

# Project Application

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**City Of Sedona**  
**Community Development Department**  
 102 Roadrunner Drive Sedona, AZ 86336  
 (928) 282-1154 • [www.sedonaaz.gov/cd](http://www.sedonaaz.gov/cd)

Application for (check all that apply):

- Conceptual Review     
  Comprehensive Review     
  Appeal     
  Time Extension  
 Community Plan Amendment     
  Development Review     
  Subdivision     
  Minor Modification  
 Zone Change     
  Conditional Use Permit     
  Variance

Project Information	Project Name	Canyon Vista Subdivision		
	Project Address	463 Brewer Road	Parcel No. (APN)	401-20-027G
	Primary Contact	Sefton Engineering Consultants	Primary Phone	928-202-3999
	Email	dn@sefengco.com	Alt. Phone	Ext. 104
	Address	40 Stutz Bearcat	City/State/ZIP	sedona/AZ/86336
Office Use Only	Application No		Date Received	
	Received by		Fee Paid	

Project Description	The proposed Canyon Vista Subdivision is an eight-lot single-family residential subdivision, on a 5.72-acre parcel located on the west side of Brewer Road, Assessors Parcel Number: 401-20-027G, addressed 463 Brewer Road.
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Additional Contact Information: Please complete the following for all companies/people authorized to discuss the project with the City. Please attach additional sheets if necessary.

Contact #1	Company	CV Development Sedona. INC	Contact Name	William M. Heyer
	Project Role	Owner	Primary Phone	
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CV Development Sedona, Inc.  
c/o William M. Heyer, President  
5018 Shoal Creek Blvd.  
Austin, Texas 78756

Letter of Authorization

Granted by: William M. Heyer

Granted to: Sefton Engineering Consultants

Regarding: Canyon Vista Subdivision Applications. William Heyer, owner, hereby gives authorization to Sefton Engineering Consultants, to act as agent in the effort of the submittal and approval of the above referenced property

Sincerely,

CV Development Sedona, Inc.  
c/o William M. Heyer, President

Project No.: 140505

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*In affiliation with:*

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April 12, 2023

Cari Meyer, Planning Manager  
City of Sedona  
Community Development Department  
102 Roadrunner Drive  
Sedona, AZ 86336

Re: Letter of Intent and Comment Response for Canyon Vista – Preliminary Plat Submittal

Dear Ms. Meyer:

We represent CV Development Sedona, Inc., the owner of the subject property. The purpose of this letter is to provide City of Sedona Community Development Department staff with additional information regarding the proposed Canyon Vista Subdivision. Detailed below is a thorough description of the proposed development along with conformance and/or requested deviations from City of Sedona development codes and ordinances.

The proposed eight lot subdivision is on a 5.72-acre parcel located on the west side of Brewer Road, just north of Juniper Lane (Coconino County APN 401-20-027G), addressed as 463 Brewer Road (the "Property"), as shown on the image to the right.



## Summary of Requests

Although the proposed subdivision has been designed to adhere to all codes and policies of the City, due to topographical and engineering constraints, there are a few minor exceptions requested with this application. All of the requested deviations relate entirely to the topographical impact on the street system. Those items are as follows.

### Two Separate Points of Vehicular Access

LDC Section 7.3C(4)b – For subdivisions, at least two points of vehicular access into a proposed subdivision shall be provided, where feasible, unless it can be shown to the satisfaction of the City Engineer that legal, topographical, and/or engineering constraints preclude such access.

LDC Section 5.4.E(1)b.3 – Shared driveways are provided to the maximum extent feasible to minimize the number of access points to streets (except for driveways within residential subdivision or along private residential streets).

LDC Section 5.4.E(3)e – Driveways providing access to single-family residential lots shall be located a minimum of 30 feet from any road intersection.

The applicant seeks the approval of the City Engineer for its proposed access design. The shape of the Property provides a very narrow throat onto Brewer Road. The topography of the Property splits into two tiers. The applicant is providing two points of access, but topography prevents connecting them. Each of the two points of access serves a very limited number of lots, five for one and three for the other.

### Street Width and Curvature

LDC Section 7.3F(4)a. and 4(b) - Streets shall be related appropriately to the expected use of the property. Minimum requirements for street right-of-way, pavement width, and other standards for public and private streets are set forth in the Engineering Standards Manual. -AND- Other designs and materials may be required for the construction of streets, curbs, and sidewalks when, in the determination of the City Engineer, such methods would be more environmentally desirable or more in keeping with the design of the development or neighborhood.

DREAM 3.3.A.1.c.1 - Streets with an anticipated average daily traffic (ADT) of 2,500 or less shall have a minimum right-of-way width of 50 feet. The City Engineer may allow a minimum right-of-way width less than 50 feet based on unique site and design characteristics inherent to the subdivision design and layout.

The applicant seeks permission to construct its larger right-of-way, Denise Lane, to a width of 30' instead of 50'. Denise Lane serves only five lots, so it does not need to carry a significant amount of traffic. It climbs a steep hill, so the wider the Road is, the larger the cuts and fills would have to be. Denise Lane should be built to reflect the minimal need of the proposed subdivision so that its construction is appropriately respectful of its visual impact on surrounding communities. The other, unnamed right of way serves only three lots, and runs for a very short distance. The applicant proposes that this other gith of way only be 28".

DREAM 3.3.A.3.c - The tangent length between reverse curves shall not be less than 50 feet.

To accommodate the topography of the Property, the applicant is proposing a 30-foot tangent length.

