commercial development gradually encroaching into residential streets. Uptown Main street has been destroyed, lost its character and happy atmosphere so now the plan is to expand that???

Reply by Carol Thomas on 02/22/2021 at 11:31am [Comment ID: 176].

Agree: 0, Disagree: 0

I agree on the failure of the "park once" concept; I know what they are trying to accomplish but people are not going to load all their play toys and take a bus to slide rock, or out to dinner all over town as you mentioned. I think we are overly optimistic. We have not been successful "educating" tourists not to litter or respect the environment they are visiting either.

Reply by Diane Phelps on 03/08/2021 at 3:00pm [Comment ID: 263].

Agree: 0, Disagree: 0

How can this benefit locals? We have lost Uptown to the tourists because of the growth of tourism. I know this kind of thing has happened in many tourist destinations. How do we control it here to benefit locals?

Reply by Charles Budden on 03/08/2021 at 4:44pm [Comment ID: 267].

Agree: 0, Disagree: 0

I lived in Uptown for 12 years. After the recession, the quality of the shops went from the town's book store and upscale galleries to t-shirt and candle shops. Then we lost all sense of a community when the State overturned the City on short term rentals. Until this changes, any changes to Uptown will be for the tourists only

#074

Posted by Janeen Trevillyan on 02/07/2021 at 7:42pm [Comment ID: 71].

Agree: 3, Disagree: 0

Planning adequate - even extensive parking in this new development is a critical moment in time that won't become available again for eons into the future. Public/City needs to partner to get what we need incorporated into the design. Must take into consideration SAC's parking needs as a school and event location.

#075

Posted by Charles Budden on 03/08/2021 at 4:51pm [Comment ID: 268].

Agree: 0, Disagree: 0

Rather than build on the open land behind SAC, turn it into a pedestrian only public park. Let people sit and enjoy a bit of nature.

DRAFT

3. Jordan Road Corridor



Multi-Modal Boulevard

- Transform Jordan Rd into a multi-modal boulevard.

Jordan Rd could have sidewalks and landscaping on both sides of the street. This would improve the walkability and appearance of this corridor. A portion of Jordan Rd features the "Pioneer Walkway," a design that could be replicated on both sides of Jordan Rd.

Mixed Land Use

- Support a mix of residential and commercial land uses.

The Jordan Rd corridor is zoned either commercial or multi-family residential (north half). Rather than separating these uses, they could be combined into a mix of land uses such as a vertical mix, for example shops on first floor, housing or lodging on the second floor; or a horizontal mix such as a restaurant next to housing.

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#076

Posted by catherine janik on 02/09/2021 at 9:53pm [Comment ID: 98].

Agree: 0, Disagree: 0

This building houses Bloom which now provides recreational marijuana. Pedestrian traffic and cars have increased dramatically. Cars are speeding up Jordan road and doing U-turns all the time at Capital Butte road because they go by the building.

#077

Posted by Warren Joseph on 02/21/2021 at 8:24am [Comment ID: 170].

Agree: 3, Disagree: 0

I have to agree with the other comments here. We already have mixed used in the southern 1/3 of Jordan Rd. Frankly, it is ugly and unappealing. PLEASE do not consider extending that the length of Jordan. Putting more businesses and residential buildings on the road (which we all know will be synonymous with "short term rental" units) will massively increase traffic and noise and destroy the residential areas of Uptown.

Reply by peter on 02/25/2021 at 3:41pm [Comment ID: 201].

Agree: 0, Disagree: 0

Agree totally.. today's Jordan commercial area is enough, with the two parking lot areas off of Apple area, let it end there. Doesn't need to extend further north, then it already has.

#078

Posted by Miranda Warburton on 02/03/2021 at 7:59am [Comment ID: 31].

Agree: 6, Disagree: -2

I think that 'mixed' zoning is simply a ploy for commercial ventures to take over residential areas thereby adding to congestion and eroding town values. Residential areas need to stay residential.

Reply by J Williams on 02/18/2021 at 9:05am [Comment ID: 152].

Agree: 0, Disagree: 0

Agree. How does this benefit residents over the commercial interests?

Reply by Joan Shannon. on 02/19/2021 at 11:04pm [Comment ID: 160].

Agree: 0, Disagree: 0

Because J Williams the City does not care about the residents and want to expand 89a Uptown into residential streets so the tourists as they say can have more shops and restaurants to choose from. We are the collateral damage not to be cared about.

#079

Posted by J Williams on 02/18/2021 at 9:16am [Comment ID: 153].

Agree: 1, Disagree: 0

For you transplanted Easterners... Remember Ocean City NJ? What happened there? A barrier island with few entry and exit points (just like Uptown Sedona).. was once single family homes... zoning changes allowed duplexes and triplexes... guess what? Single family residences were demolished to build duplexes and triplexes. So, population and cars eventually doubled to tripled. The big impact/effect was seen in Summer, especially on Saturdays - 'change over day'. What similar effects will we see in Uptown Sedona to this similar change in 'zoning'? The impact(s) just won't be limited to Summer.

Reply by Joan Shannon. on 02/19/2021 at 11:10pm [Comment ID: 161].

Agree: 0, Disagree: 0

To J Williams: Thanks for your informed comment. To answer your question, the City does not care about the impact on residents. Over 80% of City employees do not live in Sedona and have no idea of how it is living in Uptown and how we love it up here. They would not allow a two story building with a restaurant next door to their house but, seem to think it a good idea for residents Uptown. Where do they live? I think with the Pixies.

#080

Posted by Janeen Trevillyan on 02/07/2021 at 7:38pm [Comment ID: 70].

Agree: 1, Disagree: -1

is this parcel big enough for City to redevelopment as a model of mixed use - and include public parking?

#081

Posted by Janeen Trevillyan on 02/07/2021 at 7:36pm [Comment ID: 69].

Agree: 3, Disagree: 0

To Miranda's comment - re-development needs to have 'teeth' that requires residential uses and not later conversion to commercial or no mix from the start. Parking for any increase in density (residential AND commercial on the same footprint) must be incorporated into planning.

#082

Posted by Chris on 02/26/2021 at 5:35am [Comment ID: 203].

Agree: 0, Disagree: 0

Please do not build a multistory parking garage here. There is enough noise with it as a surface lot as is. There are other locations further from residences that would be more appropriate, if a garage is needed at all.

#083

Posted by Allison Nichols on 02/28/2021 at 9:45am [Comment ID: 211].

Agree: 0, Disagree: 0

I've noticed an interesting phenomenon in my Uptown neighborhood. If an outside investor buys a property to turn it into an Air BNB, locals seem to refer to the property by the name of the former owner.

Example: "Hey do You know what's going on at Bonnie's house." "No! Sounds like a Bachelorette party this weekend." Bonnie hasn't lived there for two years.

However, if someone buys a property and turns it into an Air BNB but introduces themselves to neighbors, offers contact information, spends some time at the property, is connected to the community in some way, the reference to the house by locals changes from the former owner's name to the new owner's name. This is just an observation but I think it speaks to a larger truth about the loss of community.

I don't think Uptown needs anymore short-term rentals or new lodging developments. I like the idea of creating affordable live-work spaces especially if we can attract artists back to Uptown, they've been priced out Sedona for some time.

Reply by Diane Phelps on 03/08/2021 at 2:49pm [Comment ID: 262].

Agree: 0, Disagree: 0

I agree mwith youi completely. We moved out of Uptown bec ause of the turnover to AirBnbs. Residents have left. I almost didn't anwser this survey because I think of Uptown as belonging to tourists. Now that's sad,isn't it? It wasn't like that 13 hears ago when we moved there from MI.

#084

Posted by Steve Loeffler on 02/24/2021 at 9:13am [Comment ID: 190].

Agree: 0, Disagree: -2

We definitely need more short term rentals. Trash issues need to be taken up with the property owner by the City

#085

Posted by catherine janik on 02/09/2021 at 9:48pm [Comment ID: 97].

Agree: 4, Disagree: -1

Any type of mixed use for residential CANNOT be short termAir BnB or VRBO rentals. Right now we have too many of these rentals on or near Jordan and the tourists are noisy, leave garbage out that javelinas dump and scatter and do not pick up after their dogs.

#086

Posted by mike bower on 01/14/2021 at 7:12pm [Comment ID: 3].

Agree: 1, Disagree: -5

a horse drawn surrey would be an interesting connector to the historical museum at the end of Jordan. It could also ferry passengers from the parking area to Main St. and back.

Reply by Joan Shannon. on 02/15/2021 at 12:07pm [Comment ID: 139].

Agree: 0, Disagree: 0

Mike: Over the years two different companies tried having horse drawn buggies in Uptown and they were so under supported they both left town. They used to go by my house so I know of which I speak. Never once say anyone riding.

Reply by peter on 02/25/2021 at 3:31pm [Comment ID: 200].

Agree: 0, Disagree: 0

yep, fond memories. Remember those days, been here in uptown on water tank hill since '87' and we could hear them passing with the sound of there hoofs on the tarmac. Nice and slow, no speed going by at all. Slow and steady were there course.

#087

Posted by Skyler on 02/09/2021 at 3:37pm [Comment ID: 91].

Agree: 0, Disagree: 0

Idea for developer: Buy this whole area, put in below ground parking, rebuild and develop into one coordinated plaza. Right now it's a hodgepodge and the parking in the back is largely unhelpful.

#088

Posted by Raven on 02/02/2021 at 9:12pm [Comment ID: 22].

Agree: 3, Disagree: 0

The public restrooms @ Jordan (Uptown Mall) need a complete renovation. The are inadequate in regards to capacity and are not monitored or cleaned often enough.

Reply by Joan Shannon. on 02/15/2021 at 12:09pm [Comment ID: 140].

Agree: 0, Disagree: 0

Raven: if you think they are unclean and not monitored enough you should complain to the City as they are their responsibility for cleaning.

DRAFT

Jordan Rd Corridor Draft Strategies

Jordan Rd Gateway Plaza

093

- Add sidewalks and landscaping on both sides of the street and a public plaza with seating in partnership with adjacent businesses.

Jordan Rd is the primary access, or gateway, for residents of the Uptown neighborhoods, visitors going to public parking lots, and businesses on Jordan. Today, pedestrians and drivers are greeted by parked cars backing into the road, blank walls, and dumpsters where there could be sidewalks. The Jordan gateway could be transformed to be more welcoming, attractive, and pedestrian friendly.

094



Fig 3.1. Aerial view of Jordan Rd north of the roundabout.



Fig 3.2. Illustration of reimagined Jordan Rd north of the roundabout.

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#089

Posted by catherine janik on 02/09/2021 at 9:57pm [Comment ID: 99].

Agree: 0, Disagree: -1

The entire area where Sedona Memories, the hair salon, bike rental and Jeep tour needs to be updated. It always looks dumpy and dirty. What can be done in that area?

Reply by Joan Shannon. on 02/15/2021 at 12:14pm [Comment ID: 141].

Agree: 1, Disagree: 0

Catherine: Those properties you mentioned above are all privately owned by a resident who grew up here. You have no idea how much what you propose would cost. I live just up the street from them and think they add to the character of old Uptown. They were originally built as motel rooms. Uptown should not be turned into any City in America.

