



The following pages are public comments on the Uptown CFA Concept Plan and Draft Plan received from January 2021 through May 2021.

Comments were submitted via:

- The Plan Uptown website: www.sedonaaz.gov/planuptown
 - Inserted on the draft plan document
 - On-line comment forms
- E-mail
- Social media (Facebook and Instagram)





City of Sedona Community Development Department

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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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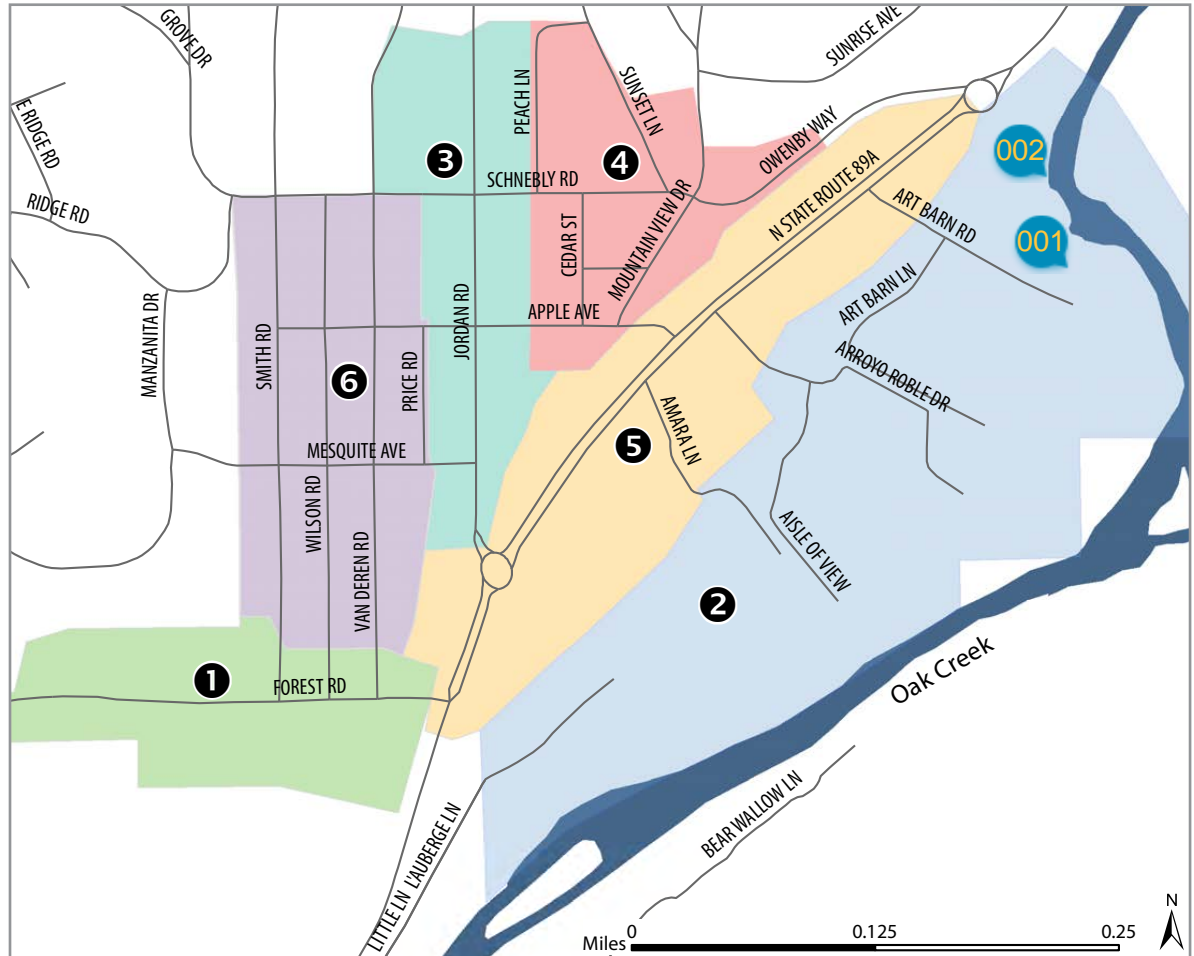
2. Creekside Resort Area 12

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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

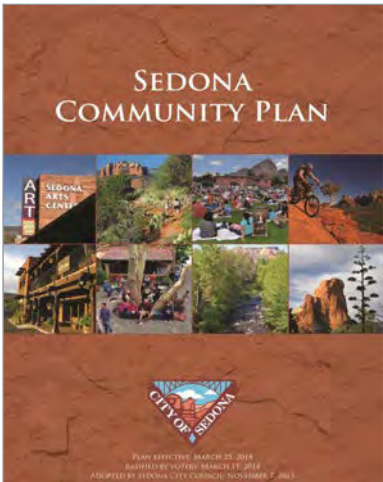
Change with a Vision 009

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 preceeding 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].

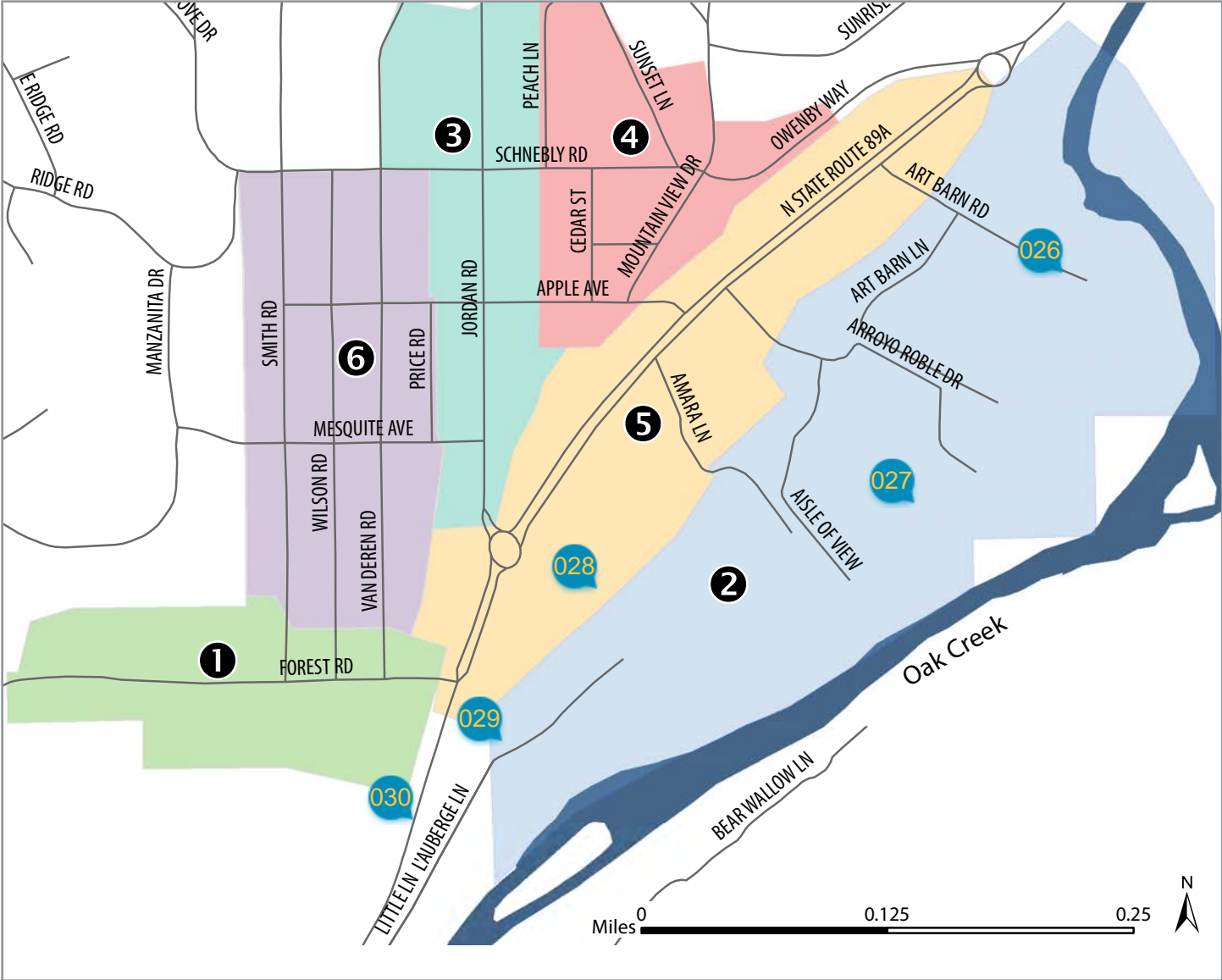
Agree: 0, Disagree: 0

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 City 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 039 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.

036

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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.

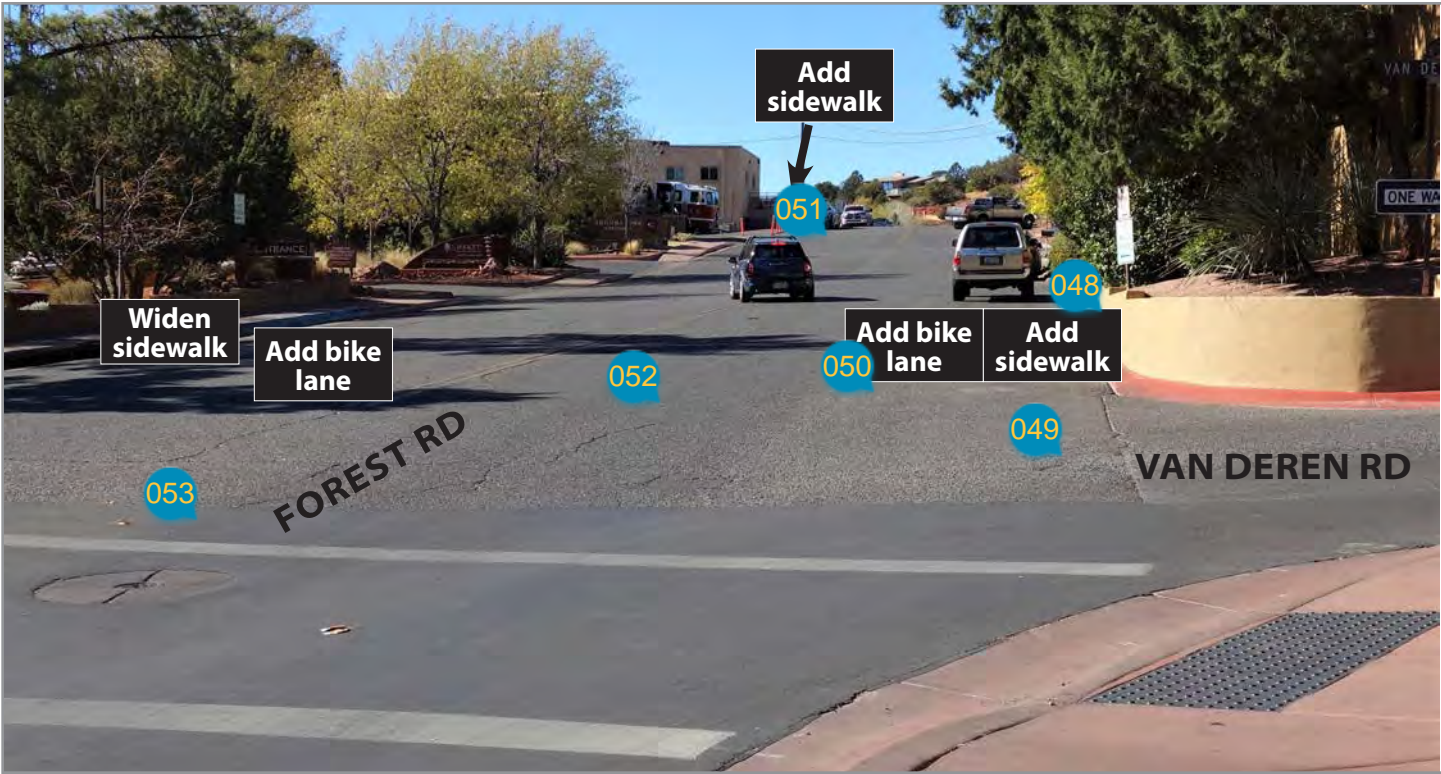


Figure 1. Forest Rd potential "Complete Street" improvements

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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



Before (Now)

Figure 1.2. Photograph of the northwest corner in 2020.



After (Future?)

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 Tlaqupaque 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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099

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096

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



135

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



132



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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

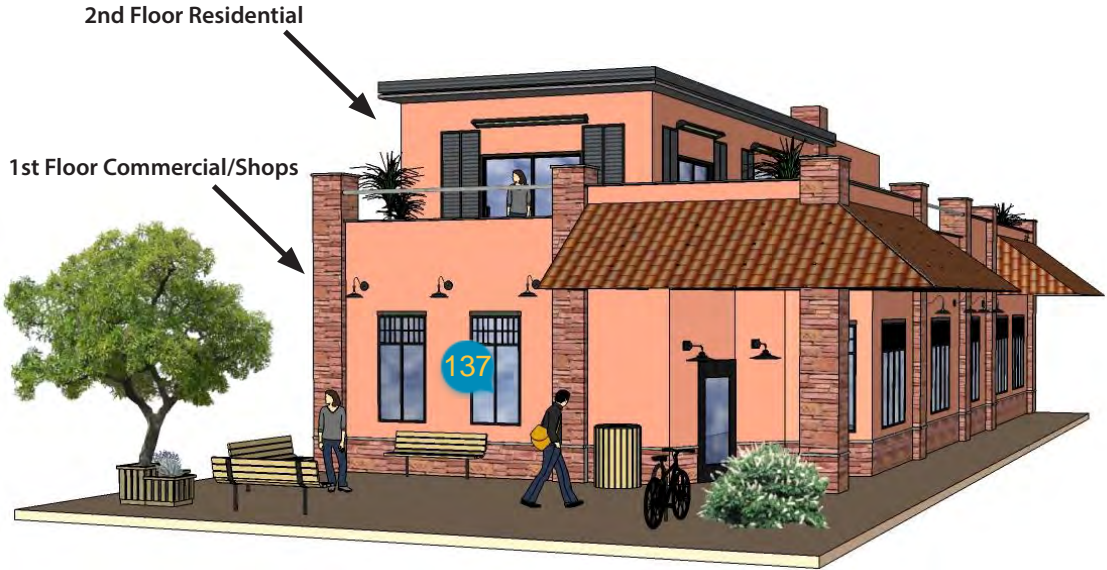


Figure 6.2. Example of a vertical mixed-use building, with shops on the first floor and housing on the second floor.

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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



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!
- kitty carlisle
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- 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).
- Winifred Wells
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- 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
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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





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 #2 to Staff Report: Exhibit C Public Comments on Draft Concept Plan

Attached are additional public comments on the Plan Uptown draft Concept Plan. The following are included in the attachment.

1) Facebook and Instagram Comments

Social media was used to get the word out about the Plan Uptown website

(www.sedonaaz.gov/planuptown). There were five posts during the comment period. The first two posts (February 2, 2021 and February 9, 2021) had only one comment. Attached are comments from the February 17th, February 24th, and March 3rd posts.

2) E-mail Comments

To be inclusive of all public comments received, attached are e-mails from Joan Shannon.

Please note that the April 20th Commission meeting will be a continuation of the April 6th meeting to further discuss the draft plan for the Uptown CFA.



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March 3 at 2:00 PM · 🌐

JOIN THE CONVERSATION

How can we improve Uptown for everyone?

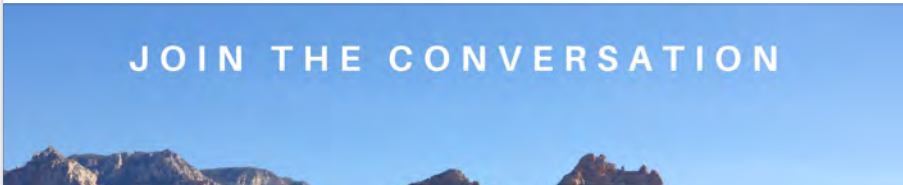
So far we've heard from 95 people, received 50 comment forms and 192 comments on the Plan Uptown website. We are listening. Traffic and parking are at the top of the list. What else is important to you and needs improvement?

Go to the Plan Uptown website and join the conversation:

www.sedonaaz.gov/planuptown

The comment period in this phase will close March 8th. The next step is a comprehensive draft plan that goes to the Planning and Zoning Commission at a public hearing, and ultimately to City Council, creating additional opportunities for public comment.

[#Sedona](#) [#WeAreSedona](#) [#PlanUptown](#)





9

17 Comments 5 Shares



Like



Comment



Share

Most Relevant



Write a comment...



Press Enter to post.



Karim Ahmed

That's mean the SIM project last year in Sedona didn't worked good and never helped anyone , now more construction or what huh 😞

Like · Reply · 4w

Most Relevant is selected, so some replies may have been filtered out.



Author

City of Sedona Government

Thank you for sharing your thoughts, Karim. Share this feedback on the Plan Uptown website listed above.

Like · Reply · 4w



Top Fan

Ron Eland

Karim Ahmed the Uptown work is just one segment of the overall SIM project.

Like · Reply · 4w



1



Karim Ahmed

Ron Eland yeah and this one segment shows it's all not good project!

Like · Reply · 4w



1



Top Fan

Ron Eland

Karim Ahmed It's one piece of the puzzle. There is no miracle solution. This is a tourist-based town and always will be. People who move here or visit know that going in.



2





Press Enter to post.



Scott Jablow

Karim Ahmed actually the uptown SIM did exactly what it was supposed to do, get cars out of the canyon.



Like · Reply · 4w



Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Press Enter to post.



Ronnie Ward

Tell the tourist to go home!!! They're the problem!!



Like · Reply · 4w



↳ 5 Replies



Debbie Rinaldo

It can't possibly be a problem if more communities like the one next to Mariposa, end of uptown, in the old Biddles spot & the Refuge at Sedona, are being built & adding 'more' cars to 89A, & the 'traffic'.....right????? Because, that wouldn't make sense to keep adding to the problem, before you fix it, right??



Like · Reply · 4w

Most Relevant is selected, so some comments may have been filtered out.





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February 24 ·



AN UPTOWN FOR LOCALS

What would bring you back?

Uptown was once a place where locals dined, shopped and lived. The City wants to know how to bring locals back to the scene. What amenities would residents like to see?

Plan Uptown is a community project with a goal of improving Uptown to benefit locals, and we want to hear from you. Share your ideas on the Plan Uptown website: www.sedonaaz.gov/planuptown. You may also contact Senior Planner Cynthia Lovely at clovely@sedonaaz.gov.

[#Sedona](#) [#WeAreSedona](#) [#PlanUptown](#)

AN UPTOWN FOR LOCALS

What would bring you back?





14

30 Comments 4 Shares

Like

Comment

Share

Most Relevant



Write a comment...



Press Enter to post.



Julie Hardesty

the round about and pedestrian barriers to stop jaywalkers seems to be working. I 'braved' uptown to get a sandwich at sedona memories and was pleasantly surprised



Like · Reply · 5w



Heather Cotten

Commented on last post with no response given....Not canceling events like the St Patrick's day parade is a great start. Having events geared towards family, opening business, perhaps something for local people to do that doesn't cost an arm and a leg..... Or are you just wanting the wealthy, single retired residents with no families???



Like · Reply · 5w



Most Relevant is selected, so some replies may have been filtered out.



Author

City of Sedona Government

Thank you for your feedback. We'd love for Uptown to have a more family-friendly and locals vibe.



Like · Reply · 5w



Heather Cotten

City of Sedona Government thx for responding



Like · Reply · 5w



Reply to City of Sedona Governmen...



Press Enter to post.

Most Relevant is selected, so some replies may have been filtered out.



Write a reply





Capri Pinto

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!



Like · Reply · 5w



Amber Cloyes Schneider

Adding family-oriented places. My kids would love some kind of arcade. Parents could drop their kids while they go across the street and eat.



Like · Reply · 5w



Author

City of Sedona Government

This is great feedback. Please go to the Plan Uptown Website listed to submit this suggestion.



Unhide · 5w



Write a reply...



Press Enter to post.



Myriam Lucke

I agree with most of what is written; uptown is a tourist centric area built up by the chamber as such. You have indeed systematically changed Sedona from a local-tourist mix to a tourist centric town. Even events lights Day of the Dead and the lighting of the luminaries (XMas at Tlaquepaque) has been changed from a lovely local event to a tourism draw. I am not sure you can reverse what you have created. You got rid of anything locals held dear (music, smaller local restaurants, christmas market, local hikes/swimming areas) and offered them out for the world to consume. I get it, Sedona has no industry sans tourism. If you'd like a hood case study of where that is headed take a look at Venice and you'll see where Sedona is headed. Good luck trying to reverse the proverbial "cat in the bag;" it'll be a monumental task.



You can take a look at countries like Germany, who have a local period for Oktoberfest and a tourism period for Oktoberfest.

But, IMHO, you have created Uptown as a draw for tourists and you should probably leave it at that. Most successfully integrated tourist cities have designated areas for tourists and areas the locals visit. You should probably maintain Uptown as a tourist area to keep tourists from taking over every aspect of Sedona or, once again, what you'll end up with is Venice.

Like · Reply · 5w



Author

City of Sedona Government

Thank you for your feedback. If you have suggestions, please share them on the Plan





Write a reply...



Press Enter to post.



Jennifer Mason Theroux

An oppportunity was missed with the newest uptown roundabout. It would have been great to have an entry point to join traffic above the uptown congestion.



Like · Reply · 5w



Carolyn Wilburn Salberg

Agree with family oriented events would be a huge benefit. Also, finalizing the Brewer historic ranger station to accommodate for farmers markets and activities sedona residents .



Like · Reply · 5w



Chrys Towne

Move your uptown plans to West Sedona. Non of the locals want to fight with the tourism and traffic of uptown or the art district. Parades, discount days, industry night, stylized meet and greets, festivals



Like · Reply · 5w



Author

City of Sedona Government

Thank you for your feedback. Please share these ideas on the Plan Uptown website (link in the post).



Unhide · 5w



Write a reply...



Press Enter to post.



Diana Cannon

Outdoor music like they used to have at the Martini Bar



Like · Reply · 5w



Diana Cannon

Have takeout available for the BOGO events



Like · Reply · 5w



Jessica Bertagnoli

A first Friday type of thing like they do in Flagstaff



Like · Reply · 5w



Author

City of Sedona Government

This is a lovely idea. Share it on the Plan Uptown website listed above. Thank you, Jessica.



Unhide · 5w



Write a reply...



Press Enter to post.



Debbie Rinaldo





Like · Reply · 5w



Bill Ferguson

Abandoning the total focus on tourism might be a first step!

...

23

Like · Reply · 5w



Mendel Brenda

Free parking meter pass

...

1

Like · Reply · 5w



Jennifer Constantineau

Stop building hotels

...

7

Like · Reply · 5w



Valerie Garr

Affordable housing...sorry wrong post

...