## Sidewalks

LDC Section 7.3D(3) – Sidewalks may be replaced by trails or pathways.

LDC Section 7.3F(5) - Unless otherwise provided in this Code, sidewalks shall be provided by the developer and installed on both sides of all arterials, collector streets, and local streets (including loop lanes and cul-de-sacs), and within and along the frontage of all new development.

LDC Section 5.4H.1.b.2 – Steep-slope areas where sidewalks on one side of the street may be approved to reduce excessive slope disturbance, adverse impacts on natural resources, and potential soil erosion and drainage problems.

The applicant suggests that no sidewalks be provided in the sight lot subdivision to avoid excessive slope disturbance. Sidewalk construction on this steeply sloped Property will require dramatic cuts and fills that will greatly increase the width of the access points and create visual impacts that will be visible from off the property. Neither access road in this subdivision connects to any other roads or community gathering places. There are only five lots on one right of way, and three lots on the other right of way, so the rights of way will have minimal vehicular traffic. Given all of these considerations, the subdivision should not install sidewalks. Residents may use the side of the right of way when they want to walk.

The other area of potential concern is the inappropriate nature of a Cluster Design approach.

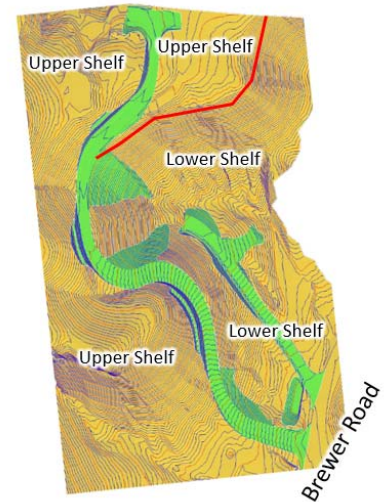
LDC Section 7.3D(1)b – The sensitive lands are protected through a cluster subdivision pursuant to Section 7.3.J(2), Cluster Subdivision.

A cluster subdivision here is both impractical and would have a significantly adverse impact on the surrounding community. A cluster design is impractical because the access of the Property to Brewer drive is very narrow, suggesting the total number of homes and traffic should be controlled. A cluster design is also impractical because the lower tier of the Property is too small to allow for a cluster approach. In addition, a cluster subdivision would result in lot sizes completely incompatible with the lots to the immediate east and north, all of which are a half-acre or more.

## Context and History

The City previously approved the Canyon Vista Subdivision Final Plat in 2006 (SUB2005-14). However, due to the Great Recession, the Owner opted not to move forward with community at the time. Thus, as the Recession ran its course, the Final Plat expired. The current application is substantially similar to the 2006 approved plat, with minor modifications.

The Property is vacant. It has a generally triangular shape. The north and west edges are straight. The hypotenuse runs from northeast to southwest, and is quite jagged, mostly running along existing lots lines, with a relatively narrow throat onto Brewer Road. This slender access point significantly limits the ability of the Property to service a large number of homes. Canyon Vista Subdivision is situated within moderate to steep grade terrain which typically slopes downward in a west to east direction at a slope of 20 to 40 percent. In essence, the Property has two tiers, an upper plateau to the west and northwest and a smaller bowl to the east. The steepest part of the Property is a ridgeline cutting across the middle of the Property. A topographic map of the Property is provided to the right. Because of the steep grades, a geotechnical soils report has been included with the submitted materials.



The terrain consists of approximately 50 percent vegetative cover, consisting of mesquite, brush, and grass. There are no major drainage ways, irrigation ditches or canals within the property.

The Property sits within an area designated by the Sedona Community Plan Land Use Map for Single Family Medium Density 2-4 du /ac. This entire 5.72-acre parcel is zoned Single-Family residential (RS-10 Single-Family Residential; 10,000SF minimum lot), which theoretically would allow 24 platted lots. With eight lots, the proposed Canyon Vista Subdivision proposes 1.4 du /ac. Because the proposed subdivision meets, or is less intense than, the Community Plan designation and the zoning, neither a Community Plan Amendment nor zone change is needed. In that regard, this application is a “by right” proposal. The Property is also not within a Community Focus Area (CFA), or any other special planning area designated by the City and will comply with all other ordinances and regulations of the City.

The proposed subdivision has been laid out to fit with the surrounding area in style, layout, and size. The Property is mostly surrounded by other, similar single-family residential homes, with the exception of the Coconino National Forest being located along the southern portion of the west perimeter. As a result, the Property can fairly be characterized as an infill parcel, and some level of sensitivity to the surrounding lots is warranted. To the northwest, the 1985 Les Spring subdivision consists of 106 single-family homes within the PD zoning district. The recently approved but unrecorded Sky Ridge subdivision is located directly north. Sky Ridge has 18 lots, ranging in size from 18,000 to 36,000 square feet. Sky Ridge is zoned RS-18. All the land to the east and south is single-family residential homes and lots zoned RS-10. The seven lots adjacent to the Canyon Ridge plat, on the west side of Brewer Road, are not part of a subdivision; each of these lots are at least 0.45 acres. The 17 lot, 1961 Juniper Hills subdivision is on the east side of Brewer Road.



## The Proposed Subdivision

The intent of the development is to provide single-family residential building lots that will fit naturally into the topography and surrounding area in an orderly and harmonious design, thereby promoting public health, safety, and welfare.