#090

Posted by Raven on 02/02/2021 at 9:29pm [Comment ID: 28].

Agree: 0, Disagree: -1

We need speed bumps on Jordan to slow down traffic. Jordan Road is experiencing heavier pedestrian traffic and the cars just fly on by! It can be quite dangerous. How about flashing lights in the crosswalks?

Reply by Carol Thomas on 02/22/2021 at 1:54pm [Comment ID: 188].

Agree: 0, Disagree: -1

Oh please, no more speed bumps. My car cannot handle it. Let the police do their job.

Reply by Raven on 02/25/2021 at 9:26pm [Comment ID: 202].

Agree: 0, Disagree: 0

Your car is more precious than a human life?

#091

Posted by Max on 02/07/2021 at 9:15am [Comment ID: 51].

Agree: 2, Disagree: -1

Unfortunately, you can't ignore the fact that businesses generate both garbage and deliveries and then simply eliminate the dumpsters and delivery access and replace them with sidewalks, landscaping and seating areas. I've noticed that the City often has a preconceived notion and often rationalizes or minimizes a real design issue away rather than try to solve it.

#092

Posted by Raven on 02/02/2021 at 9:19pm [Comment ID: 23].

Agree: 0, Disagree: -1

LOVE THIS Concept! What a beautification of Jordan Road! Our visitors need this!

This would increase pedestrian safety! Additionally, the public restrooms @ Jordan (Uptown Mall) could benefit from a modernization as well. The are inadequate in regards to capacity and are not monitored or cleaned often enough.

Reply by Joan Shannon on 02/08/2021 at 2:30pm [Comment ID: 83].

Agree: 1, Disagree: 0

The City is responsible for keeping these restrooms clean so if you see they are not you should call City Hall.

#093

Posted by catherine janik on 02/09/2021 at 9:58pm [Comment ID: 100].

Agree: 2, Disagree: 0

Speeding is a big problem on Jordan Road. I don't think speed bumps will work bit something needs to be done

Reply by Thomas A Palmer on 02/13/2021 at 1:44pm [Comment ID: 127].

Agree: 5, Disagree: 0

Increased use of Jordan is not the answer. Too many residents would be affected daily

Reply by Joan Shannon. on 02/15/2021 at 12:21pm [Comment ID: 142].

Agree: 1, Disagree: 0

Thomas: You are absolutely right! The City is concentrating just about everything in Uptown and ignore West Sedona. Then again perhaps business owners in West Sedona are happy about that. Jordan road should not be subjected to more commercial which we have plenty of in Sedona. Why does everything have to be changed and made to look "pretty" for the tourists. I live in Uptown and have no problem with Jordan Road. It is all about the character of Uptown. I don't want us to look like just any City in America. This is all part of the Old West for which Arizona is most famous for but, we have a City that wants to transform it into something it is not.

Reply by Joan Shannon. on 03/02/2021 at 8:53pm [Comment ID:218].

Agree: 0, Disagree: 0

Extending even more commercial along Jordan and Van Deren will simply cause traffic jams at the Jordan roundabout where drivers already must stop for pedestrians at that crosswalk and often before we reach it. City wants traffic to flow quickly through Uptown but, suggest plans that will increase traffic jams. Since the City blocked traffic off Apple onto 89a more residents who live along Jordan and east of it must use the Jordan roundabout so there should not be more commercial development to make matters worse,

season, there seems to be adequate parking....sidewalks are awesome....a few of the ideas seem possible and an enhancement to Sedona but most will simply amplify the tourist attraction vibe...

#094

Posted by Janeen Trevillyan on 02/07/2021 at 7:32pm [Comment ID: 68].

Agree: 1, Disagree: -1

definitely a great idea to give this area more personality, walkability, an inviting look and reinforce that Jordan Rd is a destination in and of itself.

Reply by Joan Shannon. on 02/19/2021 at 11:13pm [Comment ID: 162]

Agree: 2, Disagree: 0

Janeen: Does your comment mean you support two story buildings with a restaurant right in a residential area? Sedona should avoid two story buildings as much as possible since people purchase here at high prices for guess what? THE VIEWS!

Reply by Joan Shannon. on 03/07/2021 at 5:05pm [Comment ID: 243].

Agree: 0, Disagree: 0

Why has it important to make Jordan Rd a destination in itself. Nothing wrong with the way it is now. Sidewalks on both sides, shops, three restaurants and a sandwich shop, apartments, bed and breakfasts, homes. No need to change the character into some place that could be found in any City. It is Sedona the way it is,

#095

Posted by Bob Lewis on 02/21/2021 at 10:30am [Comment ID: 172].

Agree: 0, Disagree: 0

We are fairly new residents of Sedona...while I fully understand the need to plan and manage for growth, I feel these ideas as presented are clearly for visitors only. There seems to be little or no consideration for maintaining the historical values of the community or its charm. Multi family housing will not solve a housing issue it will create more short term rentals....managing traffic flow to the canyon seems impossible.....having moved here during peak

DRAFT

Jordan Rd Corridor Draft Strategies

Gateway Plaza, continued



Fig 3.3. Photograph of Jordan Rd north of the roundabout.

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095

097



Fig 3.4. Illustration of how this area could be transformed into a public plaza.

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#096

Posted by Joan Shannon on 02/08/2021 at 1:29pm [Comment ID: 79].

Agree: 0, Disagree: 0

Where would the dumpster go, I don't see it in the "after" picture?

Reply by catherine janik on 02/09/2021 at 10:00pm [Comment ID: 101].

Agree: 0, Disagree: 0

I agree. While this is an improvement, how are you going to take care of the shop owners's needs?..

#097

Posted by Shelly Kirby on 03/03/2021 at 2:09pm [Comment ID: 223].

Agree: 0, Disagree: 0

There is no reason to make this area walkable, this is the backside of stores.

#098

Posted by Raven on 02/02/2021 at 9:26pm [Comment ID: 27].

Agree: 2, Disagree: -1

Beautiful Concept! We need sidewalks! We also need a "Town Center," where locals can mingle

Reply by Craig Swanson on 02/05/2021 at 2:10pm [Comment ID: 47].

Agree: 3, Disagree: -1

Something like what's imagined here would be an enormous improvement.

Reply by Joan Shannon on 02/08/2021 at 2:32pm [Comment ID: 84].

Agree: 1, Disagree: -3

a place where locals can "mingle" is called The Hub up near the West Sedona School.

#099

Posted by Cheryl Barron on 02/24/2021 at 8:19pm [Comment ID: 193].

Agree: 1, Disagree: 0 Love this idea

#100

Posted by Keira Williams on 02/17/2021 at 2:17pm [Comment ID: 144].

Agree: 1, Disagree: 0

Love to see all the accommodations for walkability!

Reply by Joan Shannon. on 02/20/2021 at 9:24am [Comment ID: 166].

Agree: 0, Disagree: -1

There are already sidewalks on both sides of Jordan from 89a to the end and they are well utilized by residents and tourists More commercial is not needed just to provide tourists with more shops and invade the residential portions of Jordan even if some of it is apartments and a B&B, they are better than more shops.

#101

Posted by Allison Nichols on 02/14/2021 at 12:27pm [Comment ID: 131].

Agree: 1, Disagree: -1

You know what's nice about this illustration? I'll tell you what's nice about it: there are no parking meters. Without them, Uptown retains some of that small town charm.

Reply by Jon on 02/21/2021 at 10:35am [Comment ID: 173].

Agree: 0, Disagree: -1

How will you install planters on sidewalk directly above storm drain inlets.

#102

Posted by Jeremy Hayman on 03/08/2021 at 6:48am [Comment ID: 260].

Agree: 0, Disagree: 0

Yes, I travel Jordan by bike and foot and this would be a much better experience.

#103

Posted by Janeen Trevillyan on 02/07/2021 at 7:30pm [Comment ID: 67].

Agree: 1, Disagree: 0

perhaps incorporate an unloading pull-over area into the 'plaza' to aid the store owners? Be cautious of too many large trees in tight spaces - they just have to be removed years later?

#104

Posted by Joan Shannon on 02/08/2021 at 1:40pm [Comment ID: 80].

Agree: 2, Disagree: 0 where would the dumpster go as I do not see a place for it for the Sedona Mall?

DRAFT

4. Apple-Owenby Area

Potential Strategies

Street Configuration

- Convert Apple Ave, Cedar St, and Mt View Dr to one-way streets. 112, 111

To improve efficiency and pedestrian safety, the streets in this area could be reconfigured to be one-way with pedestrian walkways.

Pedestrian Zone

- Add sidewalks where appropriate.
- Add lights along streets, such as solar posts or street lights.

There are only a few sidewalks yet there are a lot of people walking, either to or from the public parking lots, apartments, or lodging. The lack of lights at night is another concern, particularly for employees returning to their cars after work.

City Public Parking Lot

- Build a public restroom at the parking lot. 115
- Redesign the lot for efficient circulation, ADA access, and sidewalks. 114

Currently the largest public parking lot in Uptown, the new Owenby Way links it to Main St. Circulation through the lot can be improved, as well as signs for pedestrians, additional accessible (ADA) routes, and sidewalks on Sunset Ln and both sides of Schnebly Rd. Perhaps the most important improvement is to add public restrooms as there are none nearby. 110



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#105

Posted by mike bower on 01/14/2021 at 7:19pm [Comment ID: 7].

Agree: 1, Disagree: 0 see tower comment.

#106

Posted by Janeen Trevillyan on 02/12/2021 at 12:29pm [Comment ID: 117].

Agree: 1, Disagree: 0

Is more signage planned up Owenby & Apple to inform drivers that they need to find parking - where is parking, etc.?

#107

Posted by Jeffrey Arrigoni on 02/10/2021 at 9:04am [Comment ID: 104].

Agree: 0, Disagree: 0

Block off Apple Street from Main street if your plan is to create more parking behind Main street. In fact, that would make for a great plaza area right in the middle of uptown. It's a worthless intersection if you ask me and only acts to slow the main flow down when pedestrians are crossing it on Main.

#108

Posted by Chris on 02/26/2021 at 5:58am [Comment ID: 205].

Agree: 0, Disagree: 0

Just like in this photo, this lot is rarely at full capacity.

#109

Posted by catherine janik on 02/09/2021 at 10:07pm [Comment ID: 103].

Agree: 2, Disagree: 0

Despite the dog waste pole and bags, this little park is consistently filled with dog waste that people don't pick up! I walk my dog past this park daily and there is constantly dog waste everywhere. Get rid of the grass and put rocks in since the tourists don't pick up even with bags right there

#110

Posted by Miranda Warburton on 02/03/2021 at 8:03am [Comment ID: 32].

Agree: 3, Disagree: 0

Lights are probably a good idea, bearing in mind that we are a "Dark Skies" town and hopefully want to retain that designation.

Reply by Carol Thomas on 02/22/2021 at 11:36am [Comment ID: 178].

Agree: 2, Disagree: 0

I agree with lights and I will tell you we need some ADA compliant areas. My husband has difficulty walking any of this area with a cane.

Reply by Chris on 02/26/2021 at 5:55am [Comment ID: 204].