2

Like · Reply · 5w



Craig Myers

You have to be pulling my leg. I am not going into the traffic and the no parking zone of rubber hatchet land. The businesses had no need for me before Covid-19 and they won't need me when things pick up. Per the Chamber you only get a discount if you go inside to eat at restaurant during a Pandemic. Sarcasm with lots of truth. The City and the Chamber have managed to turn this town into a total tourist trap. One of my neighbors just moved because of the noise and partying from the AirBnb next door. I am literally surrounded by AirBnb's. Just to make this clear. They are not nice neighbors, they are hotels. A local builder just finished his purpose built, AirBnb speck house, behind my backyard. I had to call code enforcement on them for building an viewing platform, deck, into my yard. My car port was just robbed. I have a constant stream to tourists walking by the font of my house. They like to stair into my windows, so my main front window, so now can no longer have the blinds open. It is not safe to leave my doors and windows pen to use my evaporate cooler. Also lets talk about speeding even with construction signs up people fly by like my side street is a race track. To me I am no longer a Community. At this point I might as well turn my property in to a cash generating machine and join the crowd of out to town investors who could care less about what is going on in this City. Greed seems to be a very powerful pull to Sedona. The love I once had for this City is totally gone. Form the erosion on my local trail the damage to the environment is awful. In just a few years they have gone from a single file trail to 5 foot wide in some places. Bicycles tracks everywhere. Sorry for the rant. My understanding is we have help wanted signs up all over town. Once the restaurants are able to fully open again, where are you going to get the workers? You don't have enough now. One local heat and air Company can't hire help. Reasons are clear to all of us. No affordable

...





Most Relevant is selected, so some replies may have been filtered out.



Author

City of Sedona Government

Craig Myers Thanks for the input and hopefully you shared this on the Plan Uptown website as well. Regarding your comments on short-term rentals, there is currently legislation in the Arizona House of Representatives (HB 2481) that would give cities the ability to regulate short-term rentals based on zoning. It will go before the Arizona House of Representatives for a vote soon, and if it passes, will move to the Senate. For more information on how you can make your voice heard on this issue, visit www.sedonaaz.gov/strlegislation.

...

SEDONAAZ.GOV



Short-term Rental Legislation | City of Sedona

Like · Reply · 5w



Craig Myers

City of Sedona Government I sure hope it passes because out of self defense I and thinking of adding an AirBnb to my property. Can't beat em join em.

...

Like · Reply · 5w



Capri Pinto

City of Sedona Government 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...

...

Like · Reply · 5w · Edited



Reply to City of Sedona Governmen...



Press Enter to post.

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Press Enter to post.



Bill Ferguson

Enticing locals with \$15,\$16 &\$17 hamburgers doesn't seem to be working.

...

Like · Reply · 5w



Most Relevant is selected, so some comments may have been filtered out.





City of Sedona Government

@CityofSedonaAZ · Government Organization

Send Message



City of Sedona Government

February 17 ·



AN UPTOWN FOR LOCALS

If you were to reimagine Uptown as a place for locals, what would you like to see?

Plan Uptown is focused on improving Uptown to benefit locals and we want to hear from you. What ideas do you have to make Uptown more resident friendly? What kind of amenities would you like to see? Share these ideas on the Plan Uptown website:

www.sedonaaz.gov/planuptown.

You may also contact Senior Planner Cynthia Lovely at clovely@sedonaaz.gov.

[#Sedona](#) [#WeAreSedona](#) [#planuptown](#)





To comment go to:
www.sedonaaz.gov/planuptown

29

50 Comments 6 Shares

Like

Comment

Share

Most Relevant



Write a comment...



Press Enter to post.



Courtney Brewer

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



11

Like · Reply · 6w

Most Relevant is selected, so some replies may have been filtered out.



Author

City of Sedona Government

Courtney Brewer This is great feedback. We encourage you to share those thoughts on the Plan Uptown website: www.sedonaaz.gov/planuptown.



Like · Reply · 6w · Edited



Courtney Brewer

City of Sedona Government I just did. Thank you for giving us a chance to express our thoughts and what we would like for this community/Uptown



2

Like · Reply · 6w



Reply to City of Sedona Governmen...



Press Enter to post.

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Press Enter to post





Kathi Cascio

I generally completely avoid uptown whenever possible. It is for tourists, not locals, unfortunately. If a gradual effort was made to eliminate, by attrition, some of the strictly-tourist businesses (jeep tours and rentals, T-shirt shops, and others) and locate future businesses like them to a less congested area off of the main highways, it would make this area significantly more local-friendly.

...

Like · Reply · 6w



Koko Pelli

It's pretty dense, the heavy traffic and the lack of parking up there makes me avoid the area often. Why not focus on other areas of town to make more locals friendly?

...

Like · Reply · 6w



Jessica Bukowski Tingler

Koko Pelli great input! I agree.

...

Like · Reply · 6w · Edited



Write a reply...



Press Enter to post.



Leslie Brearley

Instead of funneling additional dollars into Uptown, under the guise of being for the benefit of locals (which it truly wouldn't be), why not create something like this in West Sedona? An area with shops, restaurants, paved paths, gardens and a park. Now that is something I would enjoy as a local! But spiffing up Uptown won't draw more locals, it will just make it a better experience for tourists. If you're serious about putting your money where your mouth is, City of Sedona, do this in West Sedona!

...

Like · Reply · 6w



Nick Darrell

Leslie Brearley apparently that was the idea with the "Westgate" concept on the old amphitheater land. It sounded cool...never got off the ground from what I understand.

Also, you know what's going to happen....they will just start pushing that area to tourists as well. And before you know it, traffic will be worse than ever..rent prices will go through the roof (both commercial and residential) and the city will do 10 more traffic studies and build 5 more roundabouts just to come to the conclusion that they have once again shot themselves in the foot and sold us locals down the river 🙄🙄

...

Like · Reply · 6w · Edited



Write a reply...



Press Enter to post.





Heather Cotten

How about not canceling the family events, like St Patrick's day or Halloween? Offer activities for children in the open areas.... Affordable housing would be amazing, but we all know how far fetched that is unfortunately.

...

Like · Reply · 6w



Melissa Eva

Thank you for opening up the floor to comments from locals.

...

Like · Reply · 6w



Author

City of Sedona Government

Melissa Eva you are welcome! Thank you for sharing.

...

Like · Reply · 6w



Write a reply...



Press Enter to post.



Joanne Kiefer

Local discounts and local days in Uptown would help the local Uptown scene. Basically create a good discounted vibe and have some fun themed days. Remember though most of the people that love Sedona aren't locals anymore. The Sedona people from what I have seen since 2012 have gone mostly bad.

...

Like · Reply · 6w · Edited

Most Relevant is selected, so some replies may have been filtered out.



Joanne Kiefer

I also suggest putting half a million or so into the waste processing plant so that there isn't waste being dumped and sprayed everywhere. That will help energetically and clean the environment, as well as, push out the scum that is destroying Sedona! Affordable housing would be a plus and help the economy, so they wouldn't have to kill the hourly workers by commenting them for almost an hour and running them into the ground logistically.

...

Like · Reply · 6w



Joanne Kiefer

Also I would also note that the animals brought into Sedona have made it hard to have a family friendly environment. Instead of children and families Sedona chose cats and dogs. There is little to nothing for children.

...

Like · Reply · 6w · Edited



Write a reply...



Press Enter to post.

Most Relevant is selected. so some replies may have been filtered out.





Press Enter to post.



Joey Steiner

Unfortunately, the lack of available housing is going to make it so there are few locals...



Like · Reply · 6w 15

Like · Reply · 6w

Most Relevant is selected, so some replies may have been filtered out.



Mary Leas

Joey Steiner perhaps us locals need to help the city with a more family friendly plan??



Like · Reply · 6w 4

Like · Reply · 6w



Joey Steiner

Mary Leas word 1

Like · Reply · 6w



Ranger De Sedona

Mary Leas well that would have the city buy and build affordable housing.....then the idiots would scream socialism....



Like · Reply · 6w 2

Like · Reply · 6w



Mary Leas

No time for finger pointing or politics as it is counter productive. I believe the city would be willing to consider all reasonable suggestions as it benefits us all.



Like · Reply · 6w 1

Like · Reply · 6w



Author

City of Sedona Government

Mary Leas Thank you, we would love to hear your ideas for a more family friendly plan for uptown. Share them on the Plan Uptown website listed above.



Like · Reply · 6w 1

Like · Reply · 6w



Mary Leas

City of Sedona Government Thank you! I'm very happy to assist with the success of Sedona.



Like · Reply · 6w



Fraya Krukar

JJ Buckner My humble opinion, the City of Sedona was being responsible and concerned for community health and life by canceling these events. Did we miss them, yes, but most of us will be able to see what the future holds, unfortunately not all of us.



Like · Reply · 6w 4

Like · Reply · 6w



Mary Leas

Fraya Krukar agreed!!

Like · Reply · 6w 1

Like · Reply · 6w





Joanne Kiefer

Fraya Krukar I don't agree! The big events being "killed", the poverty illegal events that never stopped, and Sedona's refusal to allow lives to be built in Sedona has destroyed everything.

...

Like · Reply · 6w · Edited



Mary Leas

JJ Buckner Respecting other people opinions is important to a strong community. This has been a challenging year and hopefully you stay physically well.

...

Like · Reply · 6w



Joanne Kiefer

Fraya Krukar yes respect! There is a mess in Sedona that was never cleaned up... that's part of the reason there is such an imbalance. It's some of the people that came in and how the housing got locked up, because the community was never really a community. For short time periods I have seen people come together, but I have never seen the majority of the people work as a unit for longer than a few months.

...



Like · Reply · 6w



Mary Leas

JJ Buckner or how about you respect the people trying to do their jobs while any truth shakes out and report back.

...

Like · Reply · 6w



Joanne Kiefer

Fraya Krukar yes it does help to talk about this online! And I know you were respectful. I was saying "yes we need respect" and shortened it to "yes respect"! And yes I have been through something very different than you and your lovely family. I was thrown around all of Sedona just trying to find somewhere to rent the entire pregnancy (no one opened their doors for me to have my child safely) and I now live in Flagstaff with only one grandma and family as support and friends, when I used to have at least 30+ people that cared in Sedona in our lives. I have gotten close to hundreds in Sedona/Verde Valley and have helped soo many lives through all kinds of things. I'm a clairvoyant who has seen a lot! I have watched hundreds out here backstab me just for caring and being a decent human being as well. The crowd in Sedona scares me

...





Joanne Kiefer
Fraya Krukar The majority of people I have



City of Sedona Government

Send Message

Liked



Like · Reply · 6w



Write a reply...



Press Enter to post.



Jason Lawrence
Joey Steiner #staypositive ...

Like · Reply · 6w



Leslie Brearley
Joey Steiner looks like on page 22 they do talk about additional residential options, so that's a start. ...

2

Like · Reply · 6w

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Press Enter to post.



Sandee Estes
Less tourists & more open asking places. No fun anymore! ...

3

Like · Reply · 6w

Most Relevant is selected, so some replies may have been filtered out.



Fraya Krukar
Less tourists=higher taxes, less services for all. We really enjoy living here, tourists and all. The City of Sedona is inviting input on their website, hopefully people with opinions are responding, not just on FB. ...

Like · Reply · 6w



Fraya Krukar
Nick Darrell Hopefully you have sent your opinions and suggestions for improvements and changes on the recommended website. ...

1

Like · Reply · 6w



Write a reply...



Press Enter to post.

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Press Enter to post.



Suane Cavalier
fix the traffic problem I DON'T GO ANYWAY NEAR THERE ...





Jason Lawrence
Thank you for sharing the link! ...

Like · Reply · 6w



Nick Darrell
This town is completely overrun with tourism. No, we do not need millions of visitors every year. Who cares about higher taxes I want my peaceful way of living back. Most of the people pushing tourism are owners of buildings, stores, restaurants etc...and are only out for their own bottom line. Moving here 5-10 years ago doesn't make you a Sedona native nor a Sedona expert. I was born here in 83... trust me, it was much better then. MOSTLY because we were focused on being a community. Raising kids and growing families. Taking care of nature and protecting it from being trampled on by millions of people. We didn't price gouge families looking for homes..
We didn't sell out our values just for a front page ad in USA Today. ...

We were a real community.
Our parades went from uptown to Rainbows End and our concerts rocked the red rocks.
Want to make Sedona better for the locals?...make it more like it used to be.
Bring back the magic and nostalgia of what drew people here in the first place.
Quit spending millions in advertising.
Affordable housing is not \$1500/month. And short term rentals should be illegal...they have destroyed our once peaceful neighborhoods and contribute to the destruction of our forest and trails. 🙌

Like · Reply · 6w · Edited 6



Heather Cotten
Nick Darrell thank you for saying what so many of us are thinking ❤️ ...

Like · Reply · 6w 1



Write a reply...



Press Enter to post.

Most Relevant is selected, so some comments may have been filtered out.



INSTAGRAM COMMENTS:

o

[desert lichen](#)

In Jerome, restaurants would offer buy one get one to locals through a local paper. Catering a bit to locals and not just tourists goes a long way in building loyalty.

o [mikey maverick](#)

We need an outdoor area to let kids run and play. And a dog park.

[tsspence1](#)

Make electric scooters available!

[onerjeannine](#)

Too much traffic and tourism keeps me away. Stores carry junk catered to visitors. This will not change. A parking garage will not solve this. Recent Restaurant discounts for locals were for dine in only. Who wants to dine in during a pandemic?

[theraysag](#)

A tram or some eco friendly public transportation option that significantly reduces car traffic, cool and affordable eateries (juicery, kombucha bars, veggie spots), shops that are more townie and less touristy friendly. It feels a bit like a cheesy amusement park up there right now but I'm hopeful we can clean it up and make it a more desirable uptown for all (including the tourists).

[mikey maverick](#)

Locals are not looking for parking. 😬

[betty leadon](#)

Easy access Starbuck's!!

EMAILS FROM JOAN SHANNON

From: Joan Shannon <faithfuljoan@earthlink.net>
Sent: Wednesday, March 31, 2021 6:22:20 PM
To: Kathy Levin <KLevin@sedonaaz.gov>; Charlotte Hosseini <Charlottehosseini@gmail.com>; George Braam <GBraam@sedonaaz.gov>; Peter Furman <PFurman@sedonaaz.gov>; Kali Gajewski <kali@sedonabeerco.com>; Izonakis@sedonaaaz.gov <lzonakis@sedonaaaz.gov>
Cc: Karen Osburn <KOsburn@sedonaaz.gov>
Subject: UPTOWN CFA APRIL 6 MEETING

Dear Commissioners:

I have just learned there is a meeting on April 6 to discuss the Uptown CFA.

This is alarming because we residents in Uptown only recently learned about the plan and have not had time to organize our opposition. In fact five of us as of today did not receive the brochure that was mailed only the follow-up postcard which told us nothing,

I would not have known about it if I were not a subscriber to Sedona Biz so could click on to certain points and leave comments.

It is also very disturbing indeed that much of what is in CFA was not made public. for example information on turning our streets into one ways for half the length then suddenly two ways which does not make any sense.

I just a week ago learned from a letter from Cynthia Lovely in reply to mine that in the CFA is a plan to take one lane away from the portion of the streets that would be made one way and dedicate that lane to tourist parking. In her words:

"There would be striping, special striping and wayfinding signs". I asked in a telephone call with her WHY would the City want to turn our residential streets into parking lots for tourists. I cannot state what her answer was as it made absolutely no sense to me.

Also, City claims one way streets are safer which is definitely not true. I did the research. A narrow residential street encourages drivers to speed and make it dangerous for bikers (and we have many young ones where I live) and pedestrians.

If it were true they were safer than why revert back to two ways half way. I now know WHY which in two years of fighting this issue I was never told until now. Because they want one lane dedicated for tourists to park. Would you like your street to be dedicated for tourist parking? That is the reason for the one way street with parking on the one side,

WE have been lied about parking on Smit Road - THERE IS NEVER PARKING ON BOTH SIDES OF THE STREET FROM FOREST TO NAVAHOPI AS STEPHEN CRAVER CLAIMED TO ME

If this dangerous plan is voted on it will cause chaos. Where will all the delivery trucks park, APS and Water meter guys park? How about the school bus route and where will they park for pick-ups and drop-offs,

Also we would be looking at huge red signs at every intersection - about seven - for traffic directions like at Van Deren and Mesquite. Plus all the striping and special striping Cynthia wrote marring our neighborhoods which are quite and have many bikers and pedestrians enjoying their outings which is exactly what the City preaches all the time it wants.

Well we have it up here and the CFA would destroy it,

All this would result in large devaluations of properties - who wants big red signs in front of their house on all corners of the intersection and all of a sudden find themselves living in a parking lot for tourists, I feel confident parking meters would come later right in front of our homes, Tourists have a habit of parking in front of mail boxes and if they do the mailman will not deliver the mail. With the street changes where will residents put their mailboxes which would have to be moved to the other side of the street and that would be impossible for most of them due to private properties and not City - and other types of obstructions, Same goes for trash cans - where will they go? Also the City cannot tell residents to move their mailboxes, only the USPS can say where they will go and that would I think because of what is there be an Uphill battle and no resident should be told by the City you must dig up your box and pay to move it someplace else and walk in the rain or a storm or very cold weather to retrieve their mail. The trash can situation is not possible at all, The City paid a consultant nearly eleven thousand dollars to come up with a map showing changes of traffic directions and NONE of these problems were even thought of.

It is SHOCKING the City would even give a single thought to this let alone present it as a viable parking area. In fact it is horrifying to say the least.

As for expanding retail all along Van Deren just because one block has commercial and really only one restaurant, is not a justified reason to want to expand it all along Van Deren where there are single family homes . To suggest putting in two story buildings that could accommodate a restaurant in the bottom and housing on top is absurd, This would devalue most of the homes nearby and definitely the ones immediately next door. How outrageous for a City to ignore people who paid a premium to live up here then simply force them to be living next door to a restaurant with all the noise and traffic,

I am at a total loss as to this type of thinking. The City should remove its Vision Statement because it says "We strive to maintain the small town character". What a lie, sorry but, it is,

We are like a nice quiet village in Uptown with many residents who have lived here 30 to 46 years and love our area as it is just now,

Stephen Craver also wants everyone up here to use Wilson Street which he wants to convert one way going towards Forest in order to access Forest, That idea has had no thought whatsoever put into it, If we did that there would be a traffic jam on Wilson because we would be encountering all the traffic coming up Forest to enter the Hyatt on the left which is the main entrance and used for parking to shop there and Uptown and even for checking in. That traffic would have the right of way and we would have to wait. Coming off Smith Road we do not have that problem.

All these plans when we don't even know what will happen when the three story parking garage is built and how the Forest Road extension will be utilized.

Please do vote for these plans and ruin our village type neighborhoods which we love as they are and have our homes totally devalued and the area ugly with big red signs everywhere. and tourists parking on our streets

after seeing directions how to get here. Surely you must see the destruction to our neighborhoods and the loss of our high quality of life.

The City is moving very quickly after a mailing and if I now learn today at least five did not receive it then it is certainly unfair to have a meeting for a vote. Even without an open house meeting.

It does seem to many of us that the brochure was just a show to pretend the City cares about is because it omitted critical information that would affect our lives and has not given people time to discuss it amongst themselves.

The CFA also omitted the information on the Jordan Lofts which seems to perhaps have City staff support which is outrageous for such a large zone change and totally take over that section of Uptown and add to traffic, To add to that traffic is the City CFA plan to have a lot more retail along Jordan Road with parking meters which would also add to the traffic. Not to mention destroy the character of Uptown along with the Lofts.

Sad to say that this CFA is ALL for the tourists and residents are not even given a mention which proves once again we are not cared about or even given a second look.

Sedona is being destroyed,

Thank you for your time. I just had to write again after learning of the meeting on April 6 and unfortunately due to health reasons cannot attend a meeting but, you probably are not allowing that right now anyway.

We beg you please leave our lovely neighborhoods alone where we are happy and not destroy our lives for some absurd ideas and for tourists. I cannot restrain myself from writing again with possible new information as I am beside myself with worry as to what the City will do to our neighborhood. I do not want eight red signs in front of my house.

Thanks again,

Joan Shannon
315 Smith Rd
Sedona, Az 86336
282-4566

From: Joan Shannon <faithfuljoan@earthlink.net>

Sent: Wednesday, March 31, 2021 9:37 AM

To: Karen Osburn <KOsburn@sedonaaz.gov>; Mike Raber <MRaber@sedonaaz.gov>

Cc: Kathy Kinsella <KKinsella@sedonaaz.gov>; Holli Ploog <HPloog@SedonaAZ.gov>

Subject: JORDAN LOFTS

Nextdoor.com is ON FIRE with loads of negative and angry comments against Jordan Lofts and many of them are from West Sedona so this is not a "not in my backyard" as Steve Segner reported from Housing meeting:

He said City Staffers said: "Most people want affordable housing just not in their backyard". This issue proves that statement to be totally incorrect.

The feeling out here is that the City likes the project and will approve it and yet there has been no neighborhood notifications at least that has been reported on Next Door or any attempts to educate the population and not just in Uptown, This has turned into a City wide rejection and with anger about it.

To destroy a whole section of Uptown is to me rather frightening and I fear over what else is coming down the line with Cynthia Lovely's comment about Uptown "needing development and REDEVELOPMENT".

With dedicating one lane of our streets over to special tourist parking is a nightmare, Our quality of life would be totally destroyed not to mention devaluation of our homes and all the red signs at every intersection as they are at Van Deren and Mesquite.

From: Joan Shannon <faithfuljoan@earthlink.net>

Sent: Tuesday, March 30, 2021 4:52 PM

To: Karen Osburn <KOsburn@sedonaaz.gov>; Mike Raber <MRaber@sedonaaz.gov>

Subject: COMMENTS ON NEXT DOOR.COM

So far all the comments on Next Door.com and there are many are vehemently against the Jordan Lofts. It is a monstrous project and would totally destroy Uptown. I live streets away and still feel it would affect me because of the devaluation of nearby properties and gone would be the nice quiet energy of the area and it would affect Sierra Vista behind. No thought given to these matters,

It is extremely disturbing that the developer has been allowed to go so far as an application without advice that the project is way too destructive for the area.

Incidentally, many Next Door comments are from all over Sedona not just Uptown. So even though those people live in West Sedona they recognize the incredible destruction of Uptown. The developer has not even bothered to host a meeting for Sedonans to attend and voice their opinions which could be they feel "safe" with the City alone, Am I incorrect?

Regards,

Joan Shannon
315 Smith Rd
Sedona, Az 76336

From: Joan Shannon <faithfuljoan@earthlink.net>

Sent: Sunday, March 28, 2021 1:20 PM

To: Cynthia Lovely <CLovely@sedonaaz.gov>

Cc: Karen Osburn <KOsburn@sedonaaz.gov>; Mike Raber <MRaber@sedonaaz.gov>

Subject: UPTOWN CFA

Hi Cynthia:

Why was the proposed development of the Jordan Lofts left out of the CFA. An alarming piece of news. a development that will cause an incredible addition of traffic along Jordan where drivers interact with pedestrians in several places before even reaching the official crossing just before the roundabout. This development would destroy that section of Sedona so I say again that the Vision Statement read before each Council Meeting is a lie when it says "we care about the environment" and "we strive to maintain a small town character.

The fact that their letter of intent has already been submitted means the developer had already held meetings with the City to get an idea of what would or would not be allowed and their intent asks for 18 units instead of two per acre.

There is an outcry about it in Uptown against the coming destruction of Uptown. Enough damage has been done already on 89a which has also slowed down traffic let alone made Uptown ugly.

Many of us do not understand the thinking of City Staff, something is wrong here,

Jordan Lofts should have been included in the CFA brochure since it is a gigantic possible development overwhelming the whole area that would devalue nearby properties without a doubt and add to noise pollution,

Why was it left out?

Regards,

Joan Shannon

PS Have not yet received the two CFA brochures I requested. Myself and two other neighbors did not receive them but, one of us said she did not need one. However, two of us did receive the postcard.