The proposed community consists of eight Lots of an average lot size of 27,264 square feet, with the largest lot at 38,258 square feet and the smallest lot at 20,013 square feet, as shown on the image to the right. The Lots here obviously exceed the minimum 10,000 square foot requirement by a large amount. As proposed, all eight Lots are zoning compliant in terms of lot standards, setbacks, and impervious coverage. Clearly there is no intent here by the landowner to force additional density into this challenging parcel.



There are multiple reasons for this low-density approach. First, the topography of the site sharply limits buildable areas and access to those buildable areas. Second, the narrow access onto Brewer Road dictates keeping the density well below the zoning maximum, both for purposes of daily traffic concerns and for public safety access. Finally, as explained above, as an infill project, it is more appropriate to be compatible with the immediately adjacent 18,000 square foot lots to the north and the east.

It is the developer's intent, among other elements, to protect the natural topography, watercourses, drainage ways, trees and to control erosion. The lot lines and streets have been located near the crest of the ridges with the intent of minimizing adverse environmental impacts. The proposed grading and drainage techniques are designed to protect the natural topography, watercourses, drainage ways, and trees, and to control erosion. The careful design and layout of the subdivision not only minimizes slope disturbance but also disturbance to the existing natural landscape, preserving existing plant life. Although the topography made the site design challenging, the design team has provided a design that requires minimal deviations.

There are two vehicular access points from Brewer Road, both to be dedicated to the City of Sedona. Each access point accesses a different tier of the Property. The larger of these two access points is identified as Denise Lane, and will serve as access to Lots 1, 2, 3, 4, and 5. Again, it should be emphasized that this drive will serve a total of five homes only. Denise Lane is shown as a 30-foot dedicated right-of-way, and will include utility easements allowing for water lines, sanitary sewer lines, gas lines, and electrical services, etc. The smaller of these access points is an unnamed drive, a 28-foot dedicated right-of-way, which will also include a utility and drainage easement. This common driveway will serve as access to Lots 6, 7, and 8, three homes only.

The proposed Denise Lane and common driveway will each provide safe access for vehicular traffic for their respective lots, and are designed to follow the natural topography to minimize cutting and grading. Denise Lane in particular has been laid out to follow the natural contours of the Property closely along the slope that divides the Property into its tiers, and to serve the upper tier. The common drive is provided to service the lower bowl. The three Lots in the lower bowl abut both the common drive and Denise Lane. However, because of the steep slope, vehicular access up Denise Lane from the three lower Lots is not practically possible. Therefore a non-vehicular access easement (NVAE) is included to restrict access of all eight Lots to a single access point.

## Utilities

Water. The project will be connected to Arizona Water Company's public water system at Brewer Road. A mainline extension will be developed up to the hammerhead at the north end within Denise Lane, as well as along the private drive. Fire hydrants will be per ADEQ, Arizona Water Company, and Fire Department standards. The waterline will be submitted for ADEQ approval. Refer to preliminary utility plans for additional details.

Sewer. A main sewer line will be located along both proposed roadways. All proposed residential units within the development will be connected to these main lines. The mainlines will be connected to the existing City sewer line, which is located within Brewer Road. The project will coordinate with the City on the main tie-in location and requirements. Refer to preliminary utility plans for additional details.

Electric/Telephone/Internet. Electric service will be provided through APS and the main distribution lines will be located within the proposed drive alignments. Telephone and internet services will follow a similar arrangement.

Patriot Disposal will be the Solid Waste provider.

Streetlighting. No street lighting is proposed for this development.

Emergency Services. The Sedona Police Department has provided a Letter of Service that is enclosed in this submittal. The letter states emergency services will service this address and the average response time would be approximately five minutes.

Traffic. An eight-lot single family subdivision will have minimal traffic volume and impact on the existing roadway system.



## **Consistency with Sedona Community Plan**

As previously detailed, the proposed subdivision conforms to the Community Plan Land Use Map designation for the property, as well as the property's longstanding RS-10 zoning. In addition, the Property is not within any CFA or other designated special planning areas. By these standards, this subdivision is a "by right" proposal. In addition, the design and layout of the lots are designed to accommodate topography, natural vegetation, soil conditions, drainage, street traffic, and other conditions as outlined in Article 7 of the Sedona Land Development Code. The following provisions of the Community Plan are worth specifically noting.

### ***LAND USE, HOUSING, AND GROWTH***

- Grow only within currently established residential and commercial limits

*The proposed infill development is within currently established residential limits.*

- Ensure harmony between the built and natural environments

*Great care and thought went into the design and layout of the proposed development in order to disturb the least amount of natural environment and topography. This includes appropriately developing access to respect the two-tier nature of the Property. This also includes developing a reasonable number of lots that internally respond to the topography of the Property itself, and externally respond to the lot size of the adjacent lots to the east and north of this infill location.*

### ***ENVIRONMENT***

- Promote environmentally responsible building and design

*The same reasoning set forth immediately above also applies to this element of the Community Plan.*

## **Analysis of Conformance to the Land Development Code**

Section 7.3 of the Land Development Code establishes the City's Subdivision Standards. This part of the Owner's letter of intent addresses the proposed subdivision's compliance with each of those Standards. Of the 48 provisions within Article 7, the Subdivision section of the Land Development Code, only three subject matter deviations are being requested with this proposal. As indicated previously, all of the requested deviations result from the impact of the Property's topography on the street system. This application meets all other applicable standards of Section 7.3.

In addition to Article 7, this detailed analysis also addresses a few relevant provisions of Article 5 and of the Design Review, Engineering and Administrative Manual. This Analysis concludes by touching on Article 8 Citizen Notice.