Agree: 1, Disagree: 0

For me, the Dark Skies designation is more important than additional lighting. Add reflectors maybe if drivers are having difficulty staying on the road. Parts of West Sedona have turned into a light bomb, let's not do the same in Uptown please.

#111

Posted by Shelly Kirby on 03/03/2021 at 2:14pm [Comment ID: 224].

Agree: 0, Disagree: 0

You could do ground solar lighting that is motion activated and not 'on' all night. These could be directed at the sidewalk or crosswalks. The old building would be perfect for bathrooms, the closets public toilet is HP.

#112

Posted by J. on 02/02/2021 at 4:20pm [Comment ID: 18].

Agree: 1, Disagree: 0

So you are going to make employee parking even harder with one way streets. As it is a lot of our parking gets taken by tourists .

#113

Posted by Janeen Trevillyan on 02/07/2021 at 7:07pm [Comment ID: 61].

Agree: 6, Disagree: 0

formal pedestrian paths and sidewalks is good with bollard lighting - not tall streetlights, definitely solar. protect Dark Skies and the small town feel that low lights provide.

#114

Posted by catherine janik on 02/09/2021 at 10:04pm [Comment ID: 102].

Agree: 1, Disagree: 0

Building a public restroom is troublesome. What authority is responsible for keeping it clean? How often will it be kept clean?

Reply by Carol Thomas on 02/22/2021 at 11:35am [Comment ID: 177].

Agree: 0, Disagree: 0

I assume it would be city staff and restrooms are important to pedestrian areas.

#115

Posted by David Barry on 03/03/2021 at 6:01pm [Comment ID: 227].

Agree: 1, Disagree: 0

Adding Bike Racks that we could lock our bikes would be a great help.

DRAFT

5. Main Street Corridor



Potential Strategies

Pedestrian Zones and Connectivity

- Establish clear pedestrian zones.
- Improve pedestrian connectivity.

121

Pedestrians should be the main priority on Main Street. The walkways should be clear of obstructions and obstacles such as benches and trash cans. Road crossings should be clearly marked for people walking and driving. Connectivity may include signage or designating walkways between destinations such as parking lots and Main Street.

122

Streetscape Improvements

- Develop design standards for street frontages that will improve the experience, appearance, and safety of Uptown.

Streetscape (or street frontages) design standards can designate styles, colors, sizes, and placement of any of the following:

- Building facade renovations
- Landscaping
- Street furniture
- Artwork
- Signs

118

117

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#116

Posted by Janeen Trevillyan on 02/07/2021 at 7:20pm [Comment ID: 63].

Agree: 1, Disagree: 0

require hidden parking garages as elements of development or re-development. don't let more sq footage of rentable space appear without parking. Don't allow anymore 'shared' parking for new development, i.e. a restaurant that can't provide its own parking.

#117

Posted by Miranda Warburton on 02/03/2021 at 8:11am [Comment ID: 34].

Agree: 3, Disagree: -3

'Mixed' use will result in more cheap commercial ventures taking over residential areas.

Reply by Joan Shannon. on 02/19/2021 at 11:35pm [Comment ID: 164].

Agree: 0, Disagree: 0

Miranda: You are absolutely right and the City does not care what we think. They have an agenda to justify their jobs and care only about providing more shops etc. for tourists. Their expansion of commercial in Uptown next to residential will devalue homes but. since 80% of employees do not live here they have no connection to us and care only about their agenda and do not abide by the City Vision Statement played before every Council Meeting which brags they care about preserving the small town character of Sedona which is disappearing due to everything geared towards tourists. Why don't they look at how they could improve West Sedona instead of expanding Uptown commercial for the tourists?

Reply by Laur on 03/07/2021 at 6:51pm [Comment ID: 249].

Agree: 0, Disagree: 0

And, as has been previously stated, more imported touristy aka cheap items that do nothing to honor this area or the people.

#118

Posted by Janeen Trevillyan on 02/07/2021 at 7:14pm [Comment ID: 62].

Agree: 3, Disagree: -1

much of the first floor retail in mixed use bldgs in Flagstaff is empty. Will this encourage tearing down existing 1-storey buildings on Main St for

massive/boxy multi-storey buildings? if retail struggles in general is that an issue in planning?

#119

Posted by mike bower on 01/14/2021 at 7:19pm [Comment ID: 6].

Agree: 2, Disagree: -1

you've got the tower...go ahead and make a ped. overpass to a new multi-level project across the street.

Reply by Max on 02/07/2021 at 10:25am [Comment ID: 56].

Agree: 1, Disagree: -1

This is about the ONLY location that a pedestrian bridge makes any sense.

#120

Posted by Chrys on 03/04/2021 at 10:15pm [Comment ID: 238].

Agree: 0, Disagree: 0

Extend the walkway by the Best Western to bridge across 89A eliminating the current street level crosswalk. Add another staircase and elevator.

Eliminate the crosswalk north of the new roundabout. Force people to cross at either Forest Rd or the lighted crosswalk further north on 89A.

#121

Posted by Kurt Raczynski on 02/03/2021 at 10:44am [Comment ID: 36].

Agree: 3, Disagree: -2

Pedestrian bridges uptown and to connect tlaquepaques should have been down years ago to help keep traffic flowing.

Reply by Carol Thomas on 02/22/2021 at 11:37am [Comment ID: 179].

Agree: 0, Disagree: 0

Agree. Please take the binders off and seriously look at this again.

#122

Posted by Miranda Warburton on 02/03/2021 at 8:08am [Comment ID: 33].

Agree: 4, Disagree: -1

Pedestrians are one priority on main street. Traffic backups all the way north to Midgely Bridge and beyond & delays of 2 hours in that traffic because of Pedestrians is untenable and should be the main priority.

Reply by Joan Shannon. on 02/19/2021 at 11:18pm [Comment ID: 163].

Agree: 0, Disagree: 0

Miranda: The traffic jams down the Canyon cannot be blamed entirely on pedestrians in Uptown. The traffic coming South is the problem with many stops to make in the Canyon which backs up traffic. Nothing can be done about that and we should not place the burden of it on Sedonans.

#123

Posted by mike bower on 01/14/2021 at 7:21pm [Comment ID: 8].

Agree: 0, Disagree: 0

consider a pedestrian deck on this Creek side of the commercial buildings as a means of creating more exploratory ped. realm.

DRAFT

6. Van Deren Area



Potential Strategies

Streets - One-way or Two-way

- Convert streets to one-way traffic and limit on-street parking to one side.

This neighborhood's streets are now two-way with the exception of one block of Van Deren (Forest Rd to Mesquite Rd). Converting streets to one-way would address concerns about conflicts between parked cars, residential driveways, and pedestrians.

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#124

Posted by Janeen Trevillyan on 02/07/2021 at 7:24pm [Comment ID: 64].

Agree: 0, Disagree: -1

take further steps to encourage preservation of historic structures before they are all remodeled. don't allow 'parking' as a use on empty lots - keep parking on private property as an accessory use for that parcel only. Add sidewalks or a pathway of sorts after the one-way takes over. Encourage property owners to add to the 'local' experience.

Reply by Joan Shannon on 02/08/2021 at 2:10pm [Comment ID: 82].

Agree: 3, Disagree: -1

One way streets in Uptown are based on a LIE Stephen Craver told the City Council three times that there is parking on Smith Rd on BOTH SIDES all the time and the fire trucks have trouble getting down Smith road which is a lie. They drive out and back on Smith all the time and the first block from Forest has no parking signs all along that block. One way streets for narrow residential streets are dangerous promoting speeding. Also 19 mail boxes would have to be moved to the other side of the street which would not be possible for half of them and at the expense of residents. Also residents would have to take their trash cans for pick-up a block away from their house due to private properties and drag them back again. Even so there are obstructions which would make it difficult for the trash pick-up truck. School bus changes its route according to who moves in and out of a neighborhood. A small child who is picked up and dropped off in front of my house all by himself would have to walk a block for the bus and not good if it is raining or stormy. Where is the consideration for residents. City wants hundreds of us to use Wilson to access Forest which would cause a traffic jam and once the three story parking garage is built if it is utilized there would be a traffic jam at Wilson and Forest as it is directly opposite the main entrance into the Hyatt. City paid \$10,500 for a consultant for a one way street plan which would return to two ways half way down to Navahopi and no one considered these problems. Right now walkers can walk against the traffic which is after but, with one ways cannot always. City admits these changes would "cause longer trip times and inconvenience" so what gives with this ridiculous plan? Why are we Uptowners being singled out for unnecessary changes which would affect our lifestyle and be dangerous for children here on their bikes. Right now we have many bikers and walkers in our neighborhood which is exactly what the City brags it wants so why the desire to destroy it all in Uptown. Anyone with a reasonable answer? I think not, certainly not Stephen Craver who says our peaceful quiet streets are dangerous.

The consultant money could have been spent providing shelters and seating in West Sedona for bus riders I have seen standing in the rain and very hot temperatures.

Where is the common sense in all this nonsense?

Reply by Laur on 03/07/2021 at 7:16pm [Comment ID: 257].

Agree: 0, Disagree: 0

Agreed about safety/rescue vehicles and the known increased speed on one way streets.

#125

Posted by Joan Shannon. on 03/01/2021 at 4:45am [Comment ID: 215].

Agree: 1, Disagree: 0

I have lived on the corner of Smith for 41 years and am home all the time. I feel confident I know more about the traffic flows than any City Engineer who has lied to City Council about Smith Rd for his agenda and more than any Consultant who did not even address all the incredible problems associated with changing our Uptown streets into one ways. This is a non sensical totally dangerous idea.

Reply by Shelly Kirby on 03/03/2021 at 2:14pm [Comment ID: 225].

Agree: 0, Disagree: 0

Yes yes yes

#126

Posted by Chrys on 03/04/2021 at 10:17pm [Comment ID: 239].

Agree: 1, Disagree: 0

In Tucson we had Zone Parking Areas for surface streets light this. Residents and or employees of the area can obtain a parking permit for these zones limiting the street parking and allowing those who have to travel to Uptown to always have a parking space.

#127

Posted by Keira Williams on 02/17/2021 at 2:16pm [Comment ID: 143].

Agree: 1, Disagree: 0

In my experience as a 20-yr commercial district revitalization practitioner, one way streets lead to faster vehicular traffic and less vitality.

Reply by Joan Shannon. on 02/19/2021 at 11:46pm [Comment ID: 165].

Agree: 1, Disagree: 0

Keira: You are so right about the one way streets. I researched the subject and found they encourage drivers to speed and hog the middle of the street making it dangerous for bikers and pedestrians. I have written about this elsewhere on this site and the idea of them is based on a lie told to our City Council by Stephen Craver of Sedona in Motion of our Department of Public Works and I have addressed this elsewhere on this site. It is a very serious issue and even Craver says on the SIM site that the one ways would "cause longer trips and inconvenience for residents" not to mention deterioration of the neighborhood and devaluation of homes, something our City does not seem to care about.

There are many problems with their plan which I have addressed on this site elsewhere. Please read them. Thanks.

#128

Posted by mike bower on 01/14/2021 at 7:17pm [Comment ID: 5].