From: Joan Shannon <faithfuljoan@earthlink.net>

Sent: Friday, March 26, 2021 3:49 PM

To: Mike Raber <MRaber@sedonaaz.gov>

Cc: Karen Osburn <KOsburn@sedonaaz.gov>; Kathy Kinsella <KKinsella@sedonaaz.gov>; Holli Ploog <HPloog@SedonaAZ.gov>; Sandy Moriarty <SMoriarty@sedonaaz.gov>

Subject: JORDAN LOFTS

Mike:

The traffic that would be generated by the Jordan Lofts would cause chaos on Jordan and at the roundabout,

Driving Jordan towards 89a one has to stop a couple of times for pedestrians along the way. Then again at Jordan and Mesquite, then again at the crosswalk just before the roundabout and then again waiting to get onto 89a. Jordan Road is already busy mostly when from 89a to Capital Butte and worse when there is heavy parking for the marijuana shop.

Surely the City would not like to create another huge traffic problem which they are already heading for with recommendations in the Uptown CFA. It is one thing to sit at a computer and another to live up here for years and see what goes on. There will be a huge back up of traffic on Jordan and massive interactions with pedestrians,

It is irrelevant what the Community Plan says as it is never directed at specific areas with a crystal ball to see what is happening there. This amount of traffic must be avoided at all costs or it will truly destroy Uptown even more than it has been with the horrific metal fence and trees through Uptown and traffic is now slower and business owners I know are complaining.

Let us have more common sense in City Planning instead of listening to developers who promise the units will be for the Uptown workers who don't earn enough to rent those brand new places and they will eventually be vacation rentals as you can't stop what is legal not even with a Development Agreement which they wouldn't sign I am sure.

Thanks for all your time,

Joan Shannon
315 Smith Rd
Sedona, Az 86336

Joan Shannon <faithfuljoan@earthlink.net>

Mon 3/22/2021 6:13 PM

Cynthia: If one lane is taken away on our streets for tourist parking then what happens when delivery trucks are

trying to do their jobs? UPS delivers to my house a few times a week and then often Fed-Ex. They park right in front of my gate. It takes them time to do paperwork before alighting from their truck then up the steps to my gate, up the short path to my front door. Traffic coming along in the only lane available would be delayed, Same goes for trash pick-up. As I have mentioned before there is the huge problem with mail delivery. Who is going to pay to dig up 18m mail boxes then dig new holes across the street, pour new cement and install the mail box? Not that this would even be possible due to many private parking properties and other obstruct USPS decides where mail boxes are installed no one else. Same goes for trash. Where will the resident be able to put their trash cans and should not even be expected to have to drag heavy cans around the street with one side used by tourists for parking. Just insane that these problems are not even mentioned,

As for Wilson street which SIM wants all of us who live Uptown to use to access Forest Rd, which side of that street would be given for tourists, Would have to be the West Side as there are too many private property parking spaces on the East Side so tourists would be parking right in front of homes and sometimes blocking mail boxes so then the mail would not be delivered. PLUS as all the noise pollution from cars parking, doors slamming coming and going. How thoughtless of the City!

Then there is the school bus, where would the room be for that to pick-up and drop off and wait for children to cross and be safe?

I afraid Cynthia your CFA for Uptown and SIM's plans have not been thought out. None of these problems were even mentioned on your beautiful web site for participants to be able to make rational decisions. It was all withheld as SIM has done the same which is deceitful by omission. I am strong with my words because I have been fighting this issue for two years and no body seemed to care about us Uptown and therefore thoughtless decisions were made by working on a computer with no idea how we live or drive around in Uptown. We drive in all directions as so many of us have lived in Uptown for 30-45 years and have friends and relatives in the next neighborhood. Uptown is quite different to the rest of Sedona and we do not appreciate being looked down on as throw-aways for tourists' convenience. WE LIVE HERE THEY DO NOT AND WE LOVE OUR NEIGHBORHOOD which has an energy like nowhere else in Sedona.

I am willing to go to "war" to defeat this madness and ruination of our peaceful lives and drastic devaluations of our homes.

Sincerely,

Joan Shannon
315 Smith Rd
Sedona, Az 86336

Sun 3/21/2021 5:54 PM

Cynthia: Are you not aware that the first block of Smith from Forest to Mesquite is NO PARKING with signs?

Joan Shannon

Thu 3/18/2021 8:54 PM

Hi Cynthia:

In studying your last email to me which I did appreciate your taking the time to send it to me I became concerned about a certain paragraph above what I have previously addressed to which I would like an answer:

Quoting you: " converting streets to one way would address concerns about conflicts between parked cars, residential driveways and pedestrians".

I am alarmed at this statement and mystified to what "concerns" you feel the need to address?

We have no such concerns. Of course there are driveways, when did they become hostile to a neighborhood?.

Of course we have pedestrians which is exactly what the City brags they want so people are walking instead of driving.

Since I live on the first intersection on Smith Road at Smith and Mesqujite through which everyone who lives or visiting up here drives through I am familiar with ALL the traffic patterns after 41 years.

It is in fact a delight to see visitors and locals out walking, they all pass by my house. We also have many bikers you forgot to mention which the City is also encouraging big time to get people engaged in that sport. Many bikers pass my house every day as a number of them live up here including whole families and some serious bikers. Also there is a business on Forest that rents bikes and people enjoy the easy ride.

Your plan would totally destroy all of this.

I would appreciate it if you would kindly explain to me just what "the conflicts" actually are as THERE ARE NONE in our neighborhoods.

How can there be a conflict between driveways which every home in Sedona has and parked cars since there are usually never more than a few cars parked on Smith and they are on the shoulder. Sometimes a few times a year at special times a few visitors might park opposite my house which is not a problem as they are gone in a couple of hours,

I do not understand what "conflicts" of which you write. Also which side of our streets are you proposing to devote to parking for tourists? The East or the West side.

Thanks again for the extremely informative email on matters which were not included in your survey,

Regards,

Joan Shannon
315 Smith Rd
Sedona, Az 86336
282-4566

From: Joan Shannon
Sent: Mar 18, 2021 4:50 PM
To: "KOsburn@sedonaaz.gov"
Subject: Fw: Re: OUR CHAT

Karen: Is it any wonder my emails have been increasing in anger and frustration. In this email from Cynthia Lovely included in the attachment in the third paragraph regarding us residents in Uptown is horrifying news. To think our City wants to have wayfaring signs actually "directing" tourists to our residential streets for parking" is sheer madness. It would be dangerous and tear the very fabric of our quality of life we enjoy in Uptown. The recent survey site for the Uptown CFA was extremely deceptive as I am afraid to say just like all surveys the City does. It said nothing about creating parking for tourists on our streets right in front of our homes. Bringing in traffic, noise and lack of parking for residents' workmen, relatives and friends. I am so shocked about this the stress is extreme. I cannot even begin to imagine what is in the minds of Staff members who come up with such extremely harmful plans which would cause chaos on our streets. Just how do they operate and what is influencing these minds. City plans are destroying our small town. The comment in the Vision Statement before each Council meeting saying "We strive to maintain the small town character" ought to be removed as it is a lie. Uptown main street has been destroyed and even local firemen I know have told me it has made it difficult for them. Plus it is ugly. Owenby Street was installed to direct visitors to "Free Parking" and there isn't even a sign for that. However, that is not enough, now the City has its sights on residents in Uptown and has lied by omission to us in the recent online survey. Once again the City is PROVING they don't care about residents, we are just throw aways for the convenience of tourists, they stay a day or two and we live here 24/7. It is now quite clear to us indeed we do not matter and are deceived by every survey the City does pretending to consider residents. Karen, in light of this new revelation to turn out streets into parking lots for tourists it is extremely difficult to believe anything the City says. This is quite sad.

From: Joan Shannon <faithfuljoan@earthlink.net>

Sent: Thursday, March 4, 2021 8:02 PM

To: Cynthia Lovely <CLovely@sedonaaz.gov>

Subject: OUR CHAT

Cynthia:

I am sure we can have a congenial chat about the CFA and I look forward to it. Guess you had better call me as the City does not answer the phones,

Regards,

Joan Shannon

282-4566

Wed 3/17/2021 11:12 PM

Cynthia:

Turning our streets into one ways for the purpose of giving tourists places to park would ALSO totally devalue our homes which in affect is a partial taking of property without compensation. It is so hard to believe our City Staff is recommending this. It would not be so if it were in their neighborhood.

City spends millions every year with automatic increases for the Chamber to advertise, even overseas, for even more tourists and then it becomes so detrimental to residents we have to give them parking spaces so we endure a lot of traffic which we do not now have in the least and devaluation of our homes. Also making them harder to sell when one wanted to do so and have to settle for a lesser price than the homes would normally bring,

Sorry, but I consider this downright meanness and a crazy way of thinking. What is happening to the minds of our City Staff.

The vision statement played before every Council meeting means nothing. All a lie.

Joan Shannon

Wed 3/17/2021 10:51 PM

Hi Cynthia:

Thank you for your email with explanations, I did appreciate it.

Now it is even more alarming than before that our one way streets are to accommodate tourists for parking on one side of the streets. Here we go again. Considerations for tourists forget the residents,

Why does the City think we residents would love one way streets to provide parking for tourists and having them park in front of our homes all the time. This would create more traffic than we have now on our quiet streets and totally transform our neighborhoods into a horror, I am shocked to learn this is the reason. It was not the one given to me by Stephen Craver when it first arose, he told me it was because Smith Road was a dangerous road and that people parked in both sides of Smith all the way from Forest to Navahopi and that was what he observed every time he came up here,

I have lived on the intersection of Smith and Mesquite for 41 years and see everything. Not everyone driving down Smith towards Forest is actually going to Forest, a number of them turn right onto Mesquite to perhaps visit friends in Manzanita Hills, One way streets with parking allowed on side is frightening and to think the City gives no consideration to us residents in this planning is to say the least horrifying, If one wants to destroy quiet neighborhoods with lots of tourists out walking and loads of bikers then this plan is a definite way to go,

What happened to the statement in the City vision statement played before every Council meeting: "We strive to maintain the small character of Sedona".

An absolute lie.

Yes of course I am aware the City allows two stories but, that should not be a reason for wanting to have more two story buildings on Van Deren to make room for more restaurants. Once one passes Apple there are only one story residential homes and I am sure the owners would not want their homes devalued due to a two story building next door with a noisy restaurant and the traffic it brings. This is so inconsiderate of residents.

This whole plan of that and one way streets to give tourists more parking is just unbelievable and I have lost all faith in a City I once supported,

Thanks again for taking the time to send me additional information,

Joan Shannon
315 Smith Road
Sedona, Az 86336
282-4566

From: Joan Shannon <faithfuljoan@earthlink.net>

Sent: Friday, March 12, 2021 3:18 PM

To: Holli Ploog <HPloog@SedonaAZ.gov>

Cc: Karen Osburn <KOsburn@sedonaaz.gov>; Mike Raber <MRaber@sedonaaz.gov>; Andy Dickey <ADickey@sedonaaz.gov>; Stephen Craver <SCraver@sedonaaz.gov>; Kurt Christianson <KChristianson@sedonaaz.gov>
Subject: Re: THANKS FOR YOUR EMAIL

Thanks Holli: It is alarming that the street changes will go before P&Z as that was not the case two years ago, it was a separate project. That tells me the City is so determined to go against the residents they have included it into the CFA when there is no planning and zoning issue about the street changes, it does not require a zone change at all. I am really upset about this as they have made it harder for residents to win when it is part of a much larger project.

I do not trust P&Z to listen to us and separate the issue from the CFA, either the CFA gets a yes or no vote and of course it would be a yes vote from P&Z which as a branch of City government residents have come to lose any confidence in over the years. Not like the P&Z from many years ago who were considerate of the residents and truly wanted to hear from us and not afraid to go against the City Council. It has all become a huge private club which includes the Chamber of Commerce.

Your email to me while I did appreciate your time was very alarming and indeed caused me great stress as I interpreted it as the same ole same ole. Wait for P&Z and tell them when truly it will then be too late. I am very upset at the thought of our neighborhood changing completely with large red signs like at Mesquite and Van Deren in front of our homes up marring our neighborhoods and believe me definitely devaluing our homes for which the City certainly would compensate us for. Our village type area would be so changed Uptown would no longer be the highly desirable part of town to live in. Homes up here sell for much higher prices than comparable (there were any) homes in West Sedona because of the atmosphere and quietness while near so many shops and restaurants. If no one up here is sending complaints to the City then why have we been singled out, A question to which I would like an answer.

I am mystified that no one seems to care after two years of emails or even care they were lied to.

Thanks again for your reply Holli, at least you took the time to reply, only you and Kathy Kinsella.

Joan Shannon
315 Smith Rd
282-4566

From: Joan Shannon <faithfuljoan@earthlink.net>
Sent: Friday, March 12, 2021 2:27 PM
To: hploog@sedonaz.gov <hploog@sedonaz.gov>
Cc: Sandy Moriarty <SMoriarty@sedonaaz.gov>; Karen Osburn <KOsburn@sedonaaz.gov>; Scott Jablow <SJablow@sedonaaz.gov>; Jessica Williamson <JWilliamson@sedonaaz.gov>; Tom Lamkin <TLamkin@sedonaaz.gov>; kinsell@sedonaaz.gov <kinsell@sedonaaz.gov>; Warren Campbell <WCampbell@sedonaaz.gov>; Mike Raber <MRaber@sedonaaz.gov>
Subject: Re: THANKS FOR YOUR EMAIL

Thank you Holli for the Update. Interesting that the proposal to change our streets was initiated two years ago and it had nothing to do with any CFA.

After working on this for two years I finally outed Stephen Craver as having lied to the Council about Smith Rd three times. The last time was when the Council voted to extend Forest Road and the lie was so brazen I was shocked. I have been sending emails to Council and Staff for years and the only response was from Justin who said there would be a survey done before a decision and I replied saying that would be useless as we have many vacation rentals and since the City allows renters to participate in surveys the final result would be totally skewed. Also the city has NEVER conducted a survey that residents felt was fair but, always biased towards what the City wanted. So many residents complained bitterly about this when the City had a phone survey done several years ago over having one trash company instead of three. EVERYONE who attended the open houses the City held at Council Chambers and at the Station One Fire District in West Sedona was against the proposal. Not one attendee was for it.

However, they still continued on and paid the Consulting Company the payment of \$72,000 for the next phase. So all of us who attended, called City Hall, sent emails and the dozens of emails I collected and forwarded meant NOTHING.

This was proof to us that the Open Houses were just dog and pony shows. There was also a lot of information regarding that project which was withheld from us and I was shocked at what it was when Taylor from Taylor Waste told me and one of the owners of Patriot who because of it pulled out of even putting in a bid and told me they wanted nothing to do with the City under such circumstances.

With all the problems I have presented to the City regarding our street changes the project should have been cancelled out, it has not and is now been joined with the CFA. I truly do not understand this thinking. It is as though the City deliberately wants to harm any residents who resist regardless of the harm to their neighborhood and the devaluation of homes which would take place. Not to mention extreme traffic problems the changes would cause,

I have lost all faith in our City as have so many residents hence, it is one reason no one wants to run for office like they did many years ago. We are a small town but, it feels like we are governed by bog city ideas from cities that do not care about the residents. It has come to the fact that our city cares only for tourists.

I would like an answer as to why our streets are targeted for draconian changes when we are quiet and peaceful up here. There is NO reason whatsoever.

One example of why so many of us believe residents don't matter was the trash issue I mentioned. all the emails, calls and an online petition of 1500 signatures of which many were well known leaders in the community were all ignored. The only reason the Council voted against it finally had nothing to do with residents resisting but, simply they decided it would not really work. That was a big lesson residents learned and many decided to just give up on the City and not bother to participate.

How is that residents are ignored about their concerns while a Staffer in a high position who should be fully trustworthy can lie to the City Council three times and not a word is said about it. I do not receive any replies from anyone regarding the problems I have laid out, just that it will go to P&Z. It should be stopped now.

Some neighbors sent emails a very long time ago about all this and one Councilor called one of them and argued with him stating he didn't know what he was talking about. He lives near me and did not want to see our quiet neighborhoods turned into chaos and extreme inconvenience.

I have lived here for 41 years right on the intersection of Smith and Mesquite and see all the traffic that goes and comes and would love a debate with the consulting company that suggested the changes and was ignorant of all the problems or one with Steven Craver. However, one gets only two minutes at public forum to speak which is useless when City staff pushes the project regardless of all these problems and City Council often acts like puppets of the Staff.

I am being strong I know Holli but, what can one say when they have been fighting this for two years and gotten no where and a City staffer can lie to the Council so brazenly and no one cares. It means residents mean nothing, we're just dog faced pony soldiers, the least of the least. So many residents feel the same way. This is a HUGE change being proposed not just some small modification, one that will cause chaos and also devalue homes yet my emails are being ignored. Not written in the nicest of friendly ways to be sure but, what can one do after two years of constantly writing with no responses regarding the problems explained. The only conclusion one can come to is that no one cares about us Uptown which reflects the belief residents are just throw aways in Sedona, if you are not a tourist complaining about something then it is a "go away".

Perhaps we should pose as tourists to gain respect and be considered.

Thanks again for your email Holli,

Regards,

Joan Shannon

Thu 3/4/2021 7:15 PM

Reply

Forward

Thank you Cynthia for your email. I wish to apologize for one thing. My emails to you were very strong and I realized last night I had not contacted you before regarding the CFA and our neighborhood streets which was unfair to you. However during that time the issue was our neighborhood streets being changed to one ways and I was unaware of the Uptown CFA.

My letters were strong and filled with anger and frustration as I have been working on this matter for nearly two years writing Council Members etc. and gotten no where. Only Justin saying there would be a survey done which I consider useless as we have too many vacation rentals up here and to be truthful many Sedonans have given up trying to get anywhere with the City on something they disagree with. Not like it was many years ago when so many residents would run for City Council everyone was asking each other "who are you going to vote for". As Mayor Sandy said at a Council Meeting after an election she was shocked when campaigning to hear over and over residents say their number one issue was "that the City did not listen to or care about what residents wanted or did not want. Janice Hudson said the same thing at the meeting and expressed the desire for the Council to find a way to reach residents and let them know they did care. I called and told her the only way for the City to do that was with actions in response to residents instead of their own visions.

I would like to chat with you for a few minutes and do appreciate your email this evening.

Regards,

Joan Shannon

282-4566

-----Forwarded Message-----

From: Joan Shannon

Sent: Mar 4, 2021 3:34 AM

To: smoriarty@sedonaaz.gov, sjablow@sedonaaz.gov, jwilliamson@sedonaaz.gov, kkinsella@sedonaaz.gov, hploog@sedonaaz.gov, tlamkin@sedonaaz.gov

Cc: jclifton@sedonaaz.gov, kosburn@sedonaaz.gov, mraber@sedonaaz.gov, adickey@sedonaaz.gov, scraver@sedonaaz.gov

Subject: IMPORTANT ADDITION TO LAST CFA EMAIL

As an important addition to my last email re the Uptown CFA:

When our Uptown street changes were first proposed Stephen Craver told me over the phone that THERE WAS PARKING ON BOTH SIDES OF SMITH ROAD ALL THE WAY FROM FOREST RD TO NAVAHOPI AND HE SAW THAT EVERY TIME HE WAS UP HERE AND IT OCCURRED ALL THE TIME. He even told you when you voted for the extension of Forest Road to 89 that the Manzanita route was not considered due to the parking on Smith making it even difficult for the Fire District to drive it. Absolutely not true and there are no parking signs all along the first block. They drive it frequently.

Nothing could be further from the truth and I am shocked a person in such authority with the City would make such outlandish statements, I am going to take photographs when it is busy in Uptown to prove he did not state the truth.

There are hardly any cars parked along Smith Road and then usually just a few due to a visitor or workman. Parking on Wilson is usually by workers and they need a place to park close to work. No one I know in Uptown objects as we don't use Wilson to access Forest Road. It is all part of the character in Uptown. I chat with many tourists walking past my house and they say they love this area and enjoy the walk to and from the Hyatt shopping center. I like engaging with visitors and finding out where they are from and how they discovered Sedona. Nearly all the time the answer is "word of mouth".

Since I live at the first intersection to Uptown at Smith and Mesquite and have for 41 years I know of which I testify to more than Stephen Craver or some out of town consultant who could not even identify the problems associated with the plan and that cost the City \$10,500 which could have been spent providing shelters at the bus stops along West 89 with a bench for sitting. There is only one and commuters are forced to stand in extremely hot or cold temperatures and often rain.

Please give all these problems deep consideration and leave our streets as they are and do not consent to more two story buildings along Jordan or Van Deren. I do not apologize for making these accusations against a City Employee as the issue is far too serious affecting the lives of residents in Uptown not to speak out.

Thank you for your time,

Joan Shannon
315 Smith Rd
282-4566

EXHIBIT C

DRAFT UPTOWN CFA PLAN

PUBLIC COMMENTS

PLAN UPTOWN COMMENT FORM

Angela D Dye
4/16/2021 11:02

I just read the article in Red Rock News 4 16 21 regarding the P&Z discussion of the Uptown Plan. As new owners of a house on Old Crow Lane, we're thrilled that the City is looking at ways to improve multi-modal mobility in the Uptown area and throughout the region. One of the reasons we bought there was to be able to leave our car parked when we are in town, and walk to restaurants in Uptown and other destinations like trails and shopping. We are cyclists as well, and hope there are more connections planned as well as safer ways to access all of what Sedona has to offer, including to a grocery store where we could use our bike trailer.

Suggestions:

1. My experience with one way vehicle traffic is that it only encourages vehicles to travel faster. Having parked cars actually slows traffic. As you consider whether to make Smith and Wilson one way to make room for walkways, please also add a bike lane, and where possible, parallel parking where right of way allows. Otherwise, consider some traffic calming like mini roundabouts with landscaping, raised crosswalks, four way stops, etc. We discovered Smith Rd. is a great way to access the neighborhood to avoid the chaos of 89A through Uptown, as it is currently a slow but reliable route, and would welcome the slower speed measures if the configuration changes. It also appears that either the right of way is very narrow, or that there are numerous encroachments from properties over time. Perhaps there's more space there than is evident?
2. While the planning area ends at Schnebly Road, please also look beyond to the north and west as far as the Museum, to include the neighborhoods when considering pedestrian and bike access. This is especially true of upper Schnebly Hill Road and Navahopi. On Navahopi, perhaps walkways could be added over the swales on either side of the road. Pedestrians have nowhere to go with traffic except to jump into the swale, which in some places is very deep.
3. On a subject related to but not perhaps in your immediate planning focus is planning for sewer hookups for these older neighborhoods. We have had to replace the septic system at this house but would've preferred to connect to sewer. Perhaps an Improvement District should be discussed for that and walkways, etc.
4. We would also like the City to solicit a grocery store to be added to the retail mix. perhaps with affordable housing upstairs? As you design the Parking Structure, please also consider retail/mixed use attached. A mix of housing types including affordable and market rate could be wrapped around or on top of the parking structure. please don't make it a single use structure. In a town with limited land area, all parcels should serve multi-functions to keep the urban area walkable but also vibrant.