### ***ARTICLE 7: SUBDIVISION STANDARDS***

#### Section 7.3.C. Lot Planning

The design and layout of lots shall be dependent upon topography, natural vegetation, soil conditions, drainage, street traffic, or other conditions. The following standards shall apply:

(1) *Number of Lots Created*

a. *Subdivision*

For a new subdivision, the number of lots created shall comply with the maximum density limits set forth for the applicable zoning district in Article 2: Zoning Districts.

In compliance. The proposed subdivision is less than half the allowed density at 1.4 dwelling units/acre.

b. *Lot Split*

For a lot split, the lots created shall comply with the maximum lot size limits set forth for the applicable zoning district in Article 2: Zoning Districts.

Not Applicable.

(2) *Lot Size and Configuration*

a. Lot width, area, and building setbacks shall comply with the minimum requirements of this Code and shall be appropriate for the location and character of development proposed and for the type and extent of street and utility improvements being installed. Modifications may be granted pursuant to Section 8.8.B, Minor Modification.

In compliance. No modifications are requested to this provision.

b. Side lot lines shall be at right angles or radial to street lines, except where other terrain makes such design impractical.

In compliance. The side lot lines here have been designed to respond to the terrain of this significantly sloped site.

c. Double frontage lots are discouraged in new subdivisions.

In compliance. Due to the topography constraints, two access points are provided in the proposed subdivision. This causes three of the proposed eight Lots to have double frontage, therefore a non-vehicular access easement (NVAE) has been applied at various locations throughout the subdivision to restrict access to each Lot to one access point. The NVAE brings the design into compliance by preventing double frontage lots. In addition to the NVAE, the natural slope would make access difficult from these locations.

d. Flag lots and other irregularly shaped lots are discouraged in new and existing subdivisions.

In compliance. The lot shapes here are designed to respond to the Property's natural topography, and thereby result in minimal disruption to that existing topography. Regularly shaped lots on this Property would be wholly inappropriate for the Property itself and the surrounding neighborhoods, resulting in a significantly disruptive design. In responding to the Property's slopes, there are two Flag lots, Lots 1 and 2, that share a Flagpole and meet the specific requirements for such lots, as detailed below.

e. Corner lots may be required to be wider than interior lots to provide for setback requirements.

Not applicable. As detailed above, the Property does not lend itself to a soldier course approach, and as a result, there are no corner lots.

f. No lot shall be divided by a city, county, school district, or other taxing agency boundary.

In compliance.

g. The construction envelope on a lot shall be determined by the setback requirements for the lot and the location of natural and/or topographic features such as drainage ways, rock outcrops, native vegetation, and trees.

In compliance. Each lot has been designed with a building envelope that provides ample room for each home. A traditional or clustered approach would not be able to respond to the "topographic features" of the site, and would result in more significant impact to the Property's existing condition.

(3) *Drainage*

Lots shall be designed and located to provide positive drainage away from all buildings, shall comply with the standards in Section 5.3, Grading and Drainage, and shall allow for the infiltration of storm water runoff to the maximum extent feasible.

In compliance.

(4) *Access*

a. Every residential lot shall abut a public or private street. Access to residential lots shall be from local streets except as specifically authorized by the Director and the City Engineer.

In compliance. Each lot has been designed to have access to a public right of way. Each lot has been designed to access locally. There is no direct access to Brewer Road proposed.

b. For subdivisions, at least two points of vehicular access into a proposed subdivision shall be provided, where feasible, unless it can be shown to the satisfaction of the City Engineer that legal, topographical, and/or engineering constraints preclude such access. For lot splits, shared common access shall be provided to the maximum extent practicable.

Discretion of City Engineer. As detailed above, the Property has steep topography, and essentially consists of two tiers. Thus, the Property cannot accommodate a traditional loop road providing two points of access to each lot. Instead, five lots use Denise Lane, and three lots use a short, common drive. A hammerhead for turning around has been provided at the top of Denise Lane.

(5) *Flag Lots*

a. Notwithstanding any other provision of this Code, if access is serving five lots or less (including the flag lot), the width of the flagpole portion of a flag-shaped lot shall be no less than:

1. Thirty feet when both public water and sewer systems are to serve such a residential lot
2. Forty feet when both public water and sewer systems are to serve such a commercial or industrial lot
3. Twenty -four feet when only a public water or public sewer system is to serve such a lot
4. Twenty-four feet when the lot will not be served by a public water or public sewer system

In compliance. Lots 1 and 2 are Flag Lots. They are two of the five Lots served by Denise Lane. Thus, this provision (five lots or less) applies. As both public water and wastewater are proposed, subsection (1) applies, so the flagpole width must be at least thirty feet. Lot 1 has a thirty-foot-wide ingress Easement at its flagpole. The width of the flagpole for Lot 2 exceeds thirty feet. [

b. The length of the flag pole portion of the lot shall not exceed 300 feet and shall comply with all other standards and measurements of this Code and other regulating agencies.

In compliance. Lots 1 and 2 share the flag pole, which is 124 feet deep.

c. Flag lots where the length of the flag pole portion exceeds 130 feet shall provide a permanent turnaround approved by the City Engineer and the Sedona Fire District.

Not applicable.

(6) *Modification of Construction Envelope*

Not applicable.

Section 7.3.D. Sensitive Lands

(1) *Generally*

Development of lands that are subject to periodic inundation, subsidence of the earth's surface, high water table, or have difficult topography, unstable soils, or other natural or manmade hazards to life or property shall be avoided to the maximum extent practicable, unless it can be substantiated that:

a. The proposed lot configurations and sizes, grading and drainage techniques or other special development approaches are reasonable and necessary to protect the public health, safety, or general welfare on any lands to be subdivided that are impacted by these characteristics.