Agree: 1, Disagree: -1

the vacant lot here has one across the street, and I believe this will link to a couple of others...consider an actual link to the Soldier Wash forest trails. the open space could accept some occasional functions such as lineal artist walk...flute players stroll, etc.

#129

Posted by Alan Cooper on 02/28/2021 at 8:19pm [Comment ID: 212].

Agree: 0, Disagree: 0

I strongly OPPOSE one-way streets in uptown. Where implemented in other towns on narrow streets, they facilitate speeding and result in greater danger to residents and walkers. Uptown is a historic area and should be kept that way with 2-way streets where people (e.g., tourists) can (and will) walk on the street and do so safely. Respect residents wishes for a safe neighborhood, not city management desires for fast throughput of tourists.

Reply by Alan Cooper on 03/05/2021 at 10:18am [Comment ID: 240].

Agree: 0, Disagree: 0

Further: I own the house at 225 Wilson and oppose Wilson being turned into one way going South, as it would greatly increase the amount of traffic if Smith Rd is made one way going North. This scenario would create Wilson as access to Forest Rd from Uptown, and cause problems at the Forest intersection.

#130

Posted by Cheryl Barron on 02/24/2021 at 8:15pm [Comment ID: 192].

Agree: 1, Disagree: 0

I recommend no onstreet parking. It's so dangerous when people jump out from parked cars. Especially if children aren't paying attention. I drive this way all the time to go around uptown and it's a mess. Push these people to the parking lots. It's safer

DRAFT

Van Deren Area Draft Strategies

Sidewalks

- Install sidewalks or pathways where feasible and appropriate.

The traffic and on-street parking do not make for a very safe or pleasant experience when there are no sidewalks. At a minimum, the most congested streets such as Van Deren should have a sidewalk or shared-use path.

131

134

133



132



135

Figure 6.1. Pedestrian access to the Van Deren Rd public parking lot.

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#131

Posted by John stebila on 02/07/2021 at 8:36am [Comment ID: 48].

Agree: 2, Disagree: 0

Build another road that will allow locals coming from Flagstaff, to bypass uptown off of 89A

Reply by Joan Shannon. on 02/11/2021 at 4:33pm [Comment ID: 113].

Agree: 2, Disagree: 0

That idea has been explored several times. Where do you suggest?

#132

Posted by Susan Gorney on 03/04/2021 at 5:04pm [Comment ID: 230].

Agree: 0, Disagree: 0

I've parked on Van Deren and I see no need to dig up any part of the area for sidewalks. Myself and I sure others(Tourists) park and then fine the quickest way to Main Street to do business. Get people out the residential areas asap.

#133

Posted by Max on 02/07/2021 at 10:30am [Comment ID: 57].

Agree: 1, Disagree: 0

Van Deren is often clogged with pedestrians walking in the street on weekends. Safer pedestrian pathways are definitely needed.

Reply by Joan Shannon. on 03/07/2021 at 4:52pm [Comment ID: 241].

Agree: 0, Disagree: 0

Max: We could say the same for practically all the streets in Sedona. At least Van Deren is much wider than most of them and pedestrians are not in any danger. I drive Van Deren often and have never found it clogged with pedestrians. It is now clogged in one block due to parking for the marijuana shop and this is unfair to residents there to have to tolerate the traffic for a commercial property that fronts Jordan Road and has a parking lot in the back but, smokers prefer to park of the residential street. I am not affected as I live on Smith but, feel for the residents right there.

#134

Posted by Joan Shannon. on 03/02/2021 at 8:36pm [Comment ID: 217].

Agree: 0, Disagree: 0

Van Deren is not a congested street except for the very first block from Forest Rd. Years ago the business owners wanted parking on both sides of that block for employees. This is not justification to extend commercial and devalue residential homes.

#135

Posted by J Williams on 02/18/2021 at 9:26am [Comment ID: 154].

Agree: 1, Disagree: 0

Again, how will this benefit Uptown Residents exactly? My crystal ball sees another application/effect of Gresham's Law... simply said, bad money - commercial - drives out good - residential. IMO, it should be the reverse, i.e., Sedona planning, especially Uptown planning, should scream 'Residents First'. But then, even to a newbie to Sedona, the motivation for this is obvious.

DRAFT

Van Deren Area Draft Strategies

Mixed Land Use

- Support a mix of residential and commercial land uses. 138

This neighborhood already has a mix of uses, such as commercial (offices, restaurants), residential housing (houses, condos, apartments), and vacation rentals. Considering the proximity to the busy Uptown corridors of Main St, Jordan Rd, and Forest Rd, a mix of uses in this area may be appropriate. This could be a vertical mix, for example shops on the first floor with housing or lodging on the second floor; or a horizontal mix such as a restaurant next to housing. 136

139

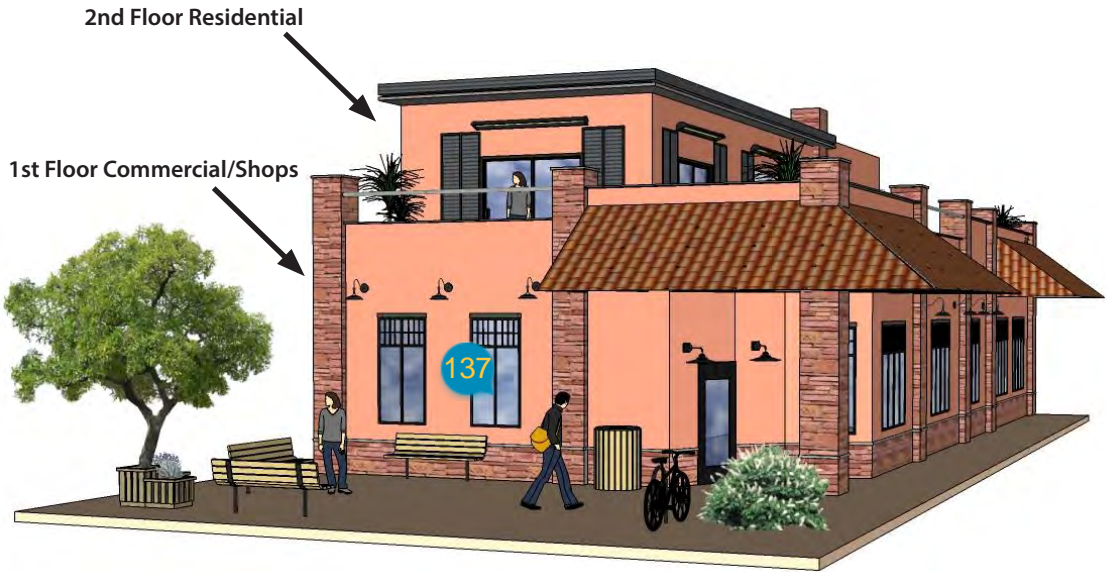


Figure 6.2. Example of a vertical mixed-use building, with shops on the first floor and housing on the second floor.

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#136

Posted by Joan Shannon. on 02/15/2021 at 9:33am [Comment ID: 132].

Agree: 1, Disagree: 0

There are a few offices only in the first block of Van Deren from Forest to Mesquite so that is no justification to expand commercial buildings along the rest of Van Deren which is residential. Yes a few very nice townhomes and some vacation rentals. The apartments front Price Road not Van Deren. So The City thinks it is a good idea to expand commercial and mix it in with the residents' home which is called "down zoning" and IMMEDIATELY devalue their properties and is in affect a legal way of "taking private property" without compensation. No one at City Hall lives on Van Deren so why should they care. I live on Smith Road an thin Uptown is just fine and the City should leave us alone instead of wanting to invade our neighborhoods with more shops etc. and additional one way streets which are dangerous and would cause chaos for many reasons not thought out due to lack of caring once again for residents of Sedona. Why is Uptown always chosen for more and more commercial and shops just to please tourists? Has the City not heard of West Sedona? Once they destroyed Uptown now they are moving into residential areas. After 41 years living in Uptown I wonder what reality our City Hall is living in. Since 80% plus of City employees do not live here then it is easy to come up with ideas that do not affect you. Residents in Sedona have been complaining for years they have been forgotten regardless of city surveys which support the City's desires. Residents who lose value of their homes due to the desired commercial development of Van Deren should be compensated but, not a chance as the City's non caring about them is already on display.

#137

Posted by mike bower on 01/14/2021 at 7:15pm [Comment ID: 4].

Agree: 0, Disagree: 0 get a more "earthy" example image!

#138

Posted by J Williams on 02/18/2021 at 9:34am [Comment ID: 155].

Agree: 0, Disagree: 0

How does this benefit Uptown residents exactly? My crystal ball sees another application/outcome of Gresham's Law... simply put, bad money - commercial - drives out good - residential. IMO, it should be the reverse. Also IMO, this entire plan should scream 'Residents First'. I'm sorry, but I don't see that. Even to a newby to Sedona, like me, the motivation is obvious.

Reply by Shelly Kirby on 03/03/2021 at 2:19pm [Comment ID: 226].

Agree: 0, Disagree: 0

Dual use has helped many downtowns with maintaining staff for restaurants & stores..The point is to get the rental rates within reason, currently the rates are crazy high. Incentives should be provided by the city to convert these old buildings into dual purposes.

Reply by Joan Shannon. on 03/07/2021 at 4:57pm [Comment ID: 242].

Agree: 0, Disagree: 0

Shelly: Do you mean the City should condemn and tear down peoples' homes to convert the land for dual purposes? City has no control on rents, blame lies with the State Legislature and Governor Ducey whp pushed for and signed the vacation rentals into law. Our City did all it could to fight that but, every State official was for it so there was not a chance.

#139

Posted by Janeen Trevillyan on 02/07/2021 at 7:27pm [Comment ID: 65].

Agree: 0, Disagree: 0 addition of density must include planning for shop user parking and resident parking.

Will residents park on Forest Rd in new parking garage or where?

DRAFT

Van Deren Area Draft Strategies

Historic Recognition

- Encourage adaptive reuse of historic structures.
- Retain the original street layout of the Sedona subdivision.

142

This is Sedona's first residential subdivision, platted in 1948. Earl and Leah Van Deren were the original owners.



Figure 6.3. City Historic Landmark, the Williamson House, now a Bed and Breakfast

141

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Figure 6.4. 1948 plat map for the Sedona subdivision.

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#140

Posted by Megan Aronson on 02/08/2021 at 8:59am [Comment ID: 74].

Agree: 0, Disagree: 0

Did my comment post?

#141

Posted by Joan Shannon on 02/08/2021 at 9:37am [Comment ID: 75].

Agree: 0, Disagree: -1

Please leave us alone in our Historical District in Uptown as promised us years ago by John O'Brien that commercial property would never be allowed to intrude into the residential area to spoil its original character. You have destroyed Uptown on 89a and now plan to destroy our residential streets. WHY? Because SIM needs constant projects to justify their jobs regardless of harm done to residential neighborhoods. A restaurant next to housing? For goodness sakes what is wrong with City Hall???

Reply by Joan Shannon on 02/08/2021 at 9:50am [Comment ID: 76].