PLAN UPTOWN COMMENT FORM

Michael Coyne
5/5/2021 17:38

It is long overdue for the City of Sedona to formally collaborate more with the Forest Service and to have a City liaison working on Forest Service/ trail issues. So many of our traffic and neighborhood woes are because individuals and small groups drive to the trailheads and park nearby. Imagine if the most popular trailheads only had enough parking for those handicapped, a finite group for those with permits and the rest for forest service and emergency vehicles (Devil's Bridge, Cathedral Rock etc.). Folks would be driven to find another way to access those spots. Here is where a transportation and tourism hub and shuttle service come in. The result- less traffic on the roads, less congestion at trailheads and in neighborhoods near the most problematic trailheads, quicker commutes. In many ways, Sedona is similar to a National park- look at how this issue was tackled in Zion and the Grand Canyon. A long overdue implementation is needed. Locals can by and large find a way to park and access these trails whilst avoiding certain trailheads. Alternatively, give locals free or deeply discounted shuttle passes to the trailheads.

COMMENTS ON THE MAY 5, 2021 DRAFT UPTOWN CFA PLAN

#001

Posted by **Corrie Cooperman** on **05/06/2021** at **11:27am** [Comment ID: 545] - [Link](#)

Agree: 0, Disagree: 0

The plan to add sidewalks on both Forrest Rd. and Jordan Rd is great. I live in the Jordan Park area of Uptown and drive up and down Jordan Rd. daily. It is worrisome to see people walking in the street, where the sidewalks end. The road also narrows where the sidewalk ends, making it dangerous to be both a driver and a walker. Sidewalks, on both sides would allow people to walk to town more safely and to the trailheads!

#002

Posted by **jo** on **05/11/2021** at **9:09am** [Comment ID: 549] - [Link](#)

Agree: 0, Disagree: 0

This should be priority one above all other items listed here. Solve the most difficult issues first. Spend the money where it will have the most impact.

#003

Posted by **Lenore Hemingway** on **05/11/2021** at **12:29pm** [Comment ID: 560] - [Link](#)

Agree: 0, Disagree: 0

ABSOLUTELY NOT> The last thing we need added to our view shed is another manmade structure interfering with the scenery. All the "stuff" that has been added instead of the beautiful flowers in the medians is distracting enough.

#004

Posted by **jo** on **05/11/2021** at **9:03am** [Comment ID: 547] - [Link](#)

Agree: 0, Disagree: 0

This seems an untenable solution. Uptown is already so cluttered up by the new "improvements." I feel claustrophobic driving through it. I can't imagine how trucks, buses and wider vehicles manage it with a bridge. The barrier in the center was a decent idea, but all the plantings are over the top. This doesn't feel like a Main Street, but a side street perhaps for an arts district. Rather than adding a bridge, the city should be streamlining (up and down paths, divided pathways, etc.). Tunnel?

#005

Posted by **jo** on **05/11/2021** at **9:08am** [Comment ID: 548] - [Link](#)

Agree: 0, Disagree: 0

These are great ideas. Perfect for the tourists. I know this is for uptown improvements, but the focus on tourists is very unbalanced. Why start with uptown? Why isn't West Sedona or the area south of Tlaquepaque the primary focus. Improving these areas for residents first will make it easier for everyone trying to get uptown and to West Sedona. These specific improvements should have lower priority than solving the bottlenecks we are all experiencing.

#006

Posted by **jo** on **05/11/2021** at **9:14am** [Comment ID: 550] - [Link](#)

Agree: 0, Disagree: 0

Good idea to include the history of indigenous culture, but only if it's created/curated by indigenous people. Uncensored and not romanticized.

#007

Posted by **jo** on **05/11/2021** at **9:17am** [Comment ID: 551] - [Link](#)

Agree: 0, Disagree: 0

Uptown is already so very cluttered. Yes, it needs streamlining and there're many good ideas here. But as noted before, it's important to focus on quality of life issues before aesthetics. Money for these specific streetscapes should be partially funded by the uptown businesses, not fully tax dollars. In other words, before you start redecorating uptown, make sure the infrastructure is solid. And right now, it is not solid.

#008

Posted by **jo** on **05/11/2021** at **9:18am** [Comment ID: 552] - [Link](#)

Agree: 0, Disagree: 0

It's hard to believe that recycling efforts are minimal or not already in place. The city of Sedona is so far behind in its approach to recycling. Please do this ASAP.

#009

Posted by **Jeff Grove** on **05/10/2021** at **12:26pm** [Comment ID: 546] - [Link](#)

Agree: 0, Disagree: 0

If you're looking to make Sedona more RV friendly, in addition to parking and a water refill station, Sedona could also use an RV dump station. It would discourage illegal waste water dumping on public lands. It could also give residents with RVs a place to dispose of waste water when returning home to Sedona. The closest public dump stations are in Flagstaff or Cottonwood. On a recent trip to Moab it was nice to see this service available at the edge of town.

#010

Posted by **jo** on **05/11/2021** at **9:26am** [Comment ID: 553] - [Link](#)

Agree: 0, Disagree: 0

Take a look at how the State of Vermont handles signage. They keep it minimal but effective. No billboards are allowed in the state. They use a unified color, which makes it easy for way finding. Very effective. Here are some examples:
<https://vtrans.vermont.gov/highway/sign-information>

#011

Posted by **jo** on **05/11/2021** at **9:28am** [Comment ID: 554] - [Link](#)

Agree: 0, Disagree: 0

Conservation should be the absolute first priority. Walking trails are all well and good, but adding more lodging here seems to be a mistake. It will just bring more people uptown when it's already quite crowded. A principle of sustainable tourism is to disperse crowds to other destinations throughout the city.

#012

Posted by **jo** on **05/11/2021** at **9:29am** [Comment ID: 555] - [Link](#)

Agree: 0, Disagree: 0

Yes, to nature trails. No to more lodging, per my previous note. Please do not add to the density of uptown traffic, foot traffic and lodging traffic.

#013

Posted by **jo** on **05/11/2021** at **9:30am** [Comment ID: 556] - [Link](#)

Agree: 0, Disagree: 0

A well-intentioned plan, but should not be top priority.

#014

Posted by **jo** on **05/11/2021** at **9:31am** [Comment ID: 557] - [Link](#)

Agree: 0, Disagree: 0

Have there been a number of complaints regarding safety and lighting? Would love to know more about this.

#015

Posted by **jo** on **05/11/2021** at **9:34am** [Comment ID: 558] - [Link](#)

Agree: 0, Disagree: 0

If the streetscapes involve cluttering up more areas, rather than having great lines of sight and walkability, then I would oppose this. Already the street seems so cluttered. And perhaps many of these ideas will streamline pedestrian traffic. But given what's been done so far with the meridian through Mainstreet, I'm doubtful. Feels like I'm at my grandmother's house with the lots of tchotchkes and porcelain doll collection.

#016

Posted by **jo** on **05/11/2021** at **9:38am** [Comment ID: 559] - [Link](#)

Agree: 0, Disagree: 0

Many good ideas throughout this plan, but the obvious skew to tourism neglects or downplays the day-to-day living experience for residents. There is a lot of \$\$ involved in making these improvements. I would prioritize streamlining traffic (pedestrian and cars) over any beautification efforts (and put that \$\$ into other parts of town). I do appreciate the amount of thought put into this proposal.

COMMENTS ON THE APRIL 1, 2021 DRAFT UPTOWN CFA PLAN

#001

Posted by **Peggy Chaikin** on **04/20/2021** at **3:05pm** [Comment ID: 543] - [Link](#)

Agree: 0, Disagree: 0

Residential areas need protection from traffic presence and noise. We must continue to transition away from personal vehicle use to a shuttle system with remote parking away from residential areas.

#002

Posted by **anthony hauserman** on **04/19/2021** at **6:52pm** [Comment ID: 542] - [Link](#)

Agree: 0, Disagree: 0

Please stop tourists from parking on the back streets in uptown. I live here and walk the streets everyday, the cars parking on Smith st. are causing a serious safety hazard. When walking, I'm forced into the middle of the street. When driving, I'm forced to drive on the wrong side of the street to get around the parked cars. To make matters worse, there is a hill in Smith that makes me not visible to the oncoming traffic (whose lane I'm either during or walking in). So, I'm just hoping that no one is coming. It's just luck every time whether I'll get hit or not. One way streets or sidewalks and prohibited parking is the way to make it safe again.

#003

Posted by **Jeffrey Goward** on **04/16/2021** at **12:03am** [Comment ID: 536] - [Link](#)

Agree: 0, Disagree: 0

Please enhance planning by upholding a large concentration of concern for maintaining the residential nature of the neighborhoods of Uptown Sedona, including the Jordan Road roadway which is one of the oldest streets in town and is still in this day lined with the personal and family homes of full-time residents who greatly value the protection of peaceful and quiet living ambiance.

#004

Posted by **Mark J TenBroek** on **04/07/2021** at **2:40pm** [Comment ID: 398] - [Link](#)

Agree: 1, Disagree: -1

I think the "Experience Uptown" is focused exclusively on tourists. I would bet that the majority of the Uptown residents steer clear of the Uptown Main Street area given the number of tourists and focus mostingly on walking the back streets to meet with other residents and relax. I think most of the components of the plan are focused on serving the needs of the tourists and the businesses that benefit from the tourists and trying to mitigate their impacts. That local tax dollars would flow to the Chamber of Commerce to advertise and bring even more tourists to our already clogged Uptown area is a mistake. I think we should focus on reducing tourist impacts on the area.

#005

Posted by **Mark J TenBroek** on **04/07/2021** at **2:51pm** [Comment ID: 400] - [Link](#)

Agree: 1, Disagree: -1

One of the major contributors to the traffic and parking issues in Uptown are the jeep tour companies. Most of these trips start from and end in Uptown, and most of their riders park their cars in Uptown. I think it would be a better for all of these companies to have parking in West Sedona and these tours should begin at these parking areas to limit the parking and traffic issues as US-89A can better absorb this increase traffic. In addition, the jeep tours leaving and returning to Uptown add to the traffic congestion that already exists.

#006

Posted by **Mark J TenBroek** on **04/07/2021** at **2:46pm** [Comment ID: 399] - [Link](#)

Agree: 1, Disagree: 0

In case it is not clear, the traffic congestion is a significant problem to most uptown residents. Many of us do not venture out on weekends and limit trips on weekdays to early or evening times so that we are not caught up on the potential 30-45 minute waits on Cooks hill for a trip to the stores in West Sedona. The Forest Bypass may help, but remember that you still need to navigate from Airport Road to the turn to the proposed Forest Road bypass to save any time.

#007

Posted by **Mark J TenBroek** on **04/07/2021** at **2:59pm** [Comment ID: 401] - [Link](#)

Agree: 2, Disagree: 0

As noted by others, the current proposal to change zoning on the two Quail Tail Trail parcels to high-density multi-family would add 84 apartment units (at least initially as more apartments could be constructed at a later date). This would increase the number of dwelling units (84) at that point and north in Uptown by 80% with an estimated additional daily automobile trips of about 600. That would relate to an additional car on Jordan Road every 30 seconds throughout the day. To say that these

apartments would be used for local workforce is disingenuous as they would surely morph into short term rentals for tourism after the first 90-day rental term expires. This development would also place high-density development into areas that are currently planned for single family homes and which are surrounded by single family homes, significantly changing the "sense of place" for the residential part of Uptown. This change in zoning would be a terrible decision.

#008

Posted by **David Myers** on **04/05/2021** at **10:35pm** [Comment ID: 388] - [Link](#)

Agree: 0, Disagree: 0

The Jordan Lofts project proposes 82, mostly 2-bedroom units on 4 acres, with close to 600 trips a day from the new development. The traffic will clog Jordan, and, once the Forest Ave extension is built, do the same for Smith, Wilson, and Van Deren. That's going to worsen traffic flow and make walking on the latter 3 streets dangerous, even more so if converted to one-way traffic. Forty-eight of the units are off Quail Tail Trail and will make traffic on Hillside, Sunset, and Wilson Canyon horrible.

#009

Posted by **David Myers** on **04/05/2021** at **10:47pm** [Comment ID: 389] - [Link](#)

Agree: 1, Disagree: -1

This is a general comment. I understand tourism funds about 65% of the Sedona general operating budget. I am quite willing to have a tax increase for residents, via real estate or whatever, to increase our share of the budget so we have more of a voice. I share most of the complaints and concerns about Sedona government's tourist-centric planning, and I'm willing to pay for the respect we residents deserve, rather than just complain.

#010

Posted by **Mark J TenBroek** on **04/07/2021** at **3:02pm** [Comment ID: 402] - [Link](#)

Agree: 0, Disagree: -1

As noted earlier, the use of Uptown for loading and unloading of jeep tours impacts both traffic and parking in the Uptown area. These tours should all move these parking, loading, and unloading to areas in West Sedona where they can better handle these activities.

#011

Posted by **Robert Weber** on **04/13/2021** at **1:15pm** [Comment ID: 524] - [Link](#)

Agree: 0, Disagree: 0

For illustration purposes, suggest a transit stop be added.

#012

Posted by **Mark J TenBroek** on **04/07/2021** at **3:08pm** [Comment ID: 403] - [Link](#)

Agree: 1, Disagree: -1

The sidewalk on the west side of Jordan Road provides passage from Main Street to the Sedona Beer, Bloom Dispensary, and the City parking area that is adjacent. This seems sufficient in this section of Jordan Road. Sidewalks to the east give off-street passage to the businesses and parking to the east of Jordan. As noted before, the remainder of the streets in Uptown largely do not have sidewalks, and local residents use these for walks and meeting with neighbors without much trouble because they are not used by the majority of tourists. I do not think a significant effort to add sidewalks would benefit local residents away from Main Street.

#013

Posted by **Jeffrey Goward** on **04/15/2021** at **10:53pm** [Comment ID: 526] - [Link](#)

Agree: 0, Disagree: -1

My house for the 12 years of my full-time residence in Sedona is on the east side of Jordan Rd. at 470 Jordan, a house built in the 1930s by George Jordan, perhaps the first house built on Jordan Road other than the Jordan ranch now the Sedona museum.

It's just a few doors beyond the end of Jordan Road's east side sidewalk's present termination point ending at Schnebly Rd. There has been enormous increase in foot traffic at my house due to the approval of recreational marijuana sales directly across the street and extremely much increased flow of vehicle and foot traffic attracted to the new Sedona Beer Company also directly across the street from me. The east side of Jordan Rd. does not need sidewalk improvement to attract even more foot traffic. The west side sidewalk is sufficient and already provides for walking to and from Main Street Uptown. Employees and other residents do not need any further encouragement to walk this street, encouragement is unnecessary and detrimental to the residential nature of the neighborhood already too much affected by the slow shift of commercial business and tourism northward along Jordan Road. This is a location of homes and residences and the peace of the neighborhood with such shift is affected detrimentally by any permissions given and plans made by town authorities which ignore the concerns of the residents such as myself as I'm voicing here. The residential neighborhood ambience in this location has for long been gradually being destroyed, as I've seen in my 12 years residence, by incremental incursion of commercial and tourist interest, businesses permitted and public parking lots created in this immediate surrounding. Please do not encourage in any way this further incursion movement. Tourists walking to and from from the Peach Ln.-Schnebly-Sunset Lane public parking

lot regularly trespass across my lawn and garden to get to the Jordan Rd. Sedona Beer Company and Bloom recreational marijuana store, and cars continually park along the east side of the street in front of my house. Crowds of people all day into the evening at least 4 days each week hang out milling around in front of the Sedona Beer Company and Bloom marijuana store. Crowds in front of and dining at the restaurant patio in front are noisy and boisterous through the business' open hours. Further, since the public parking lot has been purchased and improved beside the Sedona Beer Company building, at the corner of Jordan and Schnebly Rd, also across the street from me, there has been enormous increase in traffic here all day every day from this "improvement" to Sedona's traffic and parking problems. All this "improvement" has been a great depreciation in the peaceful ambiance of the immediate neighborhood already. I would plead for you to please plan and permit in any manner you can so as to decrease the traffic and commercial and tourist use already too much encouraged in this location in Uptown.

#014

Posted by **Jeffrey Goward** on **04/15/2021** at **10:59pm** [Comment ID: 527] - [Link](#)

Agree: 0, Disagree: 0

Please restrict this "expected" development of private property as much as reasonably possible. Such further development will result in further increase in the neighborhood traffic and further deterioration of the present residential ambiance for full-time locals in their daily home lives. Please plan for "integration" for bicycle, pedestrian and transit needs to be kept to minimal expense and minimal further encouragement of traffics along Jordan Road.

#015

Posted by **Mark J TenBroek** on **04/07/2021** at **3:18pm** [Comment ID: 405] - [Link](#)

Agree: 0, Disagree: 0

Pedestrian bridges would limit traffic congestion from the canyon, which I would support. However, it is always difficult to enforce the use of these bridges. Already it is common to see pedestrians crossing in unsafe locations. It is not uncommon, for example, to see large groups crossing directly through the Jordan roundabout, sometimes following the roadway and disrupting traffic.

#016

Posted by **Mark J TenBroek** on **04/07/2021** at **3:22pm** [Comment ID: 406] - [Link](#)

Agree: 1, Disagree: 0

Given the traffic throughout the city, it is fantastic that there are bike lanes along the major traffic routes. However, the Jordan roundabout (and most others at the Y and on 179) requires bikes to enter the auto traffic lane to navigate through this area as moving onto the sidewalks in Uptown is not realistic given the pedestrian density. That is a major pinch point that makes me nervous when biking through this area.

#017

Posted by **Jeffrey Goward** on **04/15/2021** at **11:14pm** [Comment ID: 529] - [Link](#)

Agree: 0, Disagree: -1

Already there are plenty of sidewalks connecting the destinations throughout this residential area. More are not needed for pedestrian safety. Encouragement is not needed for more people to walk. More needed is encouragement that fewer people should walk around in residential areas where local full-time residents live to maintain the peaceful ambiance of their full-time home locations.

Perhaps "no trespassing" signage or inobtrusive directional indicators could channel the people walking to find their way to the already sufficient sidewalks on Jordan Road.

#018

Posted by **Jeffrey Goward** on **04/15/2021** at **11:07pm** [Comment ID: 528] - [Link](#)

Agree: 0, Disagree: -1

Please do not over think this idea of transforming Jordan Road into something called a "multi-modal complete street". This sounds utterly unnecessary in reality, fiddling with already fine small town ambiance which should be maintained, as well as sounding like bureaucratic promotional gibberish, as I may say if you'll excuse my criticism.

#019

Posted by **Jeffrey Goward** on **04/15/2021** at **11:24pm** [Comment ID: 530] - [Link](#)

Agree: 0, Disagree: 0

The lighting from the Schnebly Rd/Jordan Rd. corner's public parking lot greatly

impinges personally on my residence at this location as this lot is kept fully and brightly lit until 1 a.m. each night; and further, lighting from the Sedona Beer Company/Bloom marijuana store building itself is kept lit until 1 a.m. each night casting bright light across my residential property as well as does light from the parking lot. Please do not add street lighting along Jordan Road. Nighttime wandering of this street by tourist crowds is not favorable to the local residents. Minimizing of street lighting is of concern to the residents whose homes are on this street, concern that should be favored above concern for "employees returning to their cars", returning from businesses recently permitted objectionable incursion into the residential neighborhood of Jordan Road.

#020

Posted by **Mark J TenBroek** on **04/07/2021** at **3:15pm** [Comment ID: 404] - [Link](#)

Agree: 0, Disagree: 0

The low solar sidewalk lighting that has been installed seems to be working well to provide safe walking while not having major impacts on the Dark Sky Community that we all love. I am very concerned about the higher street lighting at the Jordan Roundabout and the soon to be commissioned northern street crossings along Jordan Road that are using LEDs. While these may meet Dark Sky requirements, they are much brighter than existing City street lights and they project light out horizontally than existing City street lighting. I would want to consider side shielding on all LED lights of this type and reduce the wattage of these LED lamps to reduce the area of impact these lights have on the community. I do not think they are in the spirit of Dark Skies.

#021

Posted by **Mark J TenBroek** on **04/07/2021** at **3:24pm** [Comment ID: 407] - [Link](#)

Agree: 0, Disagree: 0

Agree that a pathway should be provided from all parking areas. I think existing parking areas have this feature to prevent tourists from walking down the middle of heavily trafficked roadways.

#022

Posted by **Mark J TenBroek** on **04/07/2021** at **3:26pm** [Comment ID: 408] - [Link](#)

Agree: 1, Disagree: 0

Agree that this would be beneficial. I have also had tourists walk out into the bike lane or even traffic to get their group photos from the scenic views. A separate trail would help prevent this safety issue.

#023

Posted by **Robert Weber** on **04/13/2021** at **12:19pm** [Comment ID: 521] - [Link](#)

Agree: 0, Disagree: 0

I would recommend that any future parking plans include an offset for future Transit use. Less available parking creates a natural incentive for a higher use in public transit, which will help to mitigate traffic congestion and greenhouse gas emissions.

#024

Posted by **Mark J TenBroek** on **04/07/2021** at **3:35pm** [Comment ID: 409] - [Link](#)

Agree: 3, Disagree: 0

I continue to be amazed that there is a belief that continuing to increase tourism is a benefit. I believe that this drumbeat to bring increasing numbers of tourists to a confined area is not the answer and should be limited. Clearly adding more parking will bring more tourists. Limiting the number of parking spots will limit tourists to some finite capacity. If new parking is to be provided, it should be for the exclusive use of staff, not more tourists. Already there are significant increases of tourists due to the increased use of AirBNBs throughout Uptown. There are also many new developments for tourists throughout the City. We need to recognize that this is a problem to livability of the community and stop this type of expansionism. More is not always better.

#025

Posted by **Jeffrey Goward** on **04/16/2021** at **12:17am** [Comment ID: 537] - [Link](#)

Agree: 0, Disagree: 0

I would fully agree with Mr. TenBroek in his suggestion here. It would be reprehensible to maintenance of the Uptown residential neighborhood ambiance to add such numbers of housing units causing great increase in Jordan Road traffic and such effects of allowing further crowding of this area of homes or Sedona residents.

#026

Posted by **Mark J TenBroek** on **04/07/2021** at **3:40pm** [Comment ID: 410] - [Link](#)

Agree: 1, Disagree: 0

As has been mentioned before, the change in zoning for the Quail Tail Trail parcels to high-density multi-family is inconsistent with the single family residential character of areas off Jordan Road. The increased traffic congestions on Jordan Road from this development would be hard to comprehend. I would suggest that these parcels be made into an Uptown nature park for the benefit of local residents and not focusing on increasing the number of tourists.

#027

Posted by **Mark J TenBroek** on **04/07/2021** at **3:43pm** [Comment ID: 411] - [Link](#)

Agree: 1, Disagree: 0

This entire section is focused on drawing more tourists to the area for the benefit of the tourists. I do not believe that many local residents visit this area of Uptown given its congestion and mass of people. Why do tourists get all the good stuff?

#028

Posted by **Jeffrey Goward** on **04/16/2021** at **9:11pm** [Comment ID: 539] - [Link](#)

Agree: 0, Disagree: 0

Best care and benefit to the Community of Sedona would be to direct the developers to take their interest elsewhere. It seems obvious that a project of expansion for resorts along this Creekside area will more vastly increase volumes of traffic in and out of Sedona with added guest rooms, more resort visitors and all their vehicle parking needs and necessary traffic. With all the ongoing years of talk, repetitive large expense on traffic studies, puzzlement at how to control and channel traffic from the choke points everywhere around Uptown, this plan of commercial interest to expand new development of a "Creekside Resort" district seems utterly contra-indicated.

#029

Posted by **Robert Weber** on **04/13/2021** at **12:29pm** [Comment ID: 522] - [Link](#)

Agree: 1, Disagree: 0

Consider incorporating plans for first mile - last mile transit solutions providing connections to newly created parking garages to / from the central district. E.g., Microtransit, E- Trolley circulators, shared e-bike rentals Etc.