In compliance.

b. The sensitive lands are protected through a cluster subdivision, pursuant to Section 7.3.J(2), Cluster Subdivision.

Due to the topographical constraints of the Property, a cluster design option simply will not work. As previously detailed, the site has two separate topographical constraints. First, the topography splits the Property into two distinct tiers. The lower tier is too small to accommodate a cluster. Second, the site only has a narrow opening onto Brewer Road, which has a limited ability to accommodate traffic. Thus, a cluster design that would increase the number of trips would exacerbate the road access challenges of the Property, as opposed to properly respecting the narrow access to the existing public street.

In addition to the internal difficulties of using a cluster approach, as previously stated the density of a cluster approach would be inconsistent with the surroundings of this infill location. The adjacent lot sizes, which include both long-standing communities and newly approved Plats, are dominated by half acre lots. The eight lots proposed here will be compatible with the existing pattern of development.

c. The Council may approve subdivision of such land upon receipt of evidence from the City Engineer, the County Flood Control Districts, State and County Health Authorities, and other area Emergency Services Authorities that the construction of specific improvements can be expected to render the land suitable. Construction upon such land shall be prohibited until specified improvements have been planned and construction guaranteed.

In compliance.

(2) *Steep Slope and Ridgeline Development*

a. Lot lines and streets shall be located on or near the crest of ridges or hilltops to preclude prominent line of sight building construction. Building pads shall not be located on or near the crest of ridge lines; and

In compliance.

b. Building pads located near the crest of ridge lines shall be set back from the ridge edge so that they would not be silhouetted, and existing trees shall be preserved to screen proposed structures. (See Figure 7-1.)

In compliance.

(3) *Hillside Development Area*

Because of the unique and peculiar problems inherent in the development of hillsides, special standards and conditions for hillside development areas (an area with average slopes exceeding 15 percent) apply.

- a. Sidewalks may be replaced by trails or pathways

Due to the substantial slope conditions on the Property, no sidewalks are proposed. There are only five lots on Denise Lane and three lots in the lower bowl. Neither of these public rights of way connect anywhere, so the only persons who will be using them will be residents and visitors. Sidewalks, with their own cuts and fills, would be an unnecessary scar on the existing land. The occupants of the community can use the streets themselves.

- b. Each private access way serving more than one lot shall have a minimum paved surface of 16 feet in width or as may be required by the Engineering Standards Manual. Where needed, as determined by the City Engineer, additional easements for drainage or utilities shall be provided.

In compliance.

#### Section 7.3.E. Block Layout

Not applicable as this subdivision is not designed in a typical residential block layout.

#### Section 7.3.F. Street Design

All public and private streets shall comply with the Engineering Standards Manual and the Sedona City Code, and shall comply with the following standards:

- (1) Conformance with Adopted Plans

Whenever a tract to be subdivided is located within an area for which a CFA or Specific Area Plan has been approved by the City Council, the street arrangement shall conform substantially to this plan.

Not applicable.

- (2) Coordination of Streets

- a. All new collector and local streets shall connect with surrounding streets at safe and convenient locations as required by the Director to allow convenient movement of traffic and reasonable access for emergency vehicles.

In compliance.

- b. When connections to surrounding streets are proposed or required by the City, public right-of-way shall be dedicated, and streets developed to existing paved rights-of-way.

In compliance.

- c. Where there is no paved street between the subdivision and an existing paved street, an interim street, improved in accordance with local street standards, shall be constructed by the applicant for developments with densities in excess of one residential unit per two acres of land.



Not Applicable.

d. Whenever possible, proposed intersections along one side of a street shall coincide with existing or proposed intersections on the opposite side of such street. Where a centerline offset (jog) occurs at an intersection, the distance between centerlines of the intersecting streets shall be not less than required by the Engineering Standards Manual.

Not Applicable.

e. The street pattern shall not cause adjacent property to be landlocked nor prevent access to public land.

In compliance. There are driveways along Brewer Road, but no nearby intersections.

(3) Street Intersections

a. Streets shall be arranged in relation to existing topography to produce streets of reasonable gradient to facilitate adequate drainage and to produce desirable lots of maximum utility.

In compliance.

b. Where a subdivision abuts or contains the right-of-way of a drainage way, a limited access highway or an irrigation ditch or abuts a commercial or industrial land use, the Director may require the location of a street approximately parallel to and on each side of this right-of-way at a distance suitable for appropriate use of the intervening land. This distance shall be determined with due regard for approach grades, drainage, bridges or future grade separations.

Not applicable.

(4) Street Design Standards

a. Streets shall be related appropriately to the expected use of the property. Minimum requirements for street right-of-way, pavement width, and other standards for public and private streets are set forth in the Engineering Standards Manual.

Discretion of City Engineer. Due to topographical constraints, the standard 50' right-of-way on Denise Lane has been reduced to 30' for the proposed development. The maximum number of lots serviced by the roadway is five, therefore the volume of traffic on this roadway is minimal. Thus, the street is "related appropriately to the expected use of the property." A wider street serves no public purpose, and needlessly increases the number of cuts and fills on the land.

b. Other designs and materials may be required for the construction of streets, curbs, and sidewalks when, in the determination of the City Engineer, such methods would be more environmentally desirable or more in keeping with the design of the development or neighborhood.