Agree: 2, Disagree: -1

Forgive my typos I typed too quickly out of dismay over the ideas you come up with to destroy our town like Uptown has been turned into an UGLY place and slowed down traffic going north. When the trees are gone one will not be able to see what businesses are on the other side of the highway and those spectacular views North of Uptown one sees when approaching the lights at Forest will be partially blocked. Now you want to change directions of our residential streets into one way which is dangerous for narrow streets and based on a LIE told to City Council by SIM Stephen Craver at a meeting. When will this destruction of our town stop and the desire to run us like a big city come to an end. We have many bikers and walkers on our lovely streets which the City says is desirable and that village feeling will be destroyed with your destructive ideas.

#142

Posted by Janeen Trevillyan on 02/07/2021 at 7:28pm [Comment ID: 66].

Agree: 4, Disagree: 0

add signage, maybe special 'historic district' street signs and distinctive material for pedestrian walkways to give this neighborhood its own personality. How do we assimilate historic preservation with possible construction of 2-storey mixed-use and additional parking needs on Van Deren Rd next door?

Reply by Joan Shannon on 02/08/2021 at 10:04am [Comment ID: 77].

Agree: 1, Disagree: -2

So the City wants two story commercial buildings in the Historic District which I doubt SIM even knows it is that and 2 story buildings would block the spectacular views we have Uptown and totally unnecessary. Why do you wish to cram everything into Uptown forgetting that West Sedona commercial district exists? More commercial could simply attract more traffic up here (I live on Smith Rd) so I guess our City does not believe we have enough! Isn't a three story parking garage enough?

Reply by Carol Thomas on 02/22/2021 at 11:43am [Comment ID: 180].

Agree: 0, Disagree: 0

I agree with Janeen. The 2 story modern structures don't belong in a "historic" district.

Reply by Joan Shannon. on 03/02/2021 at 8:33pm [Comment ID: 216].

Agree: 0, Disagree: 0

Because Van Deren has commercial on the very first block from Forest is not justification to extend commercial all along that street. Yes, Uptown here is the Historic District and I know it well. My house was built in 1950 by the Wilsons who were good friends with the Van Derens who named Wilson St after them. Van Derens developed this area from Forest along Smith to Navahopi down to Van Deren and back to Forest. My house at 315 Smith was originally connected to the property next door which the Wilsons also built and since 1950 it has had only three owners, Wilsons, Osburns and my late husband and me, the Shannons. Unusual for Sedona. These streets have never had to be repaved, we have loads of beautiful thick trees. Sedona Schnebly's son built a house on Smith Rd and original settlers on the street had to dig the trenches to bring the water from Forest to their homes even to the northern end of Smith. Where the Red Rock News is used to be the original post office and the paper was printed at the duplex opposite my house. There is more but, perhaps the City is not interested in maintaining the Historic District as the desire is to ruin the character which makes it such a popular neighborhood for living and extend the crowded commercial on 89 into our area. How many more shops do the tourists need? In times of down times in the economy the ones on 89 suffer and don't need more competition at the expense of residents. I say leave us alone in

Uptown. Jordan Road now has three restaurants and there are shops, surely that is enough.

The following are comment forms submitted through the Plan Uptown website between January and March 2021.

ID	Your Comment, Idea, or Question	Your Name
1	{no data}	
2	Proposed resort by Lodgeworks Partners:traffic flow inconsiderate of neighbors, 417 parking spaces??, "sense of place"???	Joan Roberts, Board member of Sedona Arts Center
3	Any plans for affordable housing?	Peggy Likens
4	Improve Crosswalk at Forest and Van Deren Road. Add some type of flashing lights when pedestrians are in the roadway.	Scott Liske
5	To create a real community and town center, Sedona needs to have a LARGE plaza, like Santa Fe or Taos.	Daniel P Gallagher
6	Monorail to tourist parking	Guy Lamunyon
7	Affordable housing	Julie Minasian
8	Re: Affordable Housing. Uptown business owners need to staff their businesses and employees need housing that matches wages.	Julie Minasian
9	As a resident it would be really convenient if we had some ordinary stores as in a reasonably priced ordinary stores	Valerie Marcucci
10	Affordable housing	Tins
11	{test}	
12	Bridges over the road in 4 places. 2 on either end and 2 major crosswalks that are used. Get rid of the light.	Michael Remuzzi
13	Sidewalks already the length of Jordan. Again residents are discarded for tourists.	Joan Shannon.
14	Put a Pedestrian tunnel under the road where the one light is and block off crossing the actual road to all pedestrians.No traf	Drew Ziraldo
15	Comment: Stop changing things or tinkering and leave things alone	Maralyn
16	Make it far less touristy/ more upscale / unique shops	Marcie schneider
17	I began my thoughts with 22 words & was cut off! I guess you don't really want to hear my ideas. I've lived here for 45 years.	Jane Defoe
18	I'm a yearly visitor. Uptown is way too crowded on the streets and sidewalks. I stay out of town. Relieve the mess.	francis sacco
19	Pedestrian bridges	Jan Boyd Haring

20 I am very disappointed in the general uptown plan. The primary concern of all residents is traffic. It appears to me that the primary concern addressed by this plan is to increase business. For example, the Forest Road extension was originally meant to allow emergency exit from uptown in case of a natural disaster. I am all in favor of this. However the new plan includes new shops along Forest. This will only increase congestion. Regarding increased Forest Road parking, there is already a terrible backup of cars turning onto Forest from Main. How can you increase parking and shopping without addressing how cars will turn onto Forest. The situation will only get worse.

Michael Berlly

How will cars turn onto the Forest Rd extension coming Down Cooks Hill. This is already a dangerous section of road. After witnessing one head on collision there I don't want to see another.

The plan calls for pedestrian plazas on Main Street. Sounds great. Except when you look at the details they are referring to only one tiny plaza on the corner of Forest and Main. Sounds like a silly use of money to me.

The flow of traffic going towards the Canyon on Main is terrible because of the parallel parking. Traffic comes to a complete stop while cars back out. Only disabled parking should be allowed on Main.

This is suppose to be a plan to decrease congestion. Sounds to me more like a plan from the Chamber of Commerce.

If you really want to decrease congestion require all tourists to take shuttle busses to trail heads. And most importantly, really deal with the 89a 179 problem.

21 Does anyone actually believe that anyone in Sedona's government cares what Sedona's residents think? Why waste your time with this nonsense. This is like Lucy pretending that she's going to let Charlie Brown kick the football. We've heard all of this before.

Craig Dixon

22 Complete Forrest Road extension ASAP. Make several streets 1 way. Raise parking rates on 89A.

John

23 I am impressed with the thoughtful and insightful thinking in the Uptown CFA. It is a MAJOR step forward to modernize uptown and make it a real homey. I think this deserves high priority to make it happen. Find the funds and go for it. Congratulations.. well done.. Al Comello

Al Comello

24 Frankly, if you stop advertising all around the world, we would not need to do all of this. We should not be thinking of how we can accommodate more people, we should be advertising less as we do not need more tourists. I can't imagine how much this is costing.....I would like to suggest stop putting up all that ugly metal such as the barrier on 89a and in the roundabouts. Its too harsh looking. We need softer accents.

Jill

25 Disappointed Owenby Way only one way, does not allow locals to avoid uptown traffic when heading to flagstaff. making a street connection with owenby way and arroyo Roble, excellent idea. transformation ideas at Jordan and forest roads great ideas. bike paths very good. love creek walks/resort walks. mixed land use of building, residential and business, good idea. don't like making one ways of smith/wilson/van deren nor apple/mt view/etc. one way traffic of some roads confusing, doesn't solve problem without creating others.

Janyse Florek

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- 26 I applaud the connection to 89A in West Sedona from Uptown!!
 Consideration of leaving 89A through Uptown as a thoroughfare only with the clear option to park and walk Uptown shopping from Jordan Rd. and it's Parking Garages or other side streets, It is a State Route and too bad an initial "local" road was not encouraged years ago and allow traffic to pass efficiently on 89A without parking and pull off possibilities.
 The "Y" intersection/Roundabout is the continuing problem for the future. An alternate route connecting 179 and 89A in West Sedona is a must for the future of Sedona. Perhaps at the West end of Airport Mesa through Carroll Canyon to the Industrial Park area and through to 89A would eliminate so much jammed traffic at the "Y". To a lesser extent, but still helpful would be the reconnection of Red Rock Crossing.
 Thanks, Dan Garland
- Dan Garland
-
- 27 I support making Uptown more walkable, but there is a problem with the city's plans around Forest Road. The convergence of the entrance/exit to the planned parking garage (which I strongly oppose and hope will never be built) along with already-heavy pedestrian traffic in that area from the visitor center and the planned increase in traffic from the Forest Road extension (which I support) is going to cause congestion. This will be a burden to people who live in this area when they try to access their homes. I strongly oppose the idea of adding more "height" to buildings along Van Deren, which will also cause congestion and seeks only to further expand the Uptown business district. You may think that housing above a shop will help Sedona, but these spaces will only end up being used to house tourists because that will be too lucrative and you really cannot ensure and enforce otherwise. The idea of one-way streets in this area is a good idea.
- If you do end up making connections from some of the resorts to Oak Creek please develop this in such a way as to FIRST benefit residents. If tourists can also enjoy them, that's fine, but you need to start thinking FIRST about what benefits the residents of Sedona instead of constantly catering to the tourist industry. The city's failure to think first of residents instead of tourists if the reason you are not trusted or liked. The parking garage and the mess with the building on Jordan Road owned by the Chamber are two examples.
- Carol S.
-
- 28 This is a general comment regarding tourism in Sedona. I've seen a number of "improvements" that all have one thing in common, bringing more people into a city whose road infrastructure is quite stressed. Going to/from Uptown to West Sedona is a nightmare (in particular, Cooks Hill). Nothing I've seen so far is going to make much of a dent in that problem. Until a viable solution is found AND implemented, I think there should be a moratorium on EVERYTHING that increases traffic congestion – no on approvals that would increase lodging (both hotels and large scale residential) and no on the Posse Grounds improvement that would enable/encourage more events (i.e. more people). I know there is no easy solution – it should be obvious that enabling more people to come is not a solution. The city has no choice but to get immensely more aggressive in dealing with this problem – it is a matter of quality of life, quality of the tourist experience and a matter of health and safety.
- Phil Best
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- 29 Lets do something for the people who live in Uptown. Finish the Forest Road extension FIRST. We don't care about making Uptown look pretty for the tourists. We don't care about doing anything for the tourists. They are a pain in the rear. Do something for the residents for a change!
- Lee and Nancy Lutge
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- 30 While flowers and other landscaping are nice, the biggest improvement that can be made to Jordan Road is to underground the ugly overhead power lines that ruin the view of our magnificent Red Rocks. We live at the end of Jordan Road, across from the Historical Society, and I often see tourists standing at the junction of Jordan and 89A aiming their phones or
- Joyce Recek
-