#030

Posted by **Jeffrey Goward** on **04/16/2021** at **9:21pm** [Comment ID: 540] - [Link](#)

Agree: 0, Disagree: 0

New expanded development will obviously only increase one of the most major current problem afflicting life in Sedona: uncontrolled increase in vehicular traffic resulting from the expanding floods of incoming tourism that has been too much encouraged by special interests misguided, misguided in that concern for financial/commercial expansion is allowed to overwhelm more important needs for environmental stability and quality of life.

#031

Posted by **Jeffrey Goward** on **04/15/2021** at **11:36pm** [Comment ID: 533] - [Link](#)

Agree: 1, Disagree: 0

Please do nothing to create more traffic in and out of this boundary area separating Jordan Road's residential homes and the commercial interests encroaching farther and farther into the home-like ambiance and use of Jordan Road. Enormous flow of traffic to and from the 410 Jordan Road Public Parking lot is already impinging the areas previously more residential nature.

#032

Posted by **David Myers** on **04/05/2021** at **10:52pm** [Comment ID: 390] - [Link](#)

Agree: 0, Disagree: 0

I support the use of this parking lot for low to medium density, multi-family housing once the lot is not needed for parking.

#033

Posted by **Jeffrey Goward** on **04/15/2021** at **11:32pm** [Comment ID: 532] - [Link](#)

Agree: 0, Disagree: 0

Please keep commercial and residential use strictly separated, not combined as suggested here. Otherwise the nature of the peaceful home-style ambiance for residents will become more and more ruined as it already has much become by the encroachment of commercial business northward on Jordan Road. This would not be improvement for the full-time Sedona residents who's homes are established along Jordan Road.

#034

Posted by **Jeffrey Goward** on **04/15/2021** at **11:27pm** [Comment ID: 531] - [Link](#)

Agree: 0, Disagree: 0

One side of Jordan Road has sidewalk; this is sufficient. Additional foot traffic should not be encouraged to impinge on the original residential nature of Jordan Road as traffic already has been edging farther and farther along the road northward.

#035

Posted by **Jeffrey Goward** on **04/15/2021** at **11:42pm** [Comment ID: 534] - [Link](#)

Agree: 1, Disagree: 0

This public parking lot creates continuous disturbance to the immediately adjacent homes' ambiance, from noise of continual soundings of car alarms, foot traffic crossing private property, tourist activity in the parking lot, sound of traffic movement.

Please keep fully in consideration the effects upon Sedona residential living in the immediate area that may be caused by any "improvements" you might approve to be made to the parking lot.

#036

Posted by **Robert Weber** on **04/13/2021** at **12:31pm** [Comment ID: 523] - [Link](#)

Agree: 0, Disagree: 0

Add a transit stop - fully ADA accessible w/ passenger amenities - e.g. bench, shelter, transit information.

#037

Posted by **Jeffrey Goward** on **04/15/2021** at **11:45pm** [Comment ID: 535] - [Link](#)

Agree: 0, Disagree: 0

But not on Jordan Road, please, where maintenance of the peaceful residential nature of the area should be of great consideration in planning and execution of any changes contemplated.

Agenda Item 5a. Uptown CFA

Addendum

to Planning and Zoning Commission Staff Report for May 18, 2021

Exhibit D Public Comments

JO KONTZER

5/13/2021 8:52

I believe the parking garage is a bad idea on a number of fronts. First of all there is not a parking problem in uptown. There are many lots available. Secondly putting the structure on Forest Rd. will work against the flow of traffic we are trying to achieve by the extension of Forest Rd. to 89A. The money could be spent in better ways.

Barbara Barton

5/13/2021 18:19

"Good Day:

The United states is having an affordable housing crunch. Affordable housing causes populations to increase, negatively impacting traffic and other factors. Everyone can't live in San Francisco and neither can they all live in the small city of Sedona.

Thank you."

Janyse Florek

5/14/2021 16:08

"Thank you city of sedona planners

I love the roundabouts, less traffic lights.

I understand the need to prevent pedestrians, myself included from crossing uptown 89a randomly, slowing down car traffic. the artistic barrier I like, a necessity that prevents left hand turns as well as pedestrians from crossing, I understand how that helps keep flow of traffic moving.

Forest road extension as alternative route to 89a, a necessity, looking forward to completion of that. Parking garage there makes sense.

What I don't understand are one way streets. I live at 335 smith road. very disappointed that owenby way is one way, did not see that coming. Had been looking forward to using it to assess 89a while heading to flagstaff to avoid driving through uptown. Speaking of which, absolutely not in favor of making smith road or more of van deren one way streets. Why make residential roads one way other than for emergency vehicles. They seem to navigate fine. The issue happens when tourists park on both sides of our streets, prevents two way traffic from happening, so creating parking lots/garages is essential."

Antonia Hansen

5/15/2021 10:04

"I am writing to object to the proposed rezoning for the Jordan Lofts development as I believe it will have a detrimental impact on the uptown community, be a net negative for the environment, ruin the aesthetics and intention of the neighborhood, and further contribute to what has become a ridiculous amount of traffic congestion in the uptown area.

I've laid out my objections below, but am offering an alternative solution. Could we create a public private partnership that turns this beautiful piece of property into a walking path (not a trailhead), nature center, or some type of cultural spot? Join with the city, residents and nonprofits to purchase the land from the owner in Phoenix and turn it into something that visitors could enjoy instead of eye sore that blocks the beautiful rock formations as you drive down Jordan Rd.

The main objections are:

1. Traffic congestion: Jordan Road and the offramp onto 89A cannot handle the nearly 600 car trips per day estimated per the traffic impact report. It will bring Jordan Road traffic to a standstill. Furthermore, these 594 daily car trips will stack into our other traffic choke points at the Y, Tlaquepaque, and Cook's Hill. This will affect all of Sedona in an adverse way.
2. Affordable Housing: It is dubious that these lofts will truly be ""affordable housing"". They will likely be instantly converted into short term rentals, essentially turning it into a large hotel complex on Jordan Rd and removing any benefit of adding affordable housing.
3. Improper Zoning: Miramonte Homes should build as many units of affordable dwellings as the current zoning allows, and they purchased this lot with the current zoning being adequate for their needs. The section of the lot along Jordan road is already zoned as RM-2, meaning they can build 12 dwellings per acre in that area. However, they are requesting this zoning be extended deep into the Quail Trail neighborhood, which is zoned RS-18 and currently restricts building to 2 dwellings per acre. They are requesting this zoning change because it will increase the profitability of this development by millions of dollars. This company is from Flagstaff, and has no investment in or regard for the quality of life in Sedona. This is the exact reason the current zoning map was created, uptown was never meant to shoulder an 84-unit complex.
4. Neighborhood misalignment: Uptown has always been primarily composed of single family dwellings except for the strip along Jordan Road. Approving this zoning change will result in a far different uptown neighborhood than the one we chose to live in. We recognize the need for affordable housing in Sedona, but it cannot be built at the cost and detriment of current Sedona residents.
5. Environmental impact: We request an environmental impact study be done on the impacts to wildlife in the area, pollution and what will surely be an increase in waste. Local trailheads will also receive more stress and several wild animals use that lot to cut through the neighborhoods into the forests.

I am pro-growth for Sedona, and supportive of real efforts to create affordable housing, but this is a thin disguise for out-of-town developers to use our city to make a fast profit, build cheap

homes, negatively impact our neighborhoods, and claim future credit for making these units ""affordable"".

I appeal to Planning and Zoning to keep the current property designations as RM2 and RS-18."

Michael Berlly

5/15/2021 14:21

"I am an uptown resident. This plan fantasizes about improving the experience of uptown residents. But it is really just an uptown business development plan. It is entirely meant to improve the experience of tourists, not residents.

North bound traffic is a mess. The Jordan circle only made it worse. The Forest Rd extension will only help south bound traffic, which is not the problem, except for emergencies. I agree with the need for a pedestrian overpass but only one overpass will not make a significant difference. Two overpasses are needed. The primary problem is two lanes going into one with a traffic light and a circle at the exact same spot. The idea of a bypass around uptown sounds great but where?

The idea of courtyards and gateways is nice but the identified locations can only fit two or three benches each. It will not significantly increase anyone's experience.

The major reason residents don't appreciate uptown as a local destination is because of the crowds and the type of shops. If you want to change that experience go to old town Cottonwood. You don't see t-shirt shops and crystal shops. It is sad that uptown virtually closes at night. That just shows the wrong businesses are there if you want to attract local residents. If you had quality restaurants, good coffee shops and beautiful plazas that could change.

The plans for Forest Rd are very poorly thought out. This is a narrow road with driveways and road intersections every 20 feet. We need to get traffic off that road, not increase traffic. Bicycle riding is dangerous on Forest because of all of the intersections. Keep bikes off of it. This is the worse location in all of Sedona for a parking garage.

I do like the plans for Jordan. Jordan is wide enough to make this work."

PLAN UPTOWN COMMENTS via EMAIL May 13-17, 2021

The following were submitted via email or the online "Contact Us" form between May 13 – 17, 2021

Thursday, May 13, 2021

Hi Cynthia,

I don't believe I ever got back to you on this subject.

My then husband and I moved from Ojai, CA. to Sedona in 1977. It was all so vastly different. Nothing in VOC. The area was great for many years. My daughter was born there in 1977.

After a while people discovered "there's GOLD in them thar hills!" Over the years, the quality of life for the residents has deteriorated. Reading in your yard on a beautiful day, when the jarring sound of a helicopter comes. Traffic on the multi million dollar hwy 179 crawls at a snails pace. Heavy traffic in general. It's all about the tourist and how much money can be made. Of course Sedona would grow.

Nine years ago I moved to Cottonwood and I'm very happy here. I can breathe. I thought I would miss Sedona, but I don't. Seems like every square inch of Sedona is being crammed with more "stuff". Roundabouts, businesses, homes etc. Those ridiculous "casitas" (?) on 89A just West of Mariposa restaurant. So many crammed together you'd probably here your neighbor sneeze.

One of the worst areas is the "Y". I would remove anything causing congestion. The main post office should be elsewhere. There should be a multi level parking lot in uptown Sedona. No one is willing to sacrifice land just to park cars. I realize the ornamental fencing in uptown is meant to keep people from crossing the street in random areas, but it looks ridiculous. I'll bet that was expensive.

Some of the plants there will struggle or grow too big for the limited area of soil.

I'm afraid I have more complaints than suggestions. I would seek the advice of the leaders of other popular tourist cities with similar issues. Perhaps they would have ideas to improve the problems.

I'm sure the local powers that be have tried, but so far it's a big mess.

Sincerely,

Jane Defoe
Cottonwood, AZ

PLAN UPTOWN COMMENTS via EMAIL May 13-17, 2021

Thursday, May 13, 2021

cynthia,

Mike Bower here...

Looks good in general. I like the organization and tone. I missed seeing something a bit more 'urban design' plan-like relative to the Refuge area. The potential to gain a public creek park as an exaction should be considered. This park could anchor the north end of a real creek walk. . .which may need to pop up to 89a if l'Auberge balks, but the walk on the curve could still be a way to really create a more separate pedestrian experience. Perhaps a bit more focus on the transit stops and transition to transit at the parking areas would help the council stay on track with transit. One can access the Huckabee trail from the north creek park which would be awesome from uptown, so a bit about intergov agreements with USFS would also reinforce a necessary perspective for transit stuff.

Anyway, I know you can't cram everything in and in general you have done great here!

Mike

EMAIL FOR P&Z COMMISSIONERS

Joan Shannon <faithfuljoan@earthlink.net>

Sat 5/15/2021 9:24 PM

To: Cynthia Lovely <CLovely@sedonaaz.gov>

To: Sedona Planning and Zoning Commissioners:

My husband Frank and I live at 60 Manzanita Dr. We moved here from New Hampshire some years ago and can't believe what is happening to Sedona.

The draft plan for Uptown is one hundred percent unacceptable. Everything that is recommended is to cater to the tourists. What is in it for residents: nothing,

We do not wish to see commercial encroaching into our residential neighborhoods. To want retail extended along Van Deren is such an intrusion. Our streets in Uptown are just as we want them and many neighbors agree. Please leave our streets alone. We tolerate some tourist parking but, that is only some days of the years not every day.

Our streets are quiet and peaceful and we do not want to see them changed. Same goes for Jordan Road, An additional sidewalk is not warranted and certainly not parking meters. What are you turning Sedona into?

With the plan for zone changes to accommodate the Jordan Lofts they will add a lot of traffic to Jordan Road so the City would be wise not to change Jordan Road for more tourists as Uptown is already congested.

Sincerely,

Yamilla and Frank Farlik

60 Manzanita Dr.
Sedona, AZ 86336
yfarlik@hotmail.com

LETTER FOR COMMISSIONERS ON P&Z

Joan Shannon <faithfuljoan@earthlink.net>
Sat 5/15/2021 9:54 PM

To: Cynthia Lovely CLovely@sedonaaz.gov

To: Planning and Zoning Commissioners:

I wish to state that I oppose the draft plan for the Uptown Community Focus report.

Uptown is already overloaded with traffic and it would be irresponsible to deliberately make plans for changes to Uptown that would attract even more. The Department of Public Works said that "the traffic in Uptown cannot handle any more".

I have lived here for well over forty years and it is distressing to see unnecessary changes being made by City Hall that are not benefitting residents and seem to be always for the pleasure of the tourists. Those of us who live in Uptown would be seriously compacted by proposed changes which would be harmful to us in favor of the tourists,

Jordan Road does not support more retail shops, there are enough here already and why are you ignoring there are shops in West Sedona. Parking meters along Jordan Road would be an ugly sight and take away from the old town character which the City says it wants to preserve.

Van Deren is perfectly fine the way it is and I do not support changing it and Smith Road into one ways nor Wilson. Those changes would have a serious negative impact for us in Uptown.

Uptown should be kept to the old town character not changed to model after a big City.

I support the extension of Forest Road but, nothing else. Uptown should be preserved as it is. It will be changed enough when the Jordan Lofts are built as it appears you will okay the zone change and I strongly oppose that as it will change the whole character of Uptown and add too much traffic. Why are you not looking to West Sedona for these things you want. Uptown residents were not considered in any way about the changes proposed and many of us have lived here for decades and love it and do not want it changed.

I hope you take my comments to heart as many of us in Uptown reject this Uptown Draft.

Thank you,

Jan Florek
335 Smith Road
Sedona
janyseflorek@gmail.com

05/15/2021

City Council [SEP] Sandy Moriarty – Mayor [SEP] Scott Jablow – Vice Mayor [SEP] Holli Ploog – Councilor
Jessica Williamson – Councilor [SEP] Jon Thompson – Councilor
Kathy Kinsella – Councilor
Tom Lamkin – Councilor [SEP]

Planning & Zoning Commission

Levin – P&Z Chairman
Hosseini – P&Z Vice Chairman
P&Z

Kathy
Charlotte
[SEP] Pete Furman –
Lynn Zonakis – P&Z
George Braam – P&Z
Kali Gajewski – P&Z

Recommendations to deny Zoning Change for

JORDAN LOFTS PZ21-00002

1 The original zoning decision was put in place for the specific purpose of limiting the number of apartments on Jordan rd to a minimal number. These apartments have been built and occupied. The infrastructure that was in place 30 years ago would be overloaded if the number of apartments were increased at that time. **THE SAME INFRASTRUCTURE EXISTS TODAY AND IS CURRENTLY OVERLOADED.**

2 The new traffic circle that was built recently to help accommodate the uptown traffic on 89A is causing a back up of traffic on Jordan Rd even during non peak hours. When pedestrians are in the crosswalk the cars in the circle that have the right of way and are going to turn on Jordan rd must stop. If there is more than 2 small cars or one truck and one car, this stops the flow of traffic on 89A in both directions. Adding 80 Loft Apartments to Jordan Rd would add about 575 cars to Jordan rd daily from 8AM to 5PM. This would not only impact Jordan rd but it would paralyze the already stressed traffic condition in Uptown on RT 89A.

3 Building these type of units under the ruse of affordable housing is being disingenuous. This type of ploy has been done numerous times in other tourist type cities, such as Ft. Lauderdale FL, Myrtle Beach SC, and Durango CO. When the apartments were fully rented the managing company offered an attractive way for the renter to own the property under a new condominium agreement. To make the conversion look attractive the promoters constructed a very loose CC&R agreement. That made owning the apartment in a tourist area a big possibility of having a significant rental income from the unit.

4 This project would be a total detriment to Uptown Sedona on all fronts. At the impromptu meeting with the developer's lawyer not one genuine benefit to the community was cited. As per the developer's lawyer, only 12% of units would be designated as "affordable". The remaining 88% of units would be rented at "market rate". His answer to the question, "what would the minimum income be expected to qualify financially to be able to rent one of the units" was answered with, about \$100,000.00 so much for affordable housing.

President Orchards 2 Property Owners Association INC
Gerald Slakoff
505 Orchard Ln
Sedona AZ 86336

EMAIL TO P&Z COMMISSIONERS/URGENT

Joan Shannon <faithfuljoan@earthlink.net>
Sun 5/16/2021 8:28 PM
To: Cynthia Lovely <CLovely@sedonaaz.gov>

From: judy perparos
Sent: May 16, 2021 7:27 PM
To: Joan Shannon
Subject: UPTOWN ~ PLEASE FORWARD

Judith A Perparos
445 Navahopi Dr
Sedona, AZ 86336
May 16, 2021

Dear Planning & Zoning Commissioners:

As a resident of Uptown and a business owner in Uptown, I would like you to know I am opposed to the Uptown CFA plan as it is proposed currently. Higher density for the Loft Project is only going to burden this area with more traffic, and as it is we are already over run with more visitor than we can accommodate. In addition, additional retail along Jordan Rd. will only add to the existing parking issues. The proposed parking meters on Jordan Rd could create hostility with employees who will be forced to walk to public parking lots, and currently there is a shortage of workers in both retail shops and restaurants. Many of the worker in retail shops are older and will not walk 2 plus blocks. In addition there is a safety issue viewed by many as the transient populations continues to grow in Uptown, bringing drugs and unstable people to the area. The additional sidewalks on the east side of Jordan Rd. will add hostility between properties owners and shop keepers especially when removal of garbage dumpsters are centralized as each property already has their own issues maintaining those areas. The city can hardly maintain the public restrooms let alone try and maintain a garbage dumpster (Where would you propose they go?) Currently the additional loss of parking at the proposed gateway will not become a beautification project as there are more cars backing up everyday and the new cross walks are far but a cry from a major disaster.

Respectfully Yours.
Judith A Perparos
Gifts Galore
HP CAFÉ
UPTOWN MALL
UPTOWN RESIDENT

sedonagiftsgalore@hotmail.com

Fw: Re: EMAIL TO P&Z COMMISSIONERS FOR TUESDAY MEETING

Joan Shannon <faithfuljoan@earthlink.net>

Mon 5/17/2021 10:51 AM

To: Cynthia Lovely <CLovely@sedonaaz.gov>

Dear Planning & Zoning Commissioners:

I have lived in Uptown for decades and am now alarmed at the direction the City wishes for our neighborhoods.

The Uptown Draft Plan did not direct any concerns to the residents. I read the report and everything in it targets the tourists. It is as is expressed in the report designed to "make the tourists' experiences more pleasant".

Did you forget there are hundreds of residents who live in Uptown?

I oppose everything in the Draft Plan as it is designed to bring more tourists to Uptown and we are at the point of total chaos if the City deliberately works to direct more traffic to Uptown.

Already the City is admitting that the junction of Jordan Road and 89 at the roundabout is highly congested. With the coming Jordan Lofts which I strongly oppose the traffic will be worse.

Putting more shops along Jordan Road and I quote from the draft "so the visitors will have more to choose from" and then add parking meters is absurd. Those of us who live up here have no problem with Jordan Road and another sidewalk on the East Side for the purpose of "giving the tourists a nice place to walk" is a prime example of how everything in the Draft is for the tourists and we the residents were not given a thought.

Instead the plan is to create one way streets which would cause inconvenience and stress for those who live in those neighborhoods and is totally unnecessary. The recommendation for adding resorts right on Oak Creek is not responsible. They would attract even more cars and tourists.

The idea of making Uptown "A designated resort area" again will just attract more visitors to stay in Uptown instead of West Sedona and that would be a real slight against the hotels in West Sedona which you seem to have forgotten.

I have been reading that the hiking trails are trashed by tourists and this is what would happen to a walkway along the creek so that they could walk from one to another. We don't want to see Oak Creek contaminated.

Myself and my friends are dismayed at the proposals made for Uptown and reject the whole Plan.

Thank you,

Sincerely,

John Detweiler
419 Smith Road
Sedona
johndetweiler@yahoo.com

UPTOWN DRAFT/LETTER TO PLANNING AND ZONING

Joan Shannon <faithfuljoan@earthlink.net>

Mon 5/17/2021 1:53 PM

To: Cynthia Lovely CLovely@sedonaaz.gov

To Planning and Zoning Commissioners:

I have studied the proposed Uptown Draft Plan and sorry to say reject everything in it.

To label Uptown "A designated Resort Area" is beyond the pale and would simply bring in more traffic to Uptown. I would strongly objects more if I owned or even worked at one else where in Sedona.

Mentioned is "housing shortage". Why is Uptown to be burdened to provide more housing when there is a shortage everywhere even in Phoenix,

If this mention is to support the building of the Jordan Lofts which require a zone change then it means the City has already given its okay without the public knowing and before it is voted on, The Developers say they would cause a minimum of close 600 cars along Jordan and traffic being directed at the back of the units onto residential streets in Sierra Vista before they arrive onto Jordan This is extremely ignoring the impact on residents and they will not provide any "affordable housing" as Uptown employees could not afford the rent as announced by the representative of the Developers at the their public meeting on the property,

Andy Dickey announced at the last P&Z meeting that "UPTOWN HAS REACHED A TIPPING POINT" and yet even with that statement this Draft would INCREASE the traffic count causing more congestion as would more Creekside resorts.

The recommendation to change Jordan Road to provide more shops for tourists with parking meters all along Jordan is absurd. How ugly do you want Uptown to become, Already 89a is loaded with them and unnecessary signs galore cluttering Uptown, Since the City changed 89a so much they have caused the traffic going North to be slower and it was not surprising.

The Planning and Zoning should not accept this Draft merely because a City employee spent a lot of time on it as frankly it will do no good for Uptown and simply make the traffic problems worse and interfere with our quality of life. If the community of Harmony and Andante could tell the City some years ago they did not want sidewalks the City had planned and the Council gave them want they wanted and backed down then Uptown residents should have equal treatment. We say we do not want this Uptown Draft.

Thank you for listening,

Joan Shannon
315 Smith Road
Sedona
282-4566

Fw: Re: EMAIL FOR PLANNING AND ZONING COMMISSIONERS

Joan Shannon <faithfuljoan@earthlink.net>

Mon 5/17/2021 4:33 PM

To: Cynthia Lovely CLovely@sedonaaz.gov

EMAIL FOR P&Z FOR MEETING ON TUESDAY

Dear P&Z Commissioners:

I fully reject all the recommendations in the Uptown Draft. Making Uptown a Community Focus Area should have included what would be beneficial for residents not exclusively for tourists.

The recommendation for Uptown to be named "A residential resort area" would encourage more tourists into Uptown and increase the clogs in traffic.

We already have problems: at Jordan Road and 89a, three problems at Forest and 89a at the traffic lights making that area dangerous and an accident waiting to happen. Forest was safer before all the changes were made.