See immediately above.

c. Turnarounds shall be provided at the ends of cul-de-sacs and at elbows on one-way streets. Turnarounds shall meet the minimum requirements of the Sedona Fire District.

In compliance.

(5) Sidewalks

Unless otherwise provided in this Code, sidewalks shall be provided by the developer and installed on both sides of all arterials, collector streets, and local streets (including loop lanes and cul-de-sacs), and within and along the frontage of all new development. Also see Section 5.4.H, Pedestrian and Bicycle Circulation.

To reiterate, due to the substantial slope conditions on the Property, no sidewalks are proposed. There are only five lots on Denise Lane and three lots in the lower bowl. Neither of these public rights of way connect anywhere, so the only persons who will be using them will be residents and visitors. Sidewalks, with their own cuts and fills, would be an unnecessary scar on the existing land. The occupants of the community can use the streets themselves.

Section 7.3.G. Street Naming and Traffic Control Signs

(1) *Continuation of Existing Names*

The subdivider shall indicate the street name for public streets on the preliminary plat by projecting existing north-south and east-west street names that fall in alignment. Where no current streets are in alignment, the subdivider may propose a name subject to final approval by the City Engineer and City Council.

In compliance.

(2) *Street Signage*

a. All streets in a subdivision shall be named and identified by signs installed at every street intersection.

In compliance.

b. These signs shall be standard street signs as indicated in the current edition of the Manual on Uniform Traffic Control Devices.

In compliance.

c. All traffic control signs, as well as street name signs, required in a subdivision shall be provided and installed by the City at the expense of the subdivider in conformance with the current edition of the Manual on Uniform Traffic Control Devices and any relevant Arizona state supplements.

In compliance.

Section 7.3.H. Easement Planning

(1) Easements for utilities shall be provided as necessary to ensure the provision of services to each lot. The developer will provide the Director written documentation of approval by the utilities with respect to easements.

In compliance.

(2) Areas dedicated for easements shall have sufficient width for roadway and other improvements, including roadway, drainage, utilities, pedestrian access with consideration of sidewalks, slope, landscaping, and consideration of bike lanes.

In compliance.

(3) Land within a public street or land within a utility easement for major power transmission (tower) lines or pipelines, or land within an access and/or ingress/egress easement, shall not be considered part of the minimum required lot area or lot width except where lots exceed one-half acre in area. This shall not be applicable to land involved in utility easements for distribution or service purposes.

Not applicable.

(4) Drainage easements shall be provided to the satisfaction of the City Engineer and the County Flood Control District. Drainage easements shall be provided as required by the Engineering Standards Manual. Such easements shall not necessarily prohibit construction over drainage ways so long as required flows are maintained.

In compliance.

(5) Buildings above drainage easements shall be constructed such that the supporting foundation bridges the drainage easement and allows for removal and replacement of the drainage facility.

Not applicable.

In compliance

(6) Easements necessary to ensure nonmotorized access to adjacent public lands shall be provided to the satisfaction of the Director and the Forest Service.

In compliance. No formal trails are on adjacent Forest Service lands, so no access is provided to prevent wildcat access.

(7) Trails and/or walkways may be required where essential for circulation or access to schools, playgrounds, shopping centers, transportation and other community facilities. Such trails and/or walkways may be used for utility purposes. [Ord. 2020-04 § 1, 9-8-20 (Res. 2020-16)].

Not Applicable. The Property provides no access to any community facilities.

Section 7.3.I. Reservation of Land for Public Use

Land areas within a subdivision may be reserved for parks, trails, recreational facilities, and other public facilities including open space, drainage facilities, storm water facilities, and wastewater facilities; provided, that the reservations are in accordance with adopted specific plans and other goals, objectives and standards adopted by the City Council to ensure that City-identified amenities and community benefits are provided.

Not Applicable, due to small size of subdivision.

Section 7.3.J. Alternatives to Subdivision Standards

(1) *Alternatives Generally*

As indicated above, the applicant is seeking approval from the City Engineer and Director regarding ---

(2) *Cluster Subdivision*

To reiterate, due to the topographical constraints of the Property, a cluster design option simply will not work. As previously detailed, the site has two separate topographical constraints. First, the topography splits the Property into two distinct tiers. The lower tier is too small to accommodate a cluster. Second, the site only has a narrow opening onto Brewer Road, which has a limited ability to accommodate traffic. Thus, a cluster design that would increase the number of trips would exacerbate the road access challenges of the Property, as opposed to properly respecting the narrow access to the existing public street.

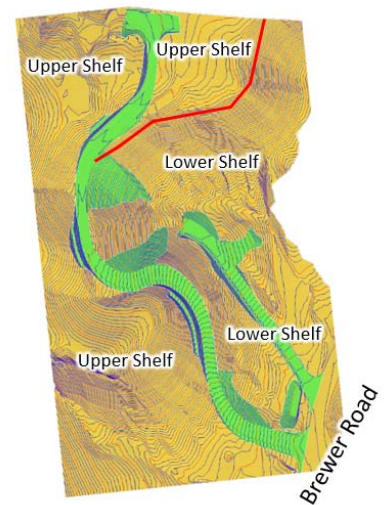
In addition to the internal difficulties of using a cluster approach, as previously stated the density of a cluster approach would be inconsistent with the surroundings of this infill location. The adjacent lot sizes, which include both long-standing communities and newly approved Plats, are dominated by half acre lots. The eight lots proposed here will be compatible with the existing pattern of development.