	cameras at Wilson Mountain and other beautiful Red Rocks in the distance. Most likely they don't realize until later that those horrendous overhead lines have ruined every shot. The overhead power lines are an unfortunate and terrible eyesore to residents and visitors alike. Until that problem is corrected, every other so-called improvement is mere folly. Please put the money where it will make the greatest difference and have the biggest impact.	
31	The plan looks good and was nicely presented. One item of concern is the pedestrian walk at the "Y", so often people are crossing and there is no warning or signal to warn drivers that pedestrians are crossing. If you are driving the inner lane and your view is blocked by a large truck or SUV you cannot see the pedestrians until you are right on top of them, this maybe an ADOT issue but thought it part of the uptown issue.	Maryellen Pugh
32	I thought all the improvements in the draft were good ideas to improve pedestrian and traffic flow, but I'd also like to share another idea! I've always thought it would be fun to have designated spaces for street performers like live painting, live music, or other artistic things. I'm not sure what the policies are for having street performers, but I think this would bring so much more life and entertainment to Sedona because residents are also looking for other forms of entertainment. This could be an online sign-up sheet/permitting process for availability in designated spots. We have so many talented people in this town I think it would be great showcase that! Thank you!	Emma Keider
33	Better traffic flow. Children's garden at posse ground. Fix the y round a bout.	Jan Oswald
34	I would love to see more music and events on the street. Moonlight Madness needs to come back as well. Having culture, arts, music and more festivals would be a great place for the community to come together	Courtney
35	See page 9 below	Jeff Goward
36	I've lived in Sedona for almost 30 years except for 6 years I spent in Flagstaff for school, one thing I miss the most about Flagstaff are the community events- live music, local nights, art walks. I think if uptown offered an art walk like downtown flagstaff did (pre-covid) there would be a huge amount of support. I feel like Sedona isn't trying to support the people who actually live, own businesses, and have families here. We prefer to go to Flagstaff for events. More events for the community and families. Downtown Flagstaff has a Downtown Business Alliance that has formed out of support from the businesses to come together and collaborate on ideas to bring both tourists and locals to downtown. Do the businesses in uptown actually want to attract locals? I sometimes get the impression that they are owned by people who don't even live here. Maybe doing spotlights on these businesses and the owners and backgrounds to connect locals to these businesses so we know who we are supporting. It's such a beautiful area and I try to get to uptown a few times a year, I wish I could be there more.	Jessica Garnello
37	Tell all the tourists to go home, there...problem solved.	Nick F.
38	Add a second lane going north through uptown.	Jamie Bigelow
39	I agree - let's keep as much at one level as possible. The current mixed use area of Jordan road looks less high end. Wouldn't want that road to be as commercial looking as 89A is.	Sondra Brunone
40	I like the idea of seating if it looks nice. Jordan road would need some nicer/safer road crossings too.	Sondra Brunone

41	How would this affect the views of the existing homes and businesses on the streets further back from 89A? under no circumstances should we block their mountain views. It detracts from their home/business values.	sondra brunone
42	Given the already horrible congestion trying to get into Uptown through the Y... why on earth would we want MORE housing there? It's really difficult for those who live in uptown already to get to their homes on the weekends or during big tourist visitation periods. That makes zero sense.	sondra brunone
43	I am sorry that we still believe an pedestrian overpass is not feasible on 179 or 89A. I bought it at first, until we traveled and saw many that high over freeways and state highways. It can be done and done well if we quit wishing we could close off those highways and act as if they are pedestrian only roads - they are not and never will be! Accept the reality and work with what is!	Carol Thomas
44	Are there plans for public restrooms to be added or are they already here?	Carol Thomas
45	Glad to see you considering this as this is a very treacherous are when you are driving with pedestrians and easy to miss turns.	Carol Thomas
46	First, "The sidewalk should be clear of obstacles like benches and trash cans." I'm a business owner in that area and my customers enjoy taking a break on the benches. If anything there should be more. Second: we should have music allowed. Controlled yes but local entertainment... like all the other tourist towns do.	Annalee Hammon
47	Free parking for residents at the meters	Michael boyd
48	There are a lot of ideas to like in this plan. I like the idea of mixed use commercial/residential building. I like the idea improving the sense of community for Uptown residents. I dislike the idea of adding additional parking structures near residential areas. And I especially dislike the idea of a parking garage at 401 Jordan as it is so very close to residences. The parking lots on Schnebly are rarely filled and there seems to ample opportunities for street level parking or parking expansion closer to the 89a.	Chris Nichols
49	A "Make It A Night" event once a month, with vending opportunities for local artists, crafters, and food makers, along with live local musicians. Traffic and parking are not an issue after 6pm!	CAPRI PINTO
50	I would suggest licensing, with a yearly renewal application, and limiting the amount of licensed short-term vacation rentals. See Palm Springs STR rules, regulations and fees...	CAPRI PINTO
51	Comment: I hope the city realizes that once the Forest Road connection to 89A is complete, residents of Uptown Sedona will be using the roads Smith, Wilson and Van Deren to connect to Forest Road. Residents in areas such as Cibola Hills, the Orchards, Indian Trails, Jordan Park and others will NOT use Jordan Road to 89A to connect to Forest Road, so the residents in the Van Deren area will experience MUCH more traffic than they are used to.	Jill Gittleman
52	We need a connecting road from the VOC to W Sedona. Connecting via Verde Valley School Rd will allow LOCAL traffic (homeowners and tradespeople) to bypass the roundabouts in Uptown thereby significantly reducing traffic congestion.	McWaters

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- 53 Unbelievable that more resources are going to be used to try to “improve” the Uptown area. This town is so fixated on the Uptown. You people are trying to make a molehill into a mountain and that will NEVER happen. You want more and more people here which means traffic is backed up to beyond Airport Road and down 179 - A LOT. THANK GOODNESS I DO NOT LIVE IN THE CHAPEL OR IN THE VILLAGE. WHAT A NIGHTMARE TO TRAVEL INTO SEDONA. And if one is living or staying up the Canyon it could take 10 minutes to 45 minutes to get down to the Uptown. Does the town care? Not a da.n! Money is the greed factor here. Plain ole money. And what is it used for? NOTHING THAT HAS TO DO WITH LOCALS, THAT IS FOR DA.N SURE! And the round-a-bout in Uptown is a JOKE! And the round-a-bout at Tlaquepacque is a DOUBLE JOKE. And the round-a-bout at the “Y” is a TRIPLE JOKE. I noticed on a specific weekend the City was providing Traffic Guards to get from one side of Tlaquepacque to the other. WHAT THE H.LL IS THAT ABOUT? THE SECOND ADDITION SHOULD NEVER BEEN MADE WITH SUCH TRAFFIC CONGESTION. TRAFFIC flow S.CKS! Stop spending money on the Uptown unless you are willing to take out some housing on side streets and make an ingress and egress traffic flow. Sedona does not have the faintest idea about their townsfolk. We are not interested in the Uptown whatsoever. NEVER HAVE BEEN, Never Will Be. Why you keep obsessing about this area is beyond me. Money spent on this area is a waste! AND IS USED FOR THE VERY FEW! I NEVER GO TO UPTOWN UNLESS I AM GOING TO FLAGSTAFF. MOST of the restaurants in Uptown are overly expensive and have poor food. Very few are affordable and have good food. Bottom line I have lived here for years and all I ever hear is another study about the Uptown Area. The various City Councils over the years have no idea about their permanent residents here! Everything that was once no-charge areas are now a tourist location with a Charge to go there: Slide Rock, West Fork, Grasshopper Point, Etc. This being a tourist town certainly doesn’t not reflect any of your resources directed for the townspeople. Why don’t you people get off your behinds and ask yourself this question: Why has the Cultural Park just been sitting all these years? WHY? What a waste! Probably going to turn the land into some kind of hotels or more housing. Look at the Marriott and Residence Inn and more houses on 89A. NOTHING BUT A DISEASE RIDDEN COMPLEX OF TRAFFIC AND OVER PRICED RESIDENCES. IS THIS THE TOWN WE ALL CAME TO GET AWAY FROM A LARGE CITY? And the Kentucky Fried Chicken location - another empty location? Why is the City Hall in a horrible building complex? Why so many police and police cars? And let’s look at this newest hotel on 89A that looks like Tree Houses near Mariposa restaurant. Whose brilliant idea was that? I CERTAINLY WOULD NOT SPEND \$500 to \$1,000 a day/night to listen to the traffic on 89A, would you? What an ugly, awful monstrosity. More tourist cr.p, worse traffic flow, nothing for locals! Summation: I WILL GIVE YOU ALL A DOLLAR FOR EVERY TIME YOU HAVE TALKED ABOUT ANOTHER COMMUNITY PLAN....ESPECIALLY ONE INCLUDING YOUR LOCALS. People - let’s be perfectly honest - you do not give one plug nickel about locals. THIS IS JUST A PLOY TO FIND MORE WAYS TO CRAM IN MORE & MORE TOURISTS!
- 54 The "uptown" city plan looks beautiful ... however it still won't take care of all the tourists. We've lived here 40+ years and DO NOT go uptown (we did love Wild Flower when it opened, but can not find any parking so we stopped going there we do go to the Wild Flower in Flagstaff.) Nothing the City does will bring back the "locals". And while we're at this subject we live in West Sedona and DO NOT go to the VOC (or near the Y area) at all now either. Our family lives in CV and we go through Cottonwood to get there (longer miles but takes less time).
- 55 WHAT DO ANY OF YOUR HI-FALLUTIN DESIGNS HAVE TO DO FOR THE LOCALS THAT LIVE HERE? AND FOR TRAFFIC FLOW? ANOTHER FALSEHOOD PERPETRATED SO OUR TAX DOLLARS ARE SPENT ON THE FEW AND NOT THE MANY. GRAFT, PURE GRAFT!
-