The plan to put parking meters along Jordan Road would not only make the neighborhood ugly but, prevent some Uptown workers from being able to park as they could not pay for the meters. The Draft also stated that Jordan could have more retail shops to "give the tourists more shops to choose from". Why do we need more?

Jordan Road is the old town of Sedona and should remain such. I did not see in the Draft if business owners in Uptown were surveyed on the change. Do the business owners in Uptown who have put their savings into their businesses want even more competition?

The Jordan Lofts would add close to 600 cars a day onto Jordan and onto residential streets behind the 84 units. The traffic at that roundabout is already congested and more traffic in Uptown cannot be accommodated,

I heard the City has hired a Consultant to determine why the traffic now going North is slower than it was before Uptown was changed so the Draft should not be accepted and therefore invite more traffic into a very congested area.

My wife and I have lived here for well over 45 years and I was very involved with the City and I am shocked at the direction the City continues to go in favor of tourists without consideration for the many impacts on the residents. To invite more traffic to Uptown when the Fire District already finds it difficult to get through would be reckless. I also oppose making any streets into

PLAN UPTOWN COMMENTS via EMAIL May 13-17, 2021

one ways as your map shows. Making them one way with no explanation for the reason is not acceptable, I oppose any streets in Uptown being turned into one ways which would be a burden on residents.

I therefore request Planning and Zoning Commissioners to reject this Draft Plan.

Thank you,

Ron Williams
Ridge Road
Uptown Sedona

rjwilliams4020@gmail.com

Fw: Re: EMAIL FOR PLANNING & ZONING TUESDAY MEETING

Joan Shannon <faithfuljoan@earthlink.net>

Mon 5/17/2021 4:41 PM

To: Cynthia Lovely <CLovely@sedonaaz.gov>

I have lived in Sedona for over 42 years and in up town 22 years @ 120 Manzanita Drive & love uptown and would hope that the city does not approve the draft to change up town and Jordan road we need help for locals

Dear P&Z:

I have lived on Manzanita Drive for many years and love Uptown but, am disturbed at the changes being proposed for our area.

The traffic has reached a point of almost chaos at times and the City of Sedona is being negligent in making proposals to would bring in even more traffic to Uptown.

The recommendation for more shops along Jordan Road "for the tourists" as the recommendation stated is unnecessary as there are more than enough shops Uptown and also have you forgotten there are shops in West Sedona whose owners would also like to have business from the tourists.

Installing meters for all these new shops would add a burden on Uptown workers as some of them park on Jordan. Your proposal would take that away from them and give the parking to tourists. Is it any wonder the City has been blamed for years for not caring about the residents, not to mention the look of that whole area into one we would not like to see. We have no problems driving Jordan Road and would like that to remain so. The Jordan Lofts that the City is supporting on Jordan would cause even more congestion at the Jordan roundabout also caused by the crosswalk right there.

This Draft is a perfect example of the accusation the City does not care about residents. If that is true then the City should care about the fact Sedona cannot handle more traffic as it will

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increase anyway so the City should not add to the problem by turning Uptown into a "resort area" and make changes encouraging more traffic.

I hope you will say no to this CFA draft for Uptown,

Jim Raine

Circulation Strategies:

Note: Only pages with comments are included (no cover page etc)

Complete Streets*002

- Provide sidewalks, bike lanes, and future transit stops on Forest Rd and Jordan Rd.

Accommodating all users — cars *and* people walking or biking can contribute to better traffic flow. Forest Rd and Jordan Rd can be improved to safely accommodate all modes of travel 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. There are sidewalks on the west side of Jordan Rd, but the sidewalk on the east side ends at Schnebly Rd. Although it is outside the CFA boundaries, extending sidewalks the length of Jordan will encourage employees and other residents to walk to Uptown. People are more likely to walk if it is safe, convenient, and comfortable.

Improvements to both streets needs to be integrated with the construction of future projects. The City is planning the Forest Rd extension and a new parking garage on Forest Rd. On Jordan Rd, the future development of private property is expected. All of these projects will need to integrate bicycle, pedestrian, and transit needs.

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



Forest Rd potential "Complete Street" improvements

#001

Posted by **Corrie Cooperman** on **05/06/2021** at **11:27am** [Comment ID: 545] - [Link](#)

Agree: 0, Disagree: 0

The plan to add sidewalks on both Forrest Rd. and Jordan Rd is great. I live in the Jordan Park area of Uptown and drive up and down Jordan Rd. daily. It is worrisome to see people walking in the street, where the sidewalks end. The road also narrows where the sidewalk ends, making it dangerous to be both a driver and a walker. Sidewalks, on both sides would allow people to walk to town more safely and to the trailheads!

#002

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **11:58am** [Comment ID: 630] - [Link](#)

Agree: 0, Disagree: 0

Keep Sedona Beautiful strongly supports making our streets more pedestrian friendly by adding/widening sidewalks and adding bike lanes.

Circulation Strategies: Walkability *

**and Bike-ability*

Pedestrian Improvements

In addition to the recommendation to transform Forest Rd and Jordan Rd into multi-modal complete streets, the following are needed throughout the CFA.

The Uptown CFA is essentially a pedestrian district. There are a lot of people walking, either to or from the public parking lots, shopping, restaurants, apartments, or lodging. More sidewalks connecting these destinations are needed to improve pedestrian safety and encourage more people to walk.

012

Pedestrian Connectivity

- Improve pedestrian connect 014.
- Establish pathways linking destinations, that provide alternatives to driving and offer a recreational experience 013.

There are many opportunities for pedestrian connectivity between destinations such as parking lots and Main Street. There are existing alleys and passageways that may only need improved signage to improve the walkability of Uptown.

Lighting

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

The lack of lights at night is another concern, particularly for employees returning to their cars after work. Fixtures will need to meet dark sky lighting standards.

015

Main St Sidewalks

- Establish clear pedestrian zones, especially on Main St. 011

Pedestrians should be the priority along the Main Street frontage, with walkway 'clear' zones wide enough for people to walk. Benches, trash cans, and other obstructions should be placed outside of the clear zone.

Pedestrian Bridge

- Consider a pedestrian bridge over Main 007 006 004

008

Evaluate the feasibility, need, and anticipated use of a pedestrian bridge over Main St. This was recommended in the Transportation Master Plan, and is on hold to provide time to evaluate the effects of the Uptown Roadway Improvements. Partnering with landowners will be essential as the bridge will extend beyond the City right-of-way.

Bicycling Improvements

Bike Parking

While the busy Uptown streets may not be the most ideal place for biking, a lack of places to securely park your bike can be a deterrent to biking. Employers such as resorts, shopping centers, and small businesses are encouraged to provide bicycle parking. Other bike amenities to consider are bike fix-it repair stations and bike lockers.

010

Bike Lanes

See previous page on Complete Streets.

Transit Improvements 009

Improvements listed throughout this plan will benefit the transit system once completed, such as improving sidewalks, lighting, loading zones, street connectivity, complete streets, wayfinding, etc. Major public parking lots and parking garages are key locations for transit stops.

005

003

#003

Posted by **Peggy Chaikin** on **05/16/2021** at **8:09pm** [Comment ID: 604] - [Link](#)

Agree: 0, Disagree: 0

Yes, these improvements will help flesh out the transit system, but getting people out of their cars and into shared transit is essential for reducing congestion. Let's not make it enticing to bring your car to uptown. Tourist cars should be left at residence. Workers need to use the public or business parking and those with disabilities would be the only drivers allowed to park on 89A.

#004

Posted by **Peggy Chaikin** on **05/16/2021** at **8:03pm** [Comment ID: 602] - [Link](#)

Agree: 0, Disagree: 0

Put this money toward transit to get people out of their cars and using a hop on hop off system looping through uptown connecting the parking lots where tourists and workers leave their cars. Crosswalks can be monitored by volunteers to have pedestrians cross in timed groupings.

#005

Posted by **jo** on **05/11/2021** at **9:09am** [Comment ID: 549] - [Link](#)

Agree: 0, Disagree: 0

This should be priority one above all other items listed here. Solve the most difficult issues first. Spend the money where it will have the most impact.

#006

Posted by **Lenore Hemingway** on **05/11/2021** at **12:29pm** [Comment ID: 560] - [Link](#)

Agree: 0, Disagree: 0

ABSOLUTELY NOT> The last thing we need added to our view shed is another manmade structure interfering with the scenery. All the "stuff" that has been added instead of the beautiful flowers in the medians is distracting enough.

#007

Posted by **jo** on **05/11/2021** at **9:03am** [Comment ID: 547] - [Link](#)

Agree: 0, Disagree: 0

This seems an untenable solution. Uptown is already so cluttered up by the new "improvements." I feel claustrophobic driving through it. I can't imagine how trucks, buses and wider vehicles manage it with a bridge. The barrier in the center was a decent idea, but all the plantings are over the top. This doesn't feel like a Main Street, but a side street perhaps for an arts district. Rather than adding a bridge, the city should be streamlining (up and down paths, divided pathways, etc.). Tunnel?

#008

Posted by **Raven Crow** on **05/13/2021** at **9:40pm** [Comment ID: 581] - [Link](#)

Agree: 0, Disagree: 0

Great idea and MUCH safer for the pedestrians!

#009

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:01pm** [Comment ID: 632] - [Link](#)

Agree: 0, Disagree: 0

KSB strongly supports an emphasis on transit improvements.

#010

Posted by **Peggy Chaikin** on **05/16/2021** at **8:05pm** [Comment ID: 603] - [Link](#)

Agree: 0, Disagree: 0

Provide signage for bike parking areas off the Main Street where bikes can be safely stored. Uptown has lots of great biking opportunities, but biking on 89a is not one of them.

#011

Posted by **Peggy Chaikin** on **05/16/2021** at **7:59pm** [Comment ID: 601] - [Link](#)

Agree: 0, Disagree: 0

Provide parking along 89a only for people with disabilities.

#012

Posted by **Raven Crow** on **05/13/2021** at **9:42pm** [Comment ID: 582] - [Link](#)

Agree: 1, Disagree: 0

Agreed 100%! More sidewalks!

#013

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **11:59am** [Comment ID: 631] - [Link](#)

Agree: 0, Disagree: 0

Keep Sedona Beautiful strongly supports improving pedestrian connectivity that will improve walkability.

#014

Posted by **Peggy Chaikin** on **05/16/2021** at **7:56pm** [Comment ID: 600] - [Link](#)

Agree: 0, Disagree: 0

Connectivity will help disperse the crowds on 89a and make for a more interesting walking tour. Provide shaded benches on side streets that are part of this connectivity system.

#015

Posted by **Raven Crow** on **05/13/2021** at **9:46pm** [Comment ID: 583] - [Link](#)

Agree: 1, Disagree: 0

Addition of path lighting or flashing light (dark sky lighting compliant) at crosswalks on Jordan. The crosswalk at Mesquite and Jordan is especially dangerous for crossing, especially at night.

Circulation Strategies:

Sidewalks

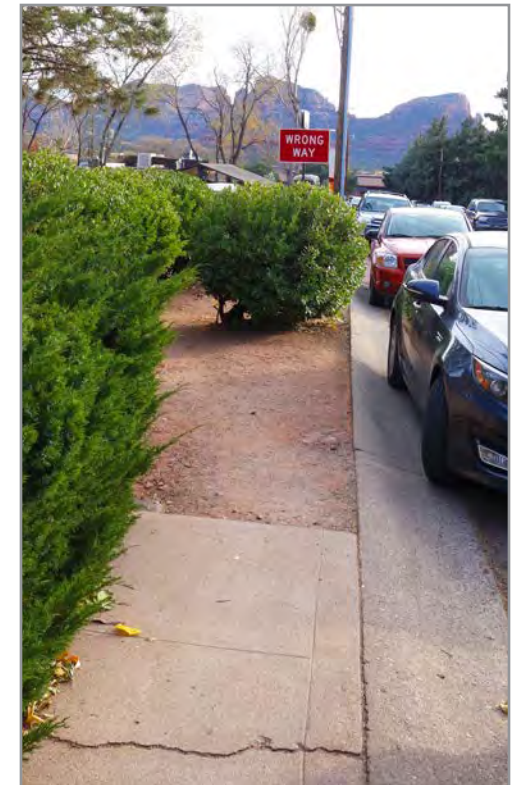
- Install sidewalks or pathways where feasible and appropriate.
- Ensure that new sidewalks are ADA accessible

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, especially where there are public parking lots should have a sidewalk or shared-use path. 017

016



Pedestrian access to the Van Deren Rd public parking lot.



#016

Posted by **Peggy Chaikin** on **05/16/2021** at **8:13pm** [Comment ID: 605] - [Link](#)

Agree: 0, Disagree: 0

ADA Sidewalks should be a prime project. People will walk more, see more and relax more with reasonably wide walkways , shaded benches for resting and water bottle filling stations. Let's make walking as pleasurable as possible.

#017

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:03pm** [Comment ID: 633] - [Link](#)

Agree: 0, Disagree: 0

This emphasis on providing sidewalks is long overdue and welcome.

Circulation Strategies:

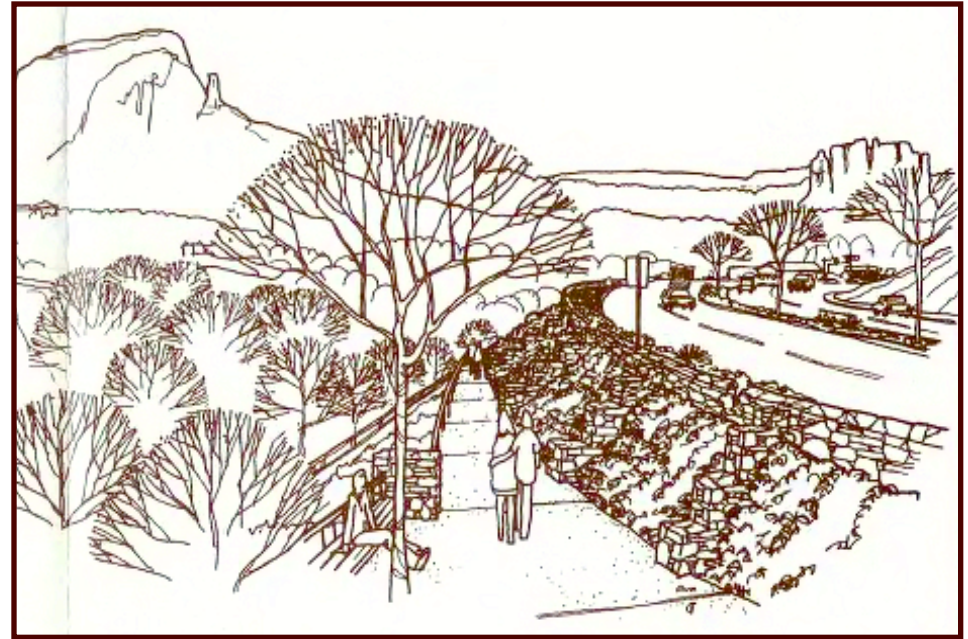
Pathways

Vista Trail

Proposed: A scenic path linking Uptown to the Gallery District and Tlaquepaque. 018

Pedestrians could avoid the traffic by taking a scenic walk away from the highway. Include seating, shade, and interpretive signs to make walking a better experience than driving. 019

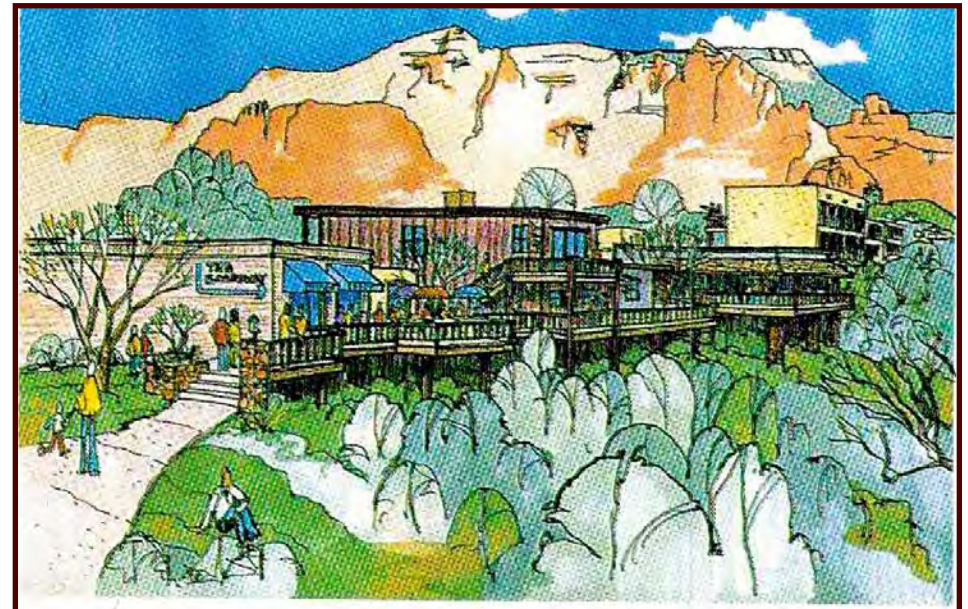
Today, people are taking photos or reading the history signs along the narrow sidewalk at the edge of the road, not quite big enough for groups to pass or photographers to get the best shot of the scenic view. 022



Resort and Creek Walk

Proposed: A path across the Creekside Resort Area, giving visitors, resort guests, and employees an alternative to the busy sidewalks of Main Street.

To make this happen will require crossing resort properties, winding around parking lots, over hillsides, and across driveways. While challenging, it is not impossible. Where possible, establish a path along Oak Creek that will connect with the resort walk. 021



Images from the 1993 Uptown Creek Area vision plan by Design Group Architects

#018

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:04pm** [Comment ID: 634] - [Link](#)

Agree: 0, Disagree: 0

Attractive and functional pathways like these will greatly enhance the experience for both residents and visitors.

#019

Posted by **Peggy Chaikin** on **05/16/2021** at **8:15pm** [Comment ID: 606] - [Link](#)

Agree: 0, Disagree: 0

I agree- make walking a better experience than driving! Thank you Steve Segner for the signs along the walkway!

#020

Posted by **jo** on **05/11/2021** at **9:08am** [Comment ID: 548] - [Link](#)

Agree: 1, Disagree: 0

These are great ideas. Perfect for the tourists. I know this is for uptown improvements, but the focus on tourists is very unbalanced. Why start with uptown? Why isn't West Sedona or the area south of Tlaquepaque the primary focus. Improving these areas for residents first will make it easier for everyone trying to get uptown and to West Sedona. These specific improvements should have lower priority than solving the bottlenecks we are all experiencing.

#021

Posted by **Raven Crow** on **05/13/2021** at **9:49pm** [Comment ID: 585] - [Link](#)

Agree: 0, Disagree: 0

Beautiful and efficient alternative concept!

#022

Posted by **Raven Crow** on **05/13/2021** at **9:48pm** [Comment ID: 584] - [Link](#)

Agree: 0, Disagree: 0

Agreed that the sidewalk is too narrow. It is becoming more heavily trafficked and a scenic path is a marvelous idea!

Circulation Strategies:

Parking 028

A parking study of Uptown was completed in 2019 to address one of the CFA's key issues — current conditions and the future demand for parking. The City has already taken steps to implement the major recommendations of the study.

New parking garage 027

- To be located at 430/460 Forest Rd
- Proposed capacity of 272 spaces
- Design to fit Sedona's character, with minimal viewshed impacts
- To include public restrooms, EV charging, water refill station

In-Lieu Parking Fee Program

An in-lieu parking fee gives developers the option to pay a fee "in-lieu" of providing a portion of the number of parking spaces required by the Land Development Code. This can reduce the amount of land devoted to surface parking lots and concentrate parking in one location, both of which can contribute to improving traffic flow and the walkability of Uptown. Revenues from the fees will go towards the cost of building and maintaining a public parking garage.

- Program established in 2020 (Resolution 2020-17)
- The amount per parking space is \$35,000 (as of 2020)
- Participation is voluntary

Recommended Parking Strategies:

On-Street Parking

- Evaluate on-street parking in the CFA.

An assessment can determine where parking may need to be removed, limited, or added. The assessment may also look at potential areas for expanding parking meters, which can be used to manage parking. See the Neighborhood Streets strategy. 026

RV and Bus Parking

- Identify locations for more designated RV and bus parking.

There are only a few locations that are designated for RV and bus parking in Uptown. RVs and buses can be seen in public parking lots, although there may not be marked or signed spaces. There is a need for designated RV and bus parking, as well as information on where it is located and how to get there. 025

Employee Parking 024

- Partner with businesses to address employee parking needs. 023

Many Uptown employees park off-site in public parking lots or on-street and walk to work from there. For large employers such as hotels and resorts, this makes up a significant percentage of parking demand. Many predate the parking requirements of the City's Land Development Code, and thus do not have enough parking for both guests and employees. Some of the larger hotels do offer shuttles for employees. The City will continue to work with businesses to identify solutions to the demands for employee parking.

2019 Parking Study Analysis

- Occupancy estimate is 84% at peak season, and 85% is considered at capacity and no longer effective
- Challenges:
 - Inefficient and scattered locations
 - Many small parking lots
 - Lack of sidewalks
 - High proportion of reserved parking, for customers and management
- Future demand for parking:
 - 5-year projected deficit of 189 parking spaces
 - 10 year projected deficit of 372 parking spaces

#023

Posted by **Peggy Chaikin** on **05/16/2021** at **8:29pm** [Comment ID: 610] - [Link](#)

Agree: 0, Disagree: 0

Let Employees park in existing city lots at no expense. Tourists cannot park in uptown and must use a shuttle unless they have special needs. Residents are then freed of congestion on side streets due to employee parking. Sidewalks will provide connectivity and encourage walking explorations of uptown.

#024

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:06pm** [Comment ID: 635] - [Link](#)

Agree: 0, Disagree: 0

Providing dedicated parking for employees is appropriate and needed. This could be done through a permitting system along with dedicated spaces or lots. If implemented, then it must be enforced.

#025

Posted by **Peggy Chaikin** on **05/16/2021** at **8:25pm** [Comment ID: 609] - [Link](#)

Agree: 0, Disagree: 0

The shuttle, mini transit system should provide for RV parking outside the uptown area. Buses may unload or load in specific zones, but must park outside the uptown area (at the ordain historic park perhaps)

#026

Posted by **Peggy Chaikin** on **05/16/2021** at **8:22pm** [Comment ID: 608] - [Link](#)

Agree: 0, Disagree: 0

Only those with disabilities should park on 89A.

#027

Posted by **Peggy Chaikin** on **05/16/2021** at **8:20pm** [Comment ID: 607] - [Link](#)

Agree: 1, Disagree: 0

Hold off on this until the shuttles ad mini transit short term traffic plan gathers data on traffic so we can see if this is worth the investment. The garage encourages tourists to bring their cars to uptown. Uptown parking should be for residents,

those with mobility challenges, and worker parking. Tourists should shuttle in and out. We need to do apply budget funds to transit, not parking.

#028

Posted by **Chris** on **05/13/2021** at **8:49pm** [Comment ID: 579] - [Link](#)

Agree: 4, Disagree: 0

At some point we're going to have to move past the discussion of adding more parking. Forever adding parking in Uptown is not sustainable or desirable. We don't need to "keep up" with parking demand. When does it end? Instead, we need to find ways for tourists to leave their cars at hotels or home and more easily get to shops and activities. Adding consistent and convenient shuttles (or something) and removing non-lodging parking options would make Sedona better for locals, tourists, businesses.