**ARTICLE 5: ACCESS, CONNECTIVITY, AND CIRCULATION**

Section 5.4.E(1)b.3 Driveways and Access

Shared driveways are provided to the maximum extent feasible to minimize the number of access points to streets (except for driveways within residential subdivision or along private residential streets).

Due to the natural topography, an upper and lower “shelf” exist on the parcel. The upper area is accessed by Denise Lane and provides safe access to 5 lots. The lower area is accessed by a private drive and provides safe access to 3 lots. See the 3D topographical map to the right.



Section 5.4.E.(3)e Driveways and Access

Driveways providing access to single-family residential lots shall be located a minimum of 30 feet from any road intersection.

Topography dictates the access locations onto the Property. The speed limit of Brewer Road is only 25 MPH. Additionally, there are already existing multiple instances of a less than 30-foot separation along Brewer Road, as the roadway accommodates rural development, so drivers already have to proceed with caution. The design is consistent with this existing context.

LDC Section 5.4H.(1)b.2

Steep-slope areas where sidewalks on one side of the street may be approved to reduce excessive slope disturbance, adverse impacts on natural resources, and potential soil erosion and drainage problems.

As previously stated, the installation of sidewalks in this subdivision would result in excessive slope disturbance. Given the minimal need for sidewalks, the impact should be avoided. The rights of way here serve only five and three lots, and do not connect any other communities.

***DESIGN REVIEW, ENGINEERING AND ADMINISTRATIVE MANUAL***

***ARTICLE 3: ENGINEERING***

DREAM 3.3.A(3)c Streets and Driveway Design

The tangent length between reverse curves shall not be less than 50 feet.

The curve is determined by the topography which only allows for a +/- 30-foot tangent length between reverse curves.

DREAM 3.3.A.(1).c.1 Streets and Driveway Design

Streets with an anticipated average daily traffic (ADT) of 2,500 or less shall have a minimum right-of-way width of 50 feet. The City Engineer may allow a minimum right-of-way width less than 50 feet based on unique site and design characteristics inherent to the subdivision design and layout.

Again, as stated previously, the topographical and engineering constraints on this Property limit the development to a 30' ROW in order to minimize cut and fill. This reduced right-of-way is justified by the minimal traffic that will be traveling these drives.

***ARTICLE 8: ADMINISTRATION AND PROCEDURES***

8.3.D Citizen Review Process: On September 27, 2021, notification letters were mailed to all property owners, homeowners' associations, and neighborhood associations within 300-feet of the property's boundary in accordance with Section 8.3.D. This letter described the request and provided contact information for the applicant with an invitation to contact the applicant to discuss the project via email, zoom meeting, telephone or through regular mail. The applicant shall make a good-faith effort to address the concerns of the surrounding property owners in the immediate neighborhood 8.3.E (5).e. An Affidavit of Mailing will be prepared and submitted to the City of Sedona Community Development Division. [See Neighborhood Meeting Report]

**Summary**

This Letter of Intent, and all the other submitted documentation, confirms that the proposed Canyon Vista Preliminary Plat will be in compliance with the subdivision requirements described within Articles 5 and 7 of the Sedona Land Development Code, as well as the Design Review, Engineering and Administrative Manual. This subdivision will be developed in a way that will have minimal impacts on surrounding property owners, and will minimize, to the greatest degree possible, adverse environmental impacts. This development will provide an adequate road system, the subdivision will be orderly and harmonious with the surrounding area, the subdivision will provide safe ingress and egress for vehicular traffic, and the subdivision's public infrastructure will have adequate water supply, sewage disposal, electric service, storm drainage and other utilities.

The proposed Canyon Vista Subdivision will seamlessly fit into the existing community in an orderly and harmonious design, promoting the public health, safety, and welfare of the surrounding residential area. This residential development will be constructed with the intent of minimizing adverse environmental impacts by protecting the natural topography, watercourses, drainage ways, trees and to control erosion. We request the approval of the Preliminary Plat. Additional details and analysis would be developed at the time of Final Plat and construction plans.

Should you have any questions or need any additional information, please contact me at (602) 256-0566 or sanderson@gblaw.com.

Sincerely,  
GAMMAGE & BURNHAM, P.L.C.



By  
Stephen W. Anderson





**Luke Sefton PE, CFM**  
**Tim Huskett, PE, CFM**  
**Robert Lane, Public Lands**  
**Cheri Baker, Office Manager**  
**Crockett Saline, E.I.T.**  
**Christopher Henry, E.I.T.**  
**David Nicolella, Planner**  
**Leonard Filner, Planner**

### **LETTER OF INTENT**

Project Name: Canyon Vista Subdivision Preliminary Plat Application

Located within the City of Sedona, Coconino County, Arizona. More specifically described as Assessor's Parcel Number 401-20-027G: Northwest ¼ of Northeast ¼ of Section 18, Township 17 North, Range 6 East of the Gila and Salt River Meridian.

Applicant: Sefton Engineering Consultants

Owner: CV Development Sedona, Inc. c/o William M. Heyer, President

April 17, 2023

Cari Meyer, Planning Manager  
Community Development  
102 Road Runner Drive  
Sedona, Arizona. 86366

**Purpose:** The purpose of this letter of intent is to describe the overall project and explain how this development will be in compliance with requirements for the subdivision's administrative, procedural, and approval processes discussed within *Articles 7 and 8 of the Sedona Land Development Code*.

**Luke A. Sefton (Sefton Engineering Consultants) Authorized Agent for the Project:** Mr. Sefton moved to Sedona in 1987, and for the past 20 years has been the Principal Engineer and President of Sefton Engineering Consultants, Inc., where he continues to be responsible for the day-to-day management of the team of engineers, surveyors, planners, and designers in a multitude of projects in Northern Arizona. Each one of these team members has many years of experience in Sedona and have a vested interest in the future of Sedona, as residents, friends, and neighbors.