kitty carlisle

Winifred Wells

kitty carlisle

56	I live in west Sedona. I very seldom go uptown because parking is a pain. I cannot walk very far anymore. Suggesting free parking passes connected to water or tax bills to confirm where one resides.	Bonnie Vanderwater
	Loved the pictures showing the “walkway” from the parking lots. I would need two hiking poles for stability. More sidewalks everywhere in Sedona are needed. My sympathies to the workers who just must park away from the stores. More affordable housing restricted somehow to Sedona employees. Solve that problem, please.	
57	This is related to Uptown, as there is so much traffic going up & down Oak Creek Canyon that has to go through Uptown. Consider having the city have buses or trams run up and down Oak Creek Canyon, letting people off at Slick Rock and day hiking destinations. You could pick them up at the various new parking garages you've outlined in the City Plan. The parking along Oak Creek and people walking from their cars is so dangerous. I see the parking and am convinced that a fire will start someday from the crazy parking that people attempt in the Canyon. It looks like measures are being taken to limit the parking. And, I would think a regular bus/shuttle system could eliminate most of this danger and congestion.	Tracy Randall
58	Want to improve traffic flow? Get rid of all the work that was done in the past couple years and put things back the way they were. I wouldn't have thought it possible, but traffic flow is *worse* since the construction. Now that Sedona has been discovered, and now that no one wants to be in the cities anymore since Virusmania took over the world, I don't believe there's a way to improve traffic flow without bulldozing the entirety of Uptown and putting in a 4- or 6-lane road. Hey... here's an idea - maybe we could turn Sedona into a huge rehab center for all of the people who've become mentally and emotionally destroyed by the attempt to make everyone afraid of normal human life, and by the attempt to turn everything "virtual." What we've just been through is on par with the 1951 flu, but with a ton of toxic propaganda. What was the 1951 flu? you may ask. Exactly. And by the way, I am *not* a Trump supporter.	A. Sedona Resident
59	As a resident, I am sad. I used to enjoy Uptown. I have been to Uptown five times in the last three years. Why not more? Because Uptown is for tourists and it appears this plan/the parking garage is as well. Traffic, though improved, is just not fun, just not worth it and Uptown holds fewer and fewer destinations that are attractive to residents. While the plan is to make Uptown more attractive to local residents as well as visitors and businesses, I don't see the resident benefit except some traffic flows on side streets. The plan does not address the key issues we face: traffic on 89A spills over to the Y, forcing residents to pick days of the week and hours of the day to travel if they don't want to sit in traffic. I am was disappointed to see the elimination of the slip lane at 179 to 89A. I believe it would have helped especially when I leave my home in the neighborhood near Safeway and traffic is backed up from the Y. This plan will make Uptown more physically attractive to tourists and businesses perhaps, but it does little for residents. Marketing this to/for residents is curious. It doesn't address our needs. I'd like to see a plan that addresses affordable Uptown housing yet we have no way to limit the STR take-over of Uptown and new residential housing developed under this plan. Traffic studies show that traffic tends to move faster on one way streets than on a comparable two-way city street, and slower traffic means fewer accidents. What about mail deliveries, trash pick-ups, school bus pick-ups, signs at intersections devaluing homes? Save our lovely historic neighborhoods, please and call this plan what it is (in my opinion)...a plan to make Uptown more attractive to visitors and some businesses.	Laur Garg
60	Hello - I have two shops in uptown and not sure if this is the correct place to mention any of this but I think more signs that tell people where the public restrooms are would be great as I	Jennifer Williams

am asked sometimes 100 times a day - like have some "you are here" signs near the paid parking and mention the public restrooms- Also I think a hop on hop off public transportation would be great for the people going around town. Maybe a traffic monitor speed sign as people speed a lot and seen people almost get hit several times that were using the crosswalks properly - way to many speeders - my shops are located in the Matterhorn Shoppes - please feel free to call me on my cell listed above.

61 Hello - I have two shops in uptown and not sure if this is the correct place to mention any of this but I think more signs that tell people where the public restrooms are would be great as I am asked sometimes 100 times a day - like have some "you are here" signs near the paid parking and mention the public restrooms- Also I think a hop on hop off public transportation would be great for the people going around town. Maybe a traffic monitor speed sign as people speed a lot and seen people almost get hit several times that were using the crosswalks properly - way to many speeders - my shops are located in the Matterhorn Shoppes - please feel free to call me on my cell listed above. Jennifer Williams

62 Love the enthusiasm and concept of Plan Uptown. There are many good ideas.

Linda
Goldenstein

The Resort Walk along Oak Creek may not work throughout the corridor and much needs to be considered. Some of the resorts are so tight on space that it may not fully connect. That's all right.

Much of the ongoing success of this plan depends on vibrant businesses in uptown. This business area has dealt with a business shut down, an ongoing pandemic and a long construction project that included two roundabouts and the median. Much of the plan uptown requires more construction. Planning has to be thoughtful and have minimal impact on businesses as they continue to recover from the last two years and going forward. Construction during busy season should always be avoided.

Thank you for the opportunity to give input.

35 2/17/2021 from Local Resident, Jeff Goward – ... – 470 Jordan Road Re: City of Sedona request for Input the the “Plan Uptown” initiative in the “Uptown Community Focus Area Plan. ...specifically regarding “3. Jordan Road Corridor” proposed “Mixed Land Use” as shown on the online page: <https://sedona.konveio.com/plan-uptown-draft-concept-plan?document=1>Much of my commenting here speaks to the conflict and need for balance between protection of residential home-life environment in Sedona and the expanding commercial/tourist promotional interests, but I feel certainly there is need of greater attention to be given to Sedona residential interest in the Uptown Jordan Road neighborhood, just as the request for comments seems to elicit. My home is on a residential street in Uptown, Jordan Road, the main access road into the Uptown residential areas of Sedona. I would wish that no one would speak of or think of this, my home street, as a “Corridor”, even if it is so often used by folks to race along this street as if it were an auto and motorcycle raceway, as it is often used so. (I mention this, as just even the using the terminology “Corridor” seems to reflect an approach with greater inclination toward commercial and tourist interests’ protection and promotion rather than a better inclination to the protection of the very residential nature of Sedona’s Uptown neighborhoods.) It’s of course natural and correct for the city administration to weight and respond to commercial interests being legitimate and important aspects of life in Sedona, even while attempting to balance the detrimental affects of the interests in the promotion commercial factors. For the past 12 years I have been a full-time resident of Sedona in my home here on Jordan Road. During this short time, I have experienced the detrimental effects of a great expanding and physically advancing commercial and tourist activity. This has surely been encouraged if not directly caused by the active support and administrative efforts in attempt not only to deal with ever-increasing traffic, but also expansion greatly encouraged by the promotion of tourism and facilitated by improvements via various City physical projects and activity permits provided in this recent 12 years. Background: My home at 470 Jordan road is a small historic red-rock faced house built by George Jordan sometime in the 1930s (as I am told by Janeen Travillyan, Historian for the Sedona Historical Society). I believe it was actually the first home built in uptown on Jordan Rd. (see photo from 1950s below, if it can be inserted with these comment pages online). It is located along Jordan Road between what is now the Hwy 89A Uptown commercial district and the Jordan Ranch (once home of George Jordan’s brother Walter and family where Walter Jordan lived and managed the large Uptown orchards) So, my home was built by Walter’s brother George, renting it for some years to the Coleman family who raised some four of five children in this small house. I suspect Mr. Coleman worked for George or Walter Jordan as a ranch hand or orchard supervisor. Paul Thompson of the original family of Sedona settlers told me stories of the Coleman children of his day who he remembers well. My home has over time by general town growth and commercial expansion, and with vast increase of tourist the influx, has experienced encroachment to come to be right at the very border between the two city-assigned land uses, that is at the edge between ever-increasing Uptown commercial business for tourist income and the residential locale of full-time Sedona citizen homes areas. I am daily exposed directly to the huge and increasing tourist presence, commercial activity, and traffic, as are also most all the neighborhood residents living on and around Jordan Road. Just in the past 12 years, non-residential activity has grown speedily and extensively in more and more encroaching commerce and traffic, additional businesses tourist parking lots, foot traffic greatly increased throughout residential Jordan Road, causing expansion of regular street noise and disturbance of peace, all detrimentally affecting normal existence of homelife here. Specific Examples:- At 465 Jordan Rd., immediately across Jordan Rd. from my home, vehicular and foot traffic caused by the growing presence of the Cannabis Clinic, Bloom Dispensary (and now likely to be greatly increasing since recent legitimization of the public sale of Recreational Cannabis which the Clinic is now advertising with a huge street sign). Medical prescription commerce here has already encroached more and more on the peace and

stability of residential life. Customer vehicles continually park directly in front of my home on Jordan Road. Beyond these disturbances of increased foot traffic, parking movement, and influx of vehicle traffic, I have frankly been personally exposed to alarming and frightening encounters with some of the patrons of this business. - The building housing the marijuana shop was for long-years an established quiet Japanese restaurant with mostly indoor dining. In the past year or two this restaurant space been rented out and transformed to an industrial Beer Brewery and its Restaurant (The Sedona Beer Company). Now it's patio fronting Jordan Rd. has attracted 5-day per week continually loud noisy crowds extending from lunch crowds into the evening dinner hours impinging annoyingly on the residential peace, just 30 yards from my porch and my bedroom window. Brewery crowds are boisterous; the place has become greatly more popular with hugely increased flow of clientele. The noise of diners goes on until perhaps 10 or 11 pm each night, and the lighting continues until 1a.m. brightly shining across my home's yard and house, and especially into my bedroom windows.- This late-night lighting of this brewery/restaurant and commercial-cannabis housed building is more than doubled quantitatively as night time disturbance, as it is exasperated by lighting encroachment from the very bright late night parking lot lights in the adjacent City of Sedona public parking lot, at the corner of Schnebly & Jordan Roads. Both Brewery/Cannabis Store Building (465 Jordan Rd) and the Parking Lot lightings are turned off only at 1a.m. in the mornings. I wonder whether, beyond my personal home disturbance, this lighting incursion may be in violation of the "Dark-Sky" policy of Sedona.- This highly at night lit Sedona Public Parking lot at the corner of Jordan and Schnebly Roads is the property purchased by the City and developed for Parking only sometime in the past five years. Even more than its nighttime lighting disturbance to the neighborhood, the development of this parking location has effected a major increase in immediate vehicle traffic, impinging much on the residential nature and quality of life of the immediately adjacent residents of our Uptown neighborhood. Residents along Jordan Road already suffer from traffic noise and load, as Jordan Rd. is the greatest and only direct exit route for most all of the Uptown neighborhood beyond the commercial district. Now, large RV's and private buses, as well as tourist and regular commercial vehicles, parking daily and overnight, are everpresent and cause a large flow of traffic moving in and out and thus disturbance to the quiet of residential life.- Immediate neighbors to the north side of the Brewery/Cannabis store, the three neighbor homes have been transformed into short-term housing, as has the house immediately adjacent to my home being used for rental income from short-term renters. I have had to on more than one occasion found it necessary to contact Sedona police who have come to instruct short-term tenants noisy night-time porch party activity to desist and maintain quiet for the neighbors.- On my side of the street, some three or four doors up Jordan Road from my home, the well known, successful and well-publicized Elote Cafe has moved in, drawing especially large nighttime crowds which previously had not been drawn to the location.- The old convenience store near what's now the Jordan Road round-about was some years ago demolished, and now in its place is a large building rented to a commercial set of businesses catering to tourist trade, conforming to a Disneyland/LasVegas-like ambience abounding to the Uptown commercial district and an example of increasing contrast against the original small town ambience Sedona has been known for. - Along with all the above, my home and those of neighbors beside me are now squeezed between two Public Parking lots. One is the above-mentioned, and the other adjoins my home at the other side, bordering the back or the east side of my home property. This is the Public Parking lot between Peach Lane, Sunset Lane, and Schnebly Rd. The locations of these two parking lots cause great flows of tourist/visitor vehicular and foot traffic, and moreover intrudes on the neighborhood with regular ongoing noise disturbances of loud conversations, shouting, and car alarms regularly being set off (even so just as I write these comments a car alarm goes off). And of course the immediacy of parking lots impinges upon residential homes with further traffic noise. Furthermore, I am