Land Use Strategies:

Future Land Uses

Future Land Uses

- To further the goals of the Community Plan and this CFA Plan, alternate land uses as described below may be supported.

The Sedona Community Plan includes a Future Land Use Map that depicts the desired future uses of property, which does not always mirror the Zoning Map (see next page). Requests for changes to either designation will need to address the goals of this CFA Plan. Alternate land uses that are supported are described below. Residential land use changes are not intended to allow for short-term vacation rentals.

Mixed Land Use

1. The "Planned Area" (PA) on the Future Land Use Map along Van Deren and Wilson.
2. Properties shown as Commercial on the Future Land Use Map.
3. Properties with frontage on Forest Road, within 1/4 mile of Main St.

Multi-Family Residential

1. The "Planned Area" on the Future Land Use Map along Van Deren and Wilson.
2. Properties north of Apple Ave shown as Commercial on the Future Land Use Map.

Lodging

See the Creekside Resort Area for additional information on lodging.

1. New or expanded lodging will only be supported in the Creekside Resort Area between Main St and Oak Creek.
 - Projects must reflect the CFA Plan vision and goals.
 - Flexibility in development standards may be considered when a project complies with the goals of this CFA.
2. Lodging Area Limits
 - No new or expanded lodging is supported west of Main St. 029
 - Amend the Sedona Community Plan "Lodging Area Limits" map.

#029

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:07pm** [Comment ID: 636] - [Link](#)

Agree: 0, Disagree: 0

This is a great idea.

Land Use Strategies: Historic Preservation

Historic Preservation

- Promote historic preservation, which contributes to Sedona's character, identity, and local experience, or 'sense of place'.
 - Preserve the historic elements of a building facade.
 - Encourage adaptive reuse of historic structures.
 - Recognize Sedona's first subdivision (see Van Deren area strategies)
- Expand interpretation and education on cultural and natural history.
 - Expand the historic recognition sign program.
 - Include the history of indigenous culture.

030



#030

Posted by **jo** on **05/11/2021** at **9:14am** [Comment ID: 550] - [Link](#)

Agree: 3, Disagree: 0

Good idea to include the history of indigenous culture, but only if it's created/curated by indigenous people. Uncensored and not romanticized.

Design Strategies: Streetscapes

Streetscape Design

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

A streetscape is the area along a street that encompasses 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. The design should be functional, safe, and add to Sedona's sense of place. The development and design standards for the city can be found in the Land Development Code or the Design Review, Engineering, and Administrative Manual.



Design Principles for Streetscapes

The features typical of active and interesting public spaces that are listed below are examples of potential design standards for Uptown.

031

Quality Design

- Quality materials and compatible colors
- Compatible building size and design
- Appropriate Sizing
 - Wide, clear sidewalks on Main St in particular
 - Compatible building scale and appearance
- Safety & Security
 - Lighting for pedestrians (dark sky compliant)

033

Interesting & Comfortable

- Active building fronts
 - Visibility into storefronts, courtyards, restaurants
 - Welcoming and open entrances
 - Outdoor, sidewalk dining
- Appealing outdoor spaces
 - Seating: benches, tables, low walls
 - Courtyards, plazas, pocket parks
 - Artwork
- Local Identity/Sense of Place
- Historic Features
 - Preserving building facades
 - Interpretive signs on cultural and natural history
- Landscaping
 - Native plants
 - Trees, especially for shade
 - Plants to buffer/screen traffic from sidewalk

034

035

032

#031

Posted by **jo** on **05/11/2021** at **9:17am** [Comment ID: 551] - [Link](#)

Agree: 0, Disagree: -1

Uptown is already so very cluttered. Yes, it needs streamlining and there're many good ideas here. But as noted before, it's important to focus on quality of life issues before aesthetics. Money for these specific streetscapes should be partially funded by the uptown businesses, not fully tax dollars. In other words, before you start redecorating uptown, make sure the infrastructure is solid. And right now, it is not solid.

#032

Posted by **Raven Crow** on **05/13/2021** at **9:56pm** [Comment ID: 587] - [Link](#)

Agree: 0, Disagree: 0

More plants and trees will add so much beauty and contribute to the ambiance of our beautiful city.

#033

Posted by **Chris** on **05/13/2021** at **7:31pm** [Comment ID: 573] - [Link](#)

Agree: 0, Disagree: 0

Expanding sidewalks should actually diminish the need to add extensive lighting. Uptown is not busy with pedestrians overnight. Even with dark sky standards, there is no reason to further light the night sky. Reflectors and other traffic safety strategies should suffice after 8pm.

#034

Posted by **Raven Crow** on **05/13/2021** at **9:55pm** [Comment ID: 586] - [Link](#)

Agree: 0, Disagree: 0

The current mix of artwork is outstanding and appealing. More artwork is welcomed!

#035

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:09pm** [Comment ID: 637] - [Link](#)

Agree: 0, Disagree: 0

Please emphasize locally native plants.

Design Strategies: Sustainable Public Spaces

Public Restrooms

- Expand the amount and distribution of public restrooms in Uptown.

The importance of public restrooms is usually overlooked until you need one. Not only are there not enough in Uptown, but they are not evenly distributed which can make for a long walk. The first priority need for a restroom is at the City's public parking lot at 260 Schnebly Rd. Restrooms must be included in parking garages, large parking lots, new shopping centers. In some cases, a public-private partnership may be necessary.

041

Trash and Recycling 042

- Establish partnerships for shared trash dumpsters and expanded recycling efforts.

In most cases businesses have individual dumpsters or they share with the shopping center tenants. This means that dumpsters are scattered throughout Uptown. A shared approach to trash collection would be more efficient and cost-effective, such as shared trash compactors. Improving recycling would also reduce the volume of trash. Recycling efforts could be expanded and improved, especially where there is a lot of foot traffic such as Main St, shopping centers, and hotels.

040

Water Bottle Refill Stations 038

- Install water bottle refill stations and replace standard water fountains throughout Uptown.

039

037

The small, plastic water bottles are a common sight - either in the hands of a tourist or as litter. Unfortunately, many hotels, resorts, and tour companies offer complimentary bottles of water. Providing water bottle refill stations will reduce the number of plastic bottles that end up in the trash or recycling bin. Refill stations offer complimentary water that is more convenient, less expensive, and sustainable.

Electric Vehicle (EV) Charging Stations 036

- Install EV charging stations throughout Uptown.

Electric vehicles are increasing in sales yet charging stations are not prevalent in Sedona. To adequately meet future demand, there will need to be far more EV stations. New development and major redevelopment projects must include EV stations. This includes the proposed parking garage as well as the existing City parking lot at 260 Schnebly.

#036

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:12pm** [Comment ID: 640] - [Link](#)

Agree: 0, Disagree: 0

Each year this will become more important. We need to make Sedona a place where charging your EV is simple.

#037

Posted by **Peggy Chaikin** on **05/16/2021** at **8:35pm** [Comment ID: 611] - [Link](#)

Agree: 0, Disagree: 0

Provide a walkers' map indicating location of water fill stations, benches and shade along connectivity byways.

#038

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:11pm** [Comment ID: 639] - [Link](#)

Agree: 0, Disagree: 0

YES!

#039

Posted by **Chris** on **05/13/2021** at **7:14pm** [Comment ID: 571] - [Link](#)

Agree: 1, Disagree: 0

Excellent idea.

#040

Posted by **jo** on **05/11/2021** at **9:18am** [Comment ID: 552] - [Link](#)

Agree: 2, Disagree: 0

It's hard to believe that recycling efforts are minimal or not already in place. The city of Sedona is so far behind in its approach to recycling. Please do this ASAP.

#041

Posted by **Raven Crow** on **05/13/2021** at **10:02pm** [Comment ID: 588] - [Link](#)

Agree: 2, Disagree: 0

YES! We need more restrooms Uptown and placement in larger parking lots is felicitous.

#042

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:11pm** [Comment ID: 638] - [Link](#)

Agree: 0, Disagree: 0

Keep Sedona Beautiful strongly supports expanded recycling opportunities throughout Uptown.

Design Strategies: Wayfinding and Signs

Wayfinding

- Continue and expand the wayfinding sign program.
- Remove unnecessary signs.

044

043

The wayfinding sign program was launched in 2017 and includes a comprehensive collection of sign designs for use around the city. The intent is to standardize signs so that they are easily recognizable and provide simple, easy to read directions to destinations.

In Uptown the signs installed so far include parking signs (public parking lots and directional street signs) and the pedestrian maps. Additional signs are proposed for private or public facilities, such as restrooms, parking, and directional signs. To reduce 'sign pollution' an inventory should be completed to identify and remove all unnecessary or redundant signage and identify where new signs are needed.



#043

Posted by **Peggy Chaikin** on **05/16/2021** at **8:37pm** [Comment ID: 612] - [Link](#)

Agree: 0, Disagree: 0

Provide adult, family story walks as used at Sunset Park to lure walkers off of 89A and onto connected byways.

#044

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:12pm** [Comment ID: 641] - [Link](#)

Agree: 0, Disagree: 0

Removal of unnecessary signs is key to this initiative.

Design Strategies: 045

Uptown Gateways

- Transform gateway sites with functional and aesthetic improvements such as landscaping and pedestrian amenities. 046

Three locations along Main St can be considered gateways to Uptown:

- 1) Forest Rd
- 2) Jordan Rd
- 3) Owenby Way

Improvements may include pedestrian amenities (tables, benches), enhanced pedestrian safety (expanded/new sidewalks) and general appearance. Landscaping can reflect Sedona's natural environment, provide shade, and in the case of the Owenby/Main St intersection, restore disturbed areas with native plants, discourage weeds, and reduce erosion. 047

A public/partnership will be necessary as some locations that include both City right-of-way and private property.



Forest Rd Gateway

An important benefit to renovating this corner is to provide ample room for people waiting to cross the street. It would also beautify one of the busiest and most prominent corners in Uptown, and improve upon a small plaza.

Figure 1.1. Illustration of a renovated public plaza at Forest Rd/Main St.

#045

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:14pm** [Comment ID: 642] - [Link](#)

Agree: 0, Disagree: 0

Keep Sedona Beautiful strongly supports creation of gateway spaces. This will transform eyesores into attractive and functional areas.

#046

Posted by **Chris** on **05/13/2021** at **7:22pm** [Comment ID: 572] - [Link](#)

Agree: 1, Disagree: 0

Pedestrian amenities like these should make Uptown more appealing for everyone. I like the idea of more community space throughout Sedona.

#047

Posted by **Peggy Chaikin** on **05/16/2021** at **8:40pm** [Comment ID: 613] - [Link](#)

Agree: 1, Disagree: 0

Please continue these elements into W Sedona to expand the sense of place throughout our community as a whole- this will build community spirit.

Design Strategies:

Forest Rd Gateway

049

Figure 1.2. Photograph of the northwest corner in 2020.



Before (Now)

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



After (Future?)

#048

Posted by **Barbara Barton** on **05/13/2021** at **5:46pm** [Comment ID: 561] - [Link](#)

Agree: 0, Disagree: 0

Dear Sirs:

Please forget the Big City "improvements" of sidewalks, bike lanes, meridian fences, parking garages, and commercial buildings further up into residential areas. Locals shouldn't be having to accomodate and pay for too many tourists already clogging up everything just to greatly benefit the few. Sedona is already becoming an antpile, but it's not Disneyland. It's a small town. Enough is enough.

Thank you.

#049

Posted by **Peggy Chaikin** on **05/16/2021** at **8:42pm** [Comment ID: 614] - [Link](#)

Agree: 0, Disagree: 0

Please do not eliminate that large tree presently on the corner. Celebrate and enhance the existing plantings. Trees take time to grow.

Design Strategies:

Jordan Rd Gateway Plaza and Streetscape

- 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 neighborhood, ⁰⁵⁵ 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.

⁰⁵³ ⁰⁵² ⁰⁵¹

The Jordan gateway could be transformed to improve pedestrian safety and traffic flow with a more welcoming and attractive streetscape. Proposed improvements:

- sidewalks to accommodate pedestrians on both sides of the street,
- improve traffic flow by reducing the number of vehicles backing into the street at a congested area next to the crosswalk and roundabout by:
 - remove parking spaces from the public right-of-way on the east side of the street,
 - clearly delineate the motel parking from the sidewalk on the west side,
- relocate and consolidate the two dumpsters,
- add landscaping as a buffer from the street,
- and create a public plaza with seating.

⁰⁵⁴



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



Fig 3.2. Illustration of re-imagined streetscape and plaza at Jordan Rd north of the roundabout.

#050

Posted by **catherine janik** on **05/13/2021** at **6:59pm** [Comment ID: 564] - [Link](#)

Agree: 0, Disagree: 0

How is the city going to upgrade and enhance the ugly parking lot in front of Sedona Memories?

#051

Posted by **Peggy Chaikin** on **05/16/2021** at **8:48pm** [Comment ID: 615] - [Link](#)

Agree: 0, Disagree: 0

Adding more traffic congestion with denser housing to such a congested area is a real problem. Perhaps some of the housing would be for residents who do not wish to have cars. They could have a reduced rental rate since their rent wouldn't be paying for car space. It could be a car-free housing project as they have in Phx. Otherwise, please establish the transit/shuttle system before adding density to uptown.

#052

Posted by **Chris** on **05/13/2021** at **7:54pm** [Comment ID: 575] - [Link](#)

Agree: 1, Disagree: 0

This is a difficult situation. There are only 2 ways out of Uptown for residents and tourists alike: Jordan to 89a and Forest to 89a. If travelling at a busy time, this can be painful in current circumstances and is likely unsafe during an emergency. Potentially adding population and tourist density to Uptown, this will worsen. I love the idea of beautifying this area, but before starting such an endeavor here, I feel like it'd be wiser to first handle the traffic and density questions.

#053

Posted by **catherine janik** on **05/13/2021** at **6:55pm** [Comment ID: 562] - [Link](#)

Agree: 1, Disagree: -1

You're right, Jordan Road is the primary access for residence of uptown. And yet, the city of Sedona has done nothing to control the traffic problems up to and including a traffic fatality that happened on Jordan Road. Traffic is totally unacceptable at this point. Nothing has been done to enforce the speed limits or parking restrictions. Instead, the city is considering granting a major zoning exception to allow 84 townhouse units to be built on Jordan. This is UNACCEPTABLE!!!!!!!

#054

Posted by **Raven Crow** on **05/13/2021** at **10:08pm** [Comment ID: 589] - [Link](#)

Agree: 1, Disagree: 0

Sidewalks....yes!

Landscaping....yes!

Public plaza with seating.....Maybe? Let's impose a time limit, as to avoid individuals or groups that could be a nuisance

#055

Posted by **jenise** on **05/16/2021** at **4:54pm** [Comment ID: 594] - [Link](#)

Agree: 0, Disagree: 0

I like the way the landscaping and sidewalks transform the area.

Design Strategies:

Jordan Rd Gateway Plaza and Streetscape

056



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

057

058



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

#056

Posted by **Peggy Chaikin** on **05/16/2021** at **8:50pm** [Comment ID: 616] - [Link](#)

Agree: 0, Disagree: 0

This would provide another pleasant walking experience.. LL the more reason for tourists to leave their cars, take a shuttle or mini transit and enjoy shaded, pedestrian areas.

#057

Posted by **Raven Crow** on **05/13/2021** at **10:09pm** [Comment ID: 590] - [Link](#)

Agree: 1, Disagree: 0

Absolutely beautiful!

#058

Posted by **catherine janik** on **05/13/2021** at **7:00pm** [Comment ID: 565] - [Link](#)

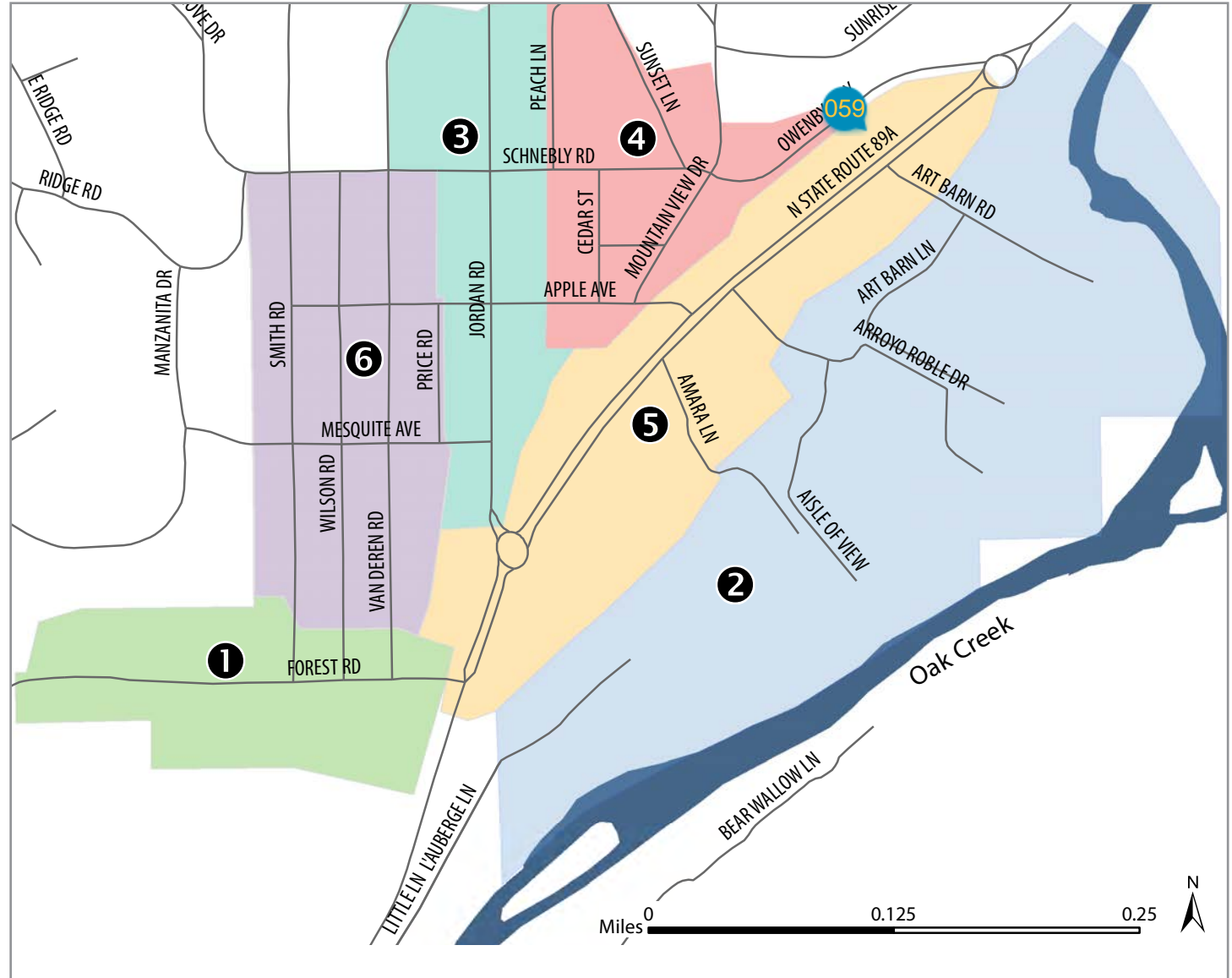
Agree: 0, Disagree: 0

Yes, the illustrations look pretty but not practical. Where are you going to put the needed dumpsters??

UPTOWN PLACES

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

- 1 Forest Rd**
- 2 Creekside Resorts**
- 3 Jordan Rd**
- 4 Apple-Owenby**
- 5 Main St. **
- 6 Van Deren**



#059

Posted by **Chris** on **05/13/2021** at **7:58pm** [Comment ID: 576] - [Link](#)

Agree: 0, Disagree: 0

Why isn't this 2-way? As an Uptown resident, it seems strange that I have to go Jordon > 89a for a trip to Flagstaff.

#060

Posted by **Jeff Grove** on **05/10/2021** at **12:26pm** [Comment ID: 546] - [Link](#)

Agree: 0, Disagree: 0

If you're looking to make Sedona more RV friendly, in addition to parking and a water refill station, Sedona could also use an RV dump station. It would discourage illegal waste water dumping on public lands. It could also give residents with RVs a place to dispose of waste water when returning home to Sedona. The closest public dump stations are in Flagstaff or Cottonwood. On a recent trip to Moab it was nice to see this service available at the edge of town.

Strategies:

1. Forest Rd



Planned Strategies

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

- Parking Garage on Forest Rd 065 064
- Forest Road Extension

Multi-Modal Complete Streets

- Provide sidewalks, bike lanes, and future transit stops on Forest Rd and Jordan Rd.

See Circulation Strategies for details.

Mixed Land Use

- To further the goals of the Community Plan and this CFA Plan, alternate land uses as described below may be supported.

See page 14 "Future Land Use Strategies" for details, and for properties within the Planned Area see page 34. The following changes to the land use designations along Forest Rd will be supported:

1. Properties shown as Commercial on the Future Land Use Map.
2. Properties with frontage on Forest Road, within 1/4 mile of Main St.

#061

Posted by **John Davis** on **05/17/2021** at **11:30am** [Comment ID: 629] - [Link](#)

Agree: 0, Disagree: 0

We are excited the City recognizes the potential for improvements to the Forest Road/89A NW corner. Improving the seating area and allowing easier access to this area from the east is a great idea. We want drive through access to the property by vehicles to remain.

#062

Posted by **Chris** on **05/13/2021** at **8:04pm** [Comment ID: 578] - [Link](#)

Agree: 0, Disagree: 0

The fence makes it difficult to see pedestrians in the crosswalk from a standard passenger car. (Maybe it's okay for SUV drivers.) Perhaps the fence can be tapered at the end or something?

#063

Posted by **Chris** on **05/13/2021** at **7:59pm** [Comment ID: 577] - [Link](#)

Agree: 0, Disagree: 0

Additional "No Parking" signs are needed here.

#064

Posted by **Peggy Chaikin** on **05/16/2021** at **8:54pm** [Comment ID: 618] - [Link](#)

Agree: 0, Disagree: 0

Shift the focus toward transit and away from tourist parking. Workers can park in city lots, tourists will use transit if their parking needs are not catered to.

#065

Posted by **Peggy Chaikin** on **05/16/2021** at **8:52pm** [Comment ID: 617] - [Link](#)

Agree: 0, Disagree: 0

Provide parking for workers as originally sought. Do not build this for the tourists. It will discourage transit use.

Strategies:

2. Creekside Resort Area



Google image

Street Connectivity

- Create new street connections to improve traffic flow and provide alternatives to Main St.
 - Connect and share driveways
 - Connect resorts to the new roundabout at Owenby and Main St
 - Extend Arroyo Roble Dr. to the roundabout.
 - Consider signs on Main St to assist resort guests with finding their destination which can improve traffic flow by preventing missed turns.

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.

#066

Posted by **jo** on **05/11/2021** at **9:26am** [Comment ID: 553] - [Link](#)

Agree: 1, Disagree: 0

Take a look at how the State of Vermont handles signage. They keep it minimal but effective. No billboards are allowed in the state. They use a unified color, which makes it easy for way finding. Very effective. Here are some examples:
<https://vtrans.vermont.gov/highway/sign-information>

Creekside Resort Area Strategies:

Walkability

None of the resorts along Oak Creek have sidewalks or safe, dedicated walkways. Resort guests and employees share the road with cars and delivery trucks on steep, narrow driveways.

- 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 a path along the creek.

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.

071

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



Oak Creek Conservation

- Ensure that new development preserves the Oak Creek riparian area and floodplain.
- 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.