often in my home exposed to random foot traffic when strangers, visitors simply walk through my residential property past my windows without thought or permission.- A year or so ago, a quiet wildland field behind my home, which was a pleasing open space, one of the last two vestiges of such here along lower Jordan Road, was given over to Habitat For Humanity condominiums. The loss of this field, it's wildlife, and a nice scenic view with a certain tree which were all a fine vista in the midst of the expanding commercial presence has been a distress though acceptable as it provides a fine new home for some families. ...just a further example of the direction of "progress" which I would hope can be better managed or diverted. This little valley below Water Tank Hill was once the springtime roundup location for collecting free-ranging horses that were herded down here from up Oak Creek Canyon and the surrounds to this location, before sorting and separating them out by the cowboys who yearly would join up for the work from various local ranches. Progress and needs for lower-income housing in our town have been accommodated with this transformation of a small wild-land field, along with right adjacent to it a city parking lot in addressing also the great need of managing tourist traffic. I only note these changes and "progress" as more example of the various increasing degradation to our residential environments which are still possible to be enjoyed by us, the Sedona town folks, in opposition to the seemingly more strongly addressed issues of commercial interest. - I have read of Sedona City planning intended to alleviate traffic congestion in the Uptown commercial strip, projected to divert the entire flow of Oak Creek Canyon traffic arriving into Sedona from the canyon, to be diverted into a new route for this enormous traffic flow, to arrive into and through our Uptown residential areas. This would bring the greater part of canyon traffic into Peach Lane, just one block from my home, directly past neighborhood homes, for bringing the flow of traffic into Uptown Sedona and beyond, or to the present two parking lots, and as well as beyond to the new parking structure planned for location on Forest Rd. This route would be or will be devised at great expense of detriment to the residential quality of life here for all of us residents adjacent on Jordan Road and the proximate surrounds. Of course the puzzle of alleviation of traffic has been for decades continually of major and immediate concern to us in Sedona balancing community, residential, commercial, and external financial or tourist interests. As a resident at the very-most immediate physical border point of conflicting interests, I am pleading obviously for the City to always give attention and act toward preserving the quality of residential life here. The Sedona city administrators are the only bulwark protecting Sedona full-time residents in this concern.- "Beautification" – Now, with the already ever-increasing foot traffic up the lovely sidewalks of Jordan Road constructed not long ago, with wandering tourists, jogging or strolling locals, mechanized Segway tours regularly streaming by, and with all the expanding influx of vehicle flow up Jordan Road to the Sedona Museum and to the Jordan Trailhead -- your City planners' online page requests for comments asks about further "Beautification" that is being now contemplated. I would hope planners and administrators will keep "beautification" to a minimum and allow rather the rustic flavors suffice and refrain from the kinds of "improvement" that caters more to the tourist trade than to the residents' quality of life. The proposed "beautification" planned would seem to intend for more and more cement sidewalks on both sides of Jordan Road, and vegetation or gravel landscaping extending farther and farther up Jordan Road. Personally I think Sedona itself is plenty beautiful already, to say the least, without needing greater effects of infrastructure beautification and landscaping which would further encourage tourist traffic. (Undoubtedly promotion of "beautification" is an attractive thought and impetus, but I would wish the planners to keep more in mind maintenance of simple residential quality of life that has no need for unnecessary "beautification". I fear too-active projects of "beautification" may serve to more and more draw the tourist crowds up into the Jordan Road residential neighborhoods. Perhaps that's enough comment...or too much... I will ask that you please do remain staunchly aware of our town's residents' life here in protecting and maintaining it against incursion. So I urge that you

do actively plan for maintaining our peace and prosperity. The City planners, administrators, and governors are the only direct and active bulwark of the residents' interest in the future of the town as a living locale and not so much a Disneyland (do I repeat myself?) or Las Vegas-style attraction of commercial success overwhelming the people who live here.

(No subject)

Sherrie Hanson <sherriehanson8@gmail.com>

Sun 2/7/2021 7:14 PM

To: Cynthia Lovely <CLovely@sedonaaz.gov>

Since when do you listen to what the people want?we have been here 20+ years and have yet to see anything the locals wanted, and now we can't even drive in our own city.☹️

Sedona Uptown request -- Keep 2-way streets

Alan Cooper <akcooper@pacbell.net>

Sun 2/28/2021 10:47 PM

To: Sandy Moriarty <SMoriarty@sedonaaz.gov>; Scott Jablow <SJablow@sedonaaz.gov>; Tom Lamkin <TLamkin@sedonaaz.gov>; Jessica Williamson <JWilliamson@sedonaaz.gov>; Holli Ploog <HPloog@SedonaAZ.gov>; Kathy Kinsella <KKinsella@sedonaaz.gov>

Cc: Justin Clifton <JClifton@sedonaaz.gov>; Karen Osburn <KOsburn@sedonaaz.gov>; Cynthia Lovely <CLovely@sedonaaz.gov>; Warren Campbell <WCampbell@sedonaaz.gov>; Andy Dickey <ADickey@sedonaaz.gov>; Stephen Craver <SCraver@sedonaaz.gov>; Alan Home <akcooper@pacbell.net>

Dear City Council et al.

I am a 25-year owner of residential property on Wilson Road, in uptown Sedona. Although I currently rent the property on long-term lease (i.e., NOT a vacation rental), I visit Sedona frequently and feel part of the uptown historic area community.

I strongly favor 2-way streets in Uptown. Converting narrow streets to 1-way, as done in other municipalities, facilitates speeding and results in greater danger to residents, walkers and bikers.

Uptown is a historic area, and I have watched it evolve into a much busier tourist area over the years. Yet, I believe City management should move to preserve the historic feel by keeping the two-way streets, the freedom of residents and tourists to walk and bike on the street and appreciate the unique aspects of Sedona's first planned development. One-way streets and speeding cars were never part of that original vision!

I respectfully ask that City Council and others in City management preserve the historic perspective of Uptown, and remove the proposal for 1-way streets from the Uptown planning document.

Thank you,

Alan Cooper
akcooper@pacbell.net
650-321-3644



March 5, 2021

Cynthia Lovely
City of Sedona
Via Email

Dear Cynthia,

I am writing in response to the Uptown CFA Plan presented to the public on January 19 via Zoom.

Overall I was impressed by the quality of the Plan and the City's vision for Uptown Sedona. But I specifically honed in on the Creekside portion of the Plan and Lodgeworks' proposal for development, as it impacts the Sedona Arts Center.

Initially, I was alarmed at the number of parking spots (400) proposed by Lodgeworks as well as the one-way road – down Art Barn Road and out to the traffic circle. But I was impressed by the overall concept for the Hotel and know that Lodgeworks has a fine reputation for the properties they've developed in other cities. I chiefly like the fact that they have paid special attention to preserving views and green space.

I spoke with Randy McGrane from Ensemble the week following the presentation and he had the same traffic concerns. The Arts Center has worked closely with Randy and his team ever since they purchased Arroyo Roble. Randy had ideas on how to mitigate some of the potential traffic issues and I know he has since spoken with Lodgeworks and was planning to meet with the City with the intent to coordinate development on his property directly below the Art Barn with the potential development by Lodgeworks.

Over the past several weeks, I have come to know Mike Daood and some of his team from Lodgeworks/Archer Hotel. We have discussed the traffic and parking issues. And we also discussed potential ways we can partner should his project come to fruition. They have been very transparent and willing to work with us.

We are in favor of a two-way road off the traffic circle heading up to the Canyon and two-way up and down Art Barn Road. We are also hoping that another through road could be completed that connects the traffic circle through the lower Creekside area all the way to L' Auberge – which would further mitigate traffic issues. We are not in favor of the one-way road down Art Barn Road and out to the traffic circle. We also can support the public parking ramp as long as the Arts Center can use it for dedicated parking from time to time when we have events.

We support Lodgeworks' concept for its Hotel and look forward to working with them and with Ensemble as plans for both developments move ahead.

Please let me know if you have any questions about this or if you would like to discuss it further.

Sincerely,

A handwritten signature in black ink that reads "Julie A. Richard".

Julie A. Richard
Executive Director



March 8, 2021

Ms. Cynthia Lovely
Senior Planner
City of Sedona – Community Development
102 Roadrunner Dr.
Sedona, AZ 86336-3710

RE: Community Focus Area (CFA) – Plan Uptown Comments

Dear Cynthia,

On behalf of the Sedona Chamber of Commerce & Tourism Bureau (SCC&TB) board, I want to provide input as it relates to the Plan Uptown CFA. First, I would like to offer my thanks for your leadership around this effort. The Uptown CFA will direct the future of this vital area of our community in support of our visitor economy while at the same time ensure it is the future epicenter of vibrancy for our residents as well.

Sedona, like many similar mountain resort communities that rely so heavily on tourism, is experiencing significant pressure on its underlying infrastructure. In 2019, the City and the SCC&TB united behind a Sustainable Tourism Plan that balances our small-town quality of life, unique natural environment and thriving visitor economy. Overall, we are supportive of what we see in the draft of the CFA and believe many of the improvement areas will enhance the experience of locals and visitors alike, while benefitting our Uptown businesses.

As the draft CFA indicates there is considerable interest from developers within the Creekside Resort area of the Uptown CFA. Past approvals therein suggest that these areas will be developed with a focus on upscale accommodations. This makes sense as tourism continues to be the backbone of our economy and lodging provides support for many of our local businesses. As a representative for these stakeholders we want to ensure that when development does occur, that it is intentional and addresses the important issues being voiced by the community, more specifically that the CFA speaks to the following items as part of future lodging development proposals:

- Include improved/additional road and pedestrian infrastructure to alleviate congestion on 89A.
- Provide adequate parking which satisfies the needs of their customers and employees, but also provides a significant public parking component to provide for residents and other guests.
- Encourage a spirit of collaboration, wherein public-private partnerships may lead to innovative solutions. One example might be to provide for a public transit stop as part of a new development.
- Focus the development opportunities and density to preserve open space, vistas and the natural landscape wherever possible. This may warrant allowing for additional density on



some portions of a site but may be an appropriate accommodation to leave larger land areas untouched.

- Require a residential or work-force housing component. Sedona housing prices are out of reach for many of the employees who work in Uptown which contributes to the area's traffic and parking challenges. Residential additions would be a win/win for the community and the resort employer.
- Take into consideration impacts on other resorts, as well as "neighbors" located in the area. Amenities such as a proposed Resort Walk and/or Creek Walk cannot degrade the visitor experience at existing properties, for residents or wildlife.

Sedona is the poster child for communities negatively impacted by the proliferation of short-term rentals (STRs) since their deregulation in 2017. We support updated legislation that would allow our community to better manage the inventory of STRs and their impact. The inequity that exists between STRs and traditional lodging entities which must adhere to specific codes and ordinances and are developed within the zoning and land use regulations outlined by the community is unfair. Many would be surprised to learn that Sedona has only added about 600 traditional lodging units over the last 20 years while more than 1000 STRs have been introduced. The demand for our destination has continued to grow at a rate far outpacing traditional lodging supply and that is why STRs are thriving, but to the detriment of our workforce who can no longer afford to live here. Allowing for the construction of more traditional lodging is an appropriate way to address this while continuing to add to the bed tax base.

Finally, construction has caused a lot of disruption in this area already, so timing and coordination of projects is of the utmost importance to mitigate potential loss of business.

We feel fortunate to represent so many amazing businesses and other nonprofit organizations in this community. We also believe the CFA process can and will have a meaningful and positive impact on our future development as a destination to the world. Thank you for the opportunity to provide this feedback.

Best Regards,

Candace Strauss
President/CEO
Sedona Chamber of Commerce & Tourism Bureau