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.

#067

Posted by **jo** on **05/11/2021** at **9:28am** [Comment ID: 554] - [Link](#)

Agree: 2, Disagree: 0

Conservation should be the absolute first priority. Walking trails are all well and good, but adding more lodging here seems to be a mistake. It will just bring more people uptown when it's already quite crowded. A principle of sustainable tourism is to disperse crowds to other destinations throughout the city.

#068

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:17pm** [Comment ID: 643] - [Link](#)

Agree: 0, Disagree: 0

This is a critical aspect of all future development in this area.

#069

Posted by **jenise** on **05/16/2021** at **4:58pm** [Comment ID: 595] - [Link](#)

Agree: 0, Disagree: 0

Yes walking trails are a good idea but no lodging--keep it as wild and low key as possible.

#070

Posted by **jenise** on **05/16/2021** at **4:59pm** [Comment ID: 596] - [Link](#)

Agree: 0, Disagree: 0

Conservation, not development!

#071

Posted by **Peggy Chaikin** on **05/16/2021** at **9:23pm** [Comment ID: 628] - [Link](#)

Agree: 0, Disagree: 0

This should be self limiting in terms of development. Employees need parking or shuttle services provided by the resorts who can partner with each other under the Chamber's Sustainable Tourism Plan.

Creekside Resort Area 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").⁰⁷⁷
 - 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.⁰⁷⁸
 - Workforce housing
- A traffic impact analysis will be required at the conceptual stage of development review of a proposed lodging project.

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.⁰⁷⁵

Traffic generation rates and recommended mitigation measures from a traffic impact analysis will be critical to the project evaluation and may result in revisions to the proposal, which is best done at the earliest, conceptual stage.⁰⁷²

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.⁰⁷⁶ ⁰⁷⁴ ⁰⁷³

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



#072

Posted by **Peggy Chaikin** on **05/16/2021** at **9:17pm** [Comment ID: 627] - [Link](#)

Agree: 0, Disagree: 0

Data is needed- let's be flexible in spending limited funding on projects that might not be moving us away from traffic congestion and/or may cause just another set of problems.

#073

Posted by **jo** on **05/11/2021** at **9:29am** [Comment ID: 555] - [Link](#)

Agree: 1, Disagree: 0

Yes, to nature trails. No to more lodging, per my previous note. Please do not add to the density of uptown traffic, foot traffic and lodging traffic.

#074

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:19pm** [Comment ID: 644] - [Link](#)

Agree: 0, Disagree: 0

Community involvement in determining how this area is developed is critical. Retaining open space and view sheds should be key to any approved plan.

#075

Posted by **Peggy Chaikin** on **05/16/2021** at **9:15pm** [Comment ID: 626] - [Link](#)

Agree: 0, Disagree: 0

Yes, leave their vehicle and walk- they can be given incentives for doing to- ask the Chamber to work this into its Sustainable tourism Plan.

#076

Posted by **Marti Wivell** on **05/13/2021** at **7:47pm** [Comment ID: 574] - [Link](#)

Agree: 2, Disagree: 0

Page 28 makes clear that there currently is not enough parking "to accommodate all of the resort guests, employees, and visitors" of existing Creek Side resorts. As a result, there should not be any further development in Creek Side no matter

how desirable the undeveloped acreage is for developers. The land should be reserved for recreation and should not add to the area's already significant traffic and parking problems!

#077

Posted by **jenise** on **05/16/2021** at **5:00pm** [Comment ID: 597] - [Link](#)

Agree: 0, Disagree: 0

I agree that there is not enough parking for what is there already. Can we use the space for a park/community green space?

#078

Posted by **Peggy Chaikin** on **05/16/2021** at **9:14pm** [Comment ID: 625] - [Link](#)

Agree: 2, Disagree: 0

Shuttles are a must! Preserve as much open space in uptown as possible by reducing car usage.

Strategies:

3. Jordan Rd



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.

082

Mixed Land Use

- Support a mix of residential and commercial land uses.

079

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.

080

401 Jordan is currently a public parking lot. Once the parking garage is in place, this property could address other community needs. A phased approach is proposed: 1) public parking until Forest garage is built, 2) affordable housing, and if space allows, additional parking for the public.

#079

Posted by **catherine janik** on **05/13/2021** at **7:08pm** [Comment ID: 569] - [Link](#)

Agree: 1, Disagree: 0

Residential use DOES NOT MEAN AIRBNB OR VRBO!!!! This must be long term rentals I.e. 12 months or full time residents.

#080

Posted by **catherine janik** on **05/13/2021** at **7:04pm** [Comment ID: 567] - [Link](#)

Agree: 1, Disagree: 0

Just how much high density living is the city planning on cramming on to Jordan Road? The city is already considering a major zoning exception to jam 84 townhouses on Jordan Road. Just how many more is the City going to force into that space without addressing traffic, speeding, parking and quality of life with full time residents?

Reply by **jennifer gordon** on **05/14/2021** at **4:18am** [Comment ID: 591] - [Link](#)

Agree: 0, Disagree: 0

How will this protect home owners property values? How can you have so many new residences in an already congested space? Why are you destroying this town?

Reply by **jenise** on **05/16/2021** at **5:05pm** [Comment ID: 599] - [Link](#)

Agree: 0, Disagree: 0

I agree with Catherine and Jennifer, there are not enough parking or infrastructure for all the development that is being considered--how much is enough!? Let's reconsider zoning exception and downsize the development plans! Enough is enough!

#081

Posted by **scott** on **05/15/2021** at **9:31am** [Comment ID: 592] - [Link](#)

Agree: 0, Disagree: 0

Narrowing traffic lanes and expanding sidewalks while including landscaping features is a good way, used in other urban areas, to encourage pedestrian traffic while (hopefully) reducing vehicular traffic. Perhaps random lane restrictions (narrowing/speed bumps/circles, etc) could help reduce speeding. Some shade trees would be nice to walk under!

#082

Posted by **jo** on **05/11/2021** at **9:30am** [Comment ID: 556] - [Link](#)

Agree: 0, Disagree: 0

A well-intentioned plan, but should not be top priority.

#083

Posted by **catherine janik** on **05/13/2021** at **7:01pm** [Comment ID: 566] - [Link](#)

Agree: 0, Disagree: 0

My comment is so what? You've put n walkways but have not addressed the speeding and parking and traffic volume issues

#084

Posted by **jenise** on **05/16/2021** at **5:01pm** [Comment ID: 598] - [Link](#)

Agree: 0, Disagree: 0

Love the idea of sidewalks and landscaping!

Strategies:

4. Apple-Owenby Area

Traffic Flow

- Evaluate and improve pedestrian safety, parking, and traffic flow.

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

087 086

Pedestrian Zone

- Add sidewalks where appropriate. 089
- 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. 090

City Public Parking Lot

- Build a public restroom at the parking lot. 088
- Redesign the lot for efficient circulation, ADA access, and sidewalks. 085

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. Designate an accessible transit stop to include shelter, information kiosk, benches. Perhaps the most important improvement is to add public restrooms as there are none nearby.

091



#085

Posted by **Peggy Chaikin** on **05/16/2021** at **9:08pm** [Comment ID: 622] - [Link](#)

Agree: 0, Disagree: 0

The restroom can cause unanticipated problems for resident safety. Keep the garage as simple as possible if it must be built- build it for the employees of uptown, not the tourists. The money saved in a pared down /practical garage, should be spent on transit and walkable byways.

#086

Posted by **Peggy Chaikin** on **05/16/2021** at **9:12pm** [Comment ID: 624] - [Link](#)

Agree: 0, Disagree: 0

I think one way streets will be a help since the streets are narrow- more sidewalks and bike lanes on one way streets will help non car users get around while the drivers will have a wider road experience.

#087

Posted by **catherine janik** on **05/13/2021** at **7:06pm** [Comment ID: 568] - [Link](#)

Agree: 0, Disagree: 0

The tourist can't use the roundabouts correctly. I can only imagine how many accidents are going to happen if you create one way streets

#088

Posted by **catherine janik** on **05/13/2021** at **7:11pm** [Comment ID: 570] - [Link](#)

Agree: 1, Disagree: 0

Who is going to monitor this restroom to ensure it remains clean ? Who is going to ensure vagrants and homeless people don't use it for shelter overnight? I strongly object to a rest room put in this residential area. Put more public restrooms on 89A in the public areas NOT HERE!

#089

Posted by **Peggy Chaikin** on **05/16/2021** at **9:10pm** [Comment ID: 623] - [Link](#)

Agree: 0, Disagree: 0

These will make help both residents and visitors- some are older and need better walking paths .

#090

Posted by **Chris** on **05/13/2021** at **9:08pm** [Comment ID: 580] - [Link](#)

Agree: 0, Disagree: 0

Most residents walk with flashlights at night. Most businesses close relatively early. If lights are to be added (which I'm not crazy about), they should automatically shut off during the late night hours. (And late in Sedona is like 9pm.) As I mentioned elsewhere, adding sidewalks should diminish the need for extensive lighting. Lighting the late night sky is just a senseless idea in Uptown (and elsewhere). In the future, people will wonder is we were afraid of nighttime monsters or something.

#091

Posted by **jo** on **05/11/2021** at **9:31am** [Comment ID: 557] - [Link](#)

Agree: 0, Disagree: 0

Have there been a number of complaints regarding safety and lighting? Would love to know more about this.

Strategies:

5. Main St (N SR 89A)



Pedestrian Zones and Connectivity

- Establish clear pedestrian zones.
- Improve pedestrian connectivity.

094

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.

Streetscape Improvements

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

092

093

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

#092

Posted by **jo** on **05/11/2021** at **9:34am** [Comment ID: 558] - [Link](#)

Agree: 0, Disagree: 0

If the streetscapes involve cluttering up more areas, rather than having great lines of sight and walkability, then I would oppose this. Already the street seems so cluttered. And perhaps many of these ideas will streamline pedestrian traffic. But given what's been done so far with the meridian through Mainstreet, I'm doubtful. Feels like I'm at my grandmother's house with the lots of tchotchkes and porcelain doll collection.

#093

Posted by **Keep Sedona Beautiful** on **05/17/2021** at **12:21pm** [Comment ID: 645] - [Link](#)

Agree: 0, Disagree: 0

Keep Sedona Beautiful strongly supports development of design standards like this, with public input and participation.

#094

Posted by **Peggy Chaikin** on **05/16/2021** at **9:05pm** [Comment ID: 621] - [Link](#)

Agree: 0, Disagree: 0

Provide water filling stations at some shuttle, mini transit locations to steer people into using the system (provide a chip that might activate the water station for free if a person has used the shuttle)

Zoning Map with PA Boundary of Van Deren Area

The Community Plan includes a "Future Land Use Map" showing desired land uses which may differ from the zoning. The area outlined in this map is designated as a "Planned Area" (PA).

"Planned Areas were established in the 2002 Community Plan ... to address needs and provide benefits for certain areas, including land use transitions or buffers between residential areas, commercial uses, and highway corridors. As an incentive, a rezoning to an alternative land use may be considered ... Residential densities cannot exceed 12 units per acre and land uses must be consistent with the range of land use designations described ... within a CFA". - Community Plan, page 30

Below are the alternative land uses that may be supported within this Planned Area (also see page 14). Some uses may require a rezoning.

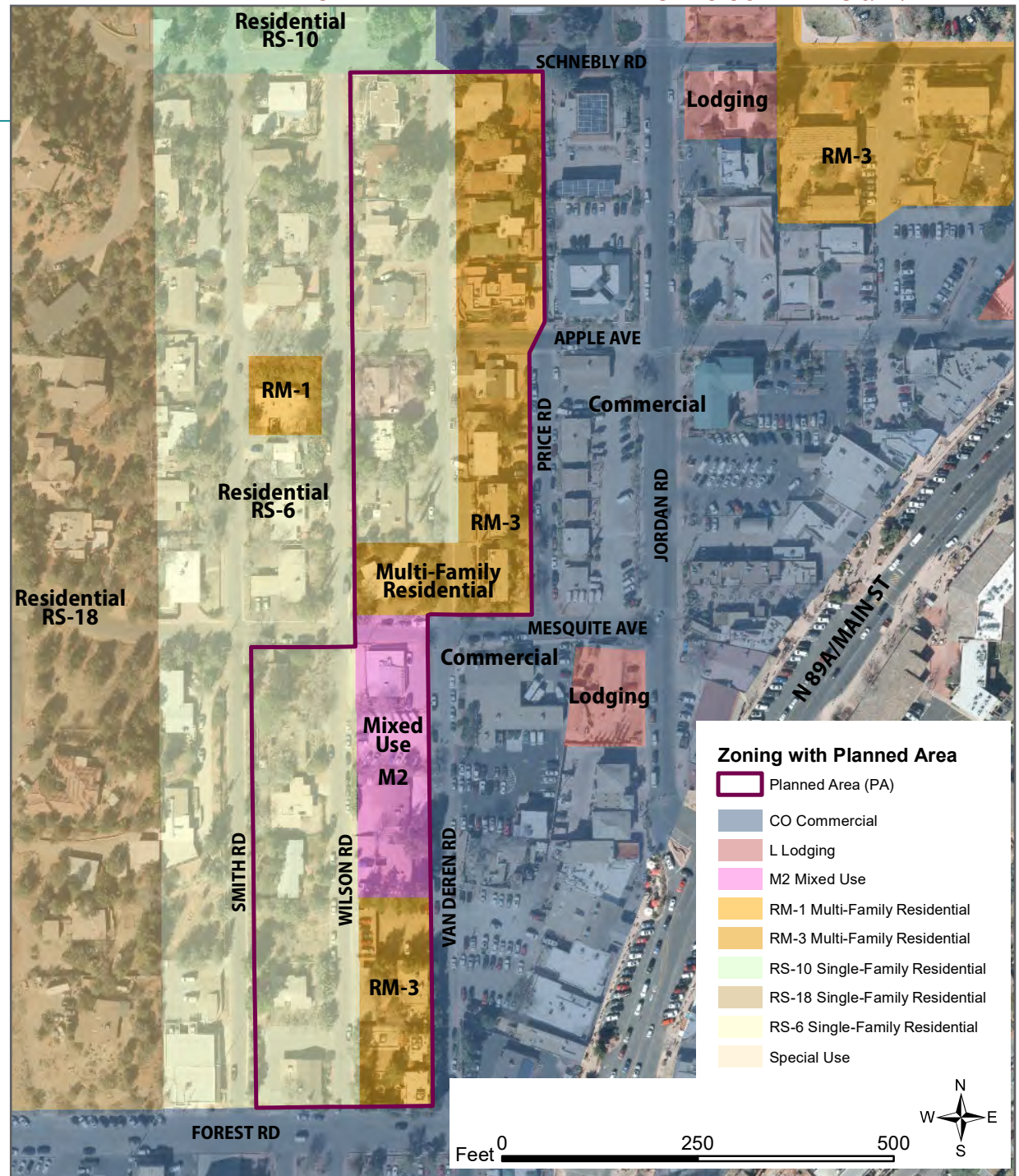
Mixed Land Use

1. The "Planned Area" (PA) on the Future Land Use Map along Van Deren and Wilson.
2. Properties shown as Commercial on the Future Land Use Map.
3. Properties with frontage on Forest Road, within 1/4 mile of Main St.

Multi-Family Residential

1. The "Planned Area" on the Future Land Use Map along Van Deren and Wilson.
2. Properties north of Apple Ave shown as Commercial on the Future Land Use Map.

095



#095

Posted by **Peggy Chaikin** on **05/16/2021** at **9:02pm** [Comment ID: 620] - [Link](#)

Agree: 0, Disagree: 0

Collaborate with developer to provide deed or HOA restrictions or to prevent short term rental use of dwellings.

Van Deren Area Strategies:

Historic Preservation

- Promote historic preservation, which contributes to Sedona's character, identity, and local experience, or 'sense of place'.
 - Preserve the historic elements of building facades.
 - Encourage adaptive reuse of historic structures.
 - Recognize Sedona's first subdivision
 - Establish a distinct identity for the subdivision, using signage and other design elements
 - Retain the original street layout of the Sedona subdivision.

096



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

097

#096

Posted by **Peggy Chaikin** on **05/16/2021** at **8:57pm** [Comment ID: 619] - [Link](#)

Agree: 0, Disagree: 0

Provide a historic walk about with audio from a phone app.

#097

Posted by **jo** on **05/11/2021** at **9:38am** [Comment ID: 559] - [Link](#)

Agree: 0, Disagree: 0

Many good ideas throughout this plan, but the obvious skew to tourism neglects or downplays the day-to-day living experience for residents. There is a lot of \$\$ involved in making these improvements. I would prioritize streamlining traffic (pedestrian and cars) over any beautification efforts (and put that \$\$ into other parts of town). I do appreciate the amount of thought put into this proposal.

PUBLIC COMMENTS May 18 – May 23, 2021

LAST EMAIL TO P&Z

Joan Shannon <faithfuljoan@earthlink.net>

Tue 5/18/2021 3:16 PM

To: Cynthia Lovely <CLovely@sedonaaz.gov>

From Joan Shannon

Adding more resorts on the Creek would create hundreds of jobs and a greater number of guests. Where would they be all park?

Also hundreds of more cars coming into Sedona from both parties. The resorts would be too far away for employees to use the new parking garage on Forest.

Joan Shannon

315 Smith Rd

URGENT/EMAILS TO P&Z

Joan Shannon <faithfuljoan@earthlink.net>

Tue 5/18/2021 12:23 AM

To: Cynthia Lovely <CLovely@sedonaaz.gov>

Hello Cynthia:

I hope you will be able to forward the six emails I forwarded from neighbors re the CFA as I did not send them until last night.

Would you please send this email to them marked urgent. Thank you,

Dear P&Z Commissioners:

Yesterday I forwarded five emails to you from Uptown residents re the CFA and hope you can read them as they expressed concern over important points,

They were from very long term Uptown residents and prominent ones:

Judy Perparos - owner of HP restaurant, Sedona Gifts Galore, The Sedona Mall and the shops where she allows the public restroom. She makes very good points

Ron Williams: He has been here 47 years and built the building that the first City Council rented for years. He too made important points.

Jim Raine: Been here many years and is really stressed at what is proposed for Uptown.

John Detweiler: lived in Uptown for decades and also made good points,

Janyse Florek: Lived here for 45 years.

The emails were sent to me for me to forward to you so from the heading it will look like they are from me personally.

Then one from me. Hope you have time to read them. Sorry I did not get them to you sooner.

Thanks for the time you volunteer.

Joan Shannon

315 Smith Rd

Sedona

282-4566

EMAIL FOR P&Z COMMISSIONERS

Joan Shannon <faithfuljoan@earthlink.net>

Wed 5/19/2021 2:22 PM

To: Cynthia Lovely <CLovely@sedonaaz.gov>

Cc: Karen Osburn <KOsburn@sedonaaz.gov>

To P&Z Commissioners:

I forgot to mention the unsafe increase in traffic your votes will cause for Uptown. Already according to Andy Dickey it has

"reached a tipping point" which he told you directly.

Also we already have a dangerous situation at 89a and Forest with the changes - three large mistakes in design and one day a pedestrian could easily be hit by a driver. All of us who live up here are aware of it.

Everything in the CFA will bring in more traffic to Uptown and there will be chaos. Where will all the hundreds of employees and guests of the proposed Creek side resorts? There goes Uptown!

Sincerely,

Joan Shannon

315 Smith Road

TO ALL P&Z COMMISSIONERS

Joan Shannon <faithfuljoan@earthlink.net>

Wed 5/19/2021 2:15 PM

To: Cynthia Lovely <CLovely@sedonaaz.gov>

Dear Planning & Zoning Commissioners:

I was shocked at your meeting yesterday on the Uptown CFA. You had been sent dozens and dozens of comments and some very good emails opposing it but, they were all ignored. Judy Perparos who owns the HP Restaurant, Sedona Gifts Galore and the whole Sedona Mall sent one explaining why it was not good. Others did the same, I know because they sent them to me first to send them all together.

There were no questions about issues mentioned in all the comments as if you had never even read them. Also, did you read the comments left on the interactive site? The meeting gave the impression you did not. If you did then it was a prime example of how the City officials still do not listen to the residents as has been said for many years.

Two persons from Uptown wanted to speak on the Jordan Lofts and were advised politely and kindly that the subject was not on the agenda so did they still wish to speak and they said yes. Later one of your spoke to them extremely sternly stating over again the same thing Chair Person Kathy Levin said. Many are talking now that the way this member spoke was with disdain for Uptowners. It was arrogant and rude. Perhaps it was not meant that way but, that is how so many are taking it.

The fact that you all voted for the CFA without any consideration nor questions regarding the comments and emails was truly shocking. Uptown residents are not surprised but, deeply hurt that once again we are brushed aside in favor of the comfort of the tourists. Even the plan to put parking meters all along Jordan Road is taking away parking for Uptown workers, some older ones who would find it difficult walking from the Public Parking Lot to work were not given any thought with the parking taken away from them and handed over to the tourists. Personally I am mystified over this and heartbroken for them. Another example of how residents are pushed aside in favor of the tourists who seem perfectly capable of a ten minute walk. Will this attitude ever change? Doubt it. Comments against the Commission are all over Next Door.com and respect has been lost which is a shame since you are also residents but, without concern for your fellow Sedonans. I live a few streets away from Jordan but, care very much about what happens to it and for the residents who live there. Uptown has already been partially destroyed with the median which has slowed traffic and business owners I know say it is harming them so why do we need to build on that with more thoughtless decisions.

If my words are harsh then they merely show how serious your decision was and heartbreaking to feel we were never even thought about and yet have lived in Uptown for thirty to forty nine years. We have contributed to the City with taxes we pay on everything we purchase in town or even on line or directly from Home Depot or any other store when Sedona City Tax is collected.

Sixty percent of us are carrying the burden for the cost of the wastewater plant and our payments subsidize half the City Departments and not all paid for the plant. We pay a higher rate than the lodging industry so are subsidizing the tourists as well.

Sincerely,

Joan Shannon
315 Smith Road
Sedoina
282-4566

BIKE LINE ON FOREST ROAD NOT SAFE

Joan Shannon <faithfuljoan@earthlink.net>

Sun 5/23/2021 4:15 PM

To: Cynthia Lovely <CLovely@sedonaaz.gov>

Cc: Karen Osburn <KOsburn@sedonaaz.gov>

Hi Cynthia: PLEASE COPY ALL P&Z COMMISSIONERS. THANK YOU.

Just realized you proposed a bike lane down Forest Road and that could be a problem.

We already have extremely serious problems with the removal of a crosswalk on 89a, the median and the second crosswalk. Many Uptowners I contacted re the CFA brought up these problems and confirmed what I also knew.

The main entrance into the Hyatt is off Forest regardless if they are guests checking, visitors going to the shops and restaurants or just parking to walk to the shops. Rarely do they use the entrance from 89 and that is usually used by us residents coming home.

There is no need for a bike lane to add to the confusion that exist now and will be worse in the future.. With the garage being built there will be even more traffic. Also since there is a bike lane planned for the extension of Forest Road to 89a which would be safer I am suggesting the bike lane down Forest to the traffic lights be removed. That would also cause a problem once the riders turn right when there is heavy traffic and have to negotiate two roundabouts. Already we have problems with drivers dashing off 179 into the roundabout to turn left and I have had three near misses as have others. Bikers would add an additional problem.

I realize the town is all in for bikers and having lanes for them everywhere but, these problems have not been considered as far as I could determine.

Thank you for your time,

Joan Shannon

315 Smith Rd