**Introduction:** The Canyon Vista Subdivision has had previous approvals for both Preliminary and Final Plat. At the City of Sedona's June 25th 2006, Council meeting, the City Council approved the Final Plat for the proposed Canyon Vista Subdivision (SUB2005-14). Due to unforeseen circumstances, the property owner, William M. Heyer, allowed the approved final plat to expire. Because the final plat approval expired, the Canyon Vista Subdivision request has to repeat the preliminary and final plat procedures.

The Canyon Vista Subdivision that is presently being proposed in 2022, is basically identical to the approved final plat of 2007. There are minor changes with the proposed sewer line locations and the addition of sidewalks due to the City of Sedona's code change.

As proposed, the development will consist of eight lots, developed on 5.72-acres, with an average lot size of 27,264 SQ.FT. The intent of the development is to provide eight medium-density single-family residential building lots that will naturally fit into the area in an orderly and harmonious design promoting public health, safety and welfare 8.3.E(5)e. The surrounding residential area, as well as this 5.72-acre site is zoned: Single-Family Residential, and the eight proposed lots are zoned RS-10 (10,000 SQ.FT. Minimum). All lots, as proposed, are zoning compliant in terms of lot standards, setbacks, and impervious coverage. It is the developer's intent, among other elements, to protect the natural topography,

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**Leonard Filner, Planner**

watercourses, drainage ways, trees and to control erosion. The applicant has provided all necessary plans, and these plans provide the level of details required for a preliminary plat submittal 8.3.E (5)g.

This 5.72-acre parcel is located on the west side of Brewer Road, Accessor's Parcel Number: 401-20-027G, addressed 463 Brewer Road. Proposed access to the eight lots is proposed with two different access points, both from Brewer Road and both to be dedicated to the City of Sedona. The first access point is a 28-foot dedicated right-of-way (common driveway), to include utility and drainage easement. This common driveway will serve as access to lots 6, 7, and 8. The second access point, Denise Lane, is proposed as a 30-foot dedicated right-of-way, and will include utility easements allowing for water lines, sanitary sewer lines, gas lines, and electrical services, etc., as well as the required 5-foot-wide side walk on one sides. Due to the steepness of the parcel a sidewalk can only be constructed on one side of the street 5.4.H.(1)a.b.2. Denise Lane will serve as access to lots 1, 2, 3, 4, and 5. The proposed Denise Lane and the common driveway will provide safe access for vehicular, bicycle and pedestrian traffic for the lots and designed to follow the natural topography minimizing cutting and grading 8.3.E.(5)g.

Because the proposed subdivision has two access points, three of these proposed eight lots have two points of access, therefore a non-vehicular access easement (NVAE) has been applied at various locations throughout the subdivision to restrict access of each lot to one access point.

**Consistency with Sedona Community Plan, Existing Zoning, and Other Applicable Plans:** The current Accessor's Parcel Number is: 401-20-027G. This entire 5.72-acre parcel is zoned Single-Family residential (RS-10) and is currently vacant. As the zoning is consistent with the Community Plan's land use designation, no Community Plan Amendment or zone change is needed for the proposed subdivision. The property is not within a Community Focus Area (CFA), or any other special planning area designated by the city and will comply with all other ordinances and regulations of the city and the Arizona Revised Statutes 7.3.A(1) and 8.3.E(5).c.d. In addition, the design and layout of lots are designed to accommodate topography, natural vegetation, soil conditions, drainage, street traffic, and other conditions 7.3.C. Canyon Vista Subdivision is situated within moderate to steep grade terrain which typically slopes in a west to east direction at a slope of 20 to 40 percent (See attachment Slope Analysis).

**Site Overview:** This 5.72-acre parcel is located on the west side of Brewer Road, Accessor's Parcel Number: 401-20-027G, addressed 463 Brewer Road. The surrounding properties include Les Springs Subdivision to the northwest, Coconino National Forest to the west and the proposed Sky Ridge Subdivision to the north. Canyon Vista Subdivision is situated within moderate to steep grade terrain which typically slopes in a west to east direction at a slope of 20 to 40 percent. Because of the steep grades, a geotechnical soils report has been included with the submitted materials. The terrain consists of approximately 50 percent vegetative cover consisting of mesquite, brush, and grass. There are no major drainage ways, irrigation ditches or canals within the property.

The authorized agent for the project attended a pre-application meeting in accordance with Section 8.3.B, of the Sedona Land Development Code. This project does not have to go through the conceptual review public meeting because it is less than ten lots. This development consists of eight lots.

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**Crockett Saline, E.I.T.**  
**Christopher Henry, E.I.T.**  
**David Nicolella, Planner**  
**Leonard Filner, Planner**

This entire 5.72-acre parcel is zoned Single-Family Residential (RS-10) and is currently vacant. The RS-10 district is intended to accommodate and preserve medium density single family residential uses. As the zoning is consistent with the Community Plan's land use designation, no Community Plan Amendment or zone change is needed for the proposed subdivision. The property is not within a Community Focus Area (CFA), or any other special planning area designated by the City and will comply with all other ordinances and regulations of the City and the Arizona Revised Statutes 7.3.A(1) and 8.3.E (5).c.d. In addition, the design and layout of lots are designed to accommodate topography, natural vegetation, soil conditions, drainage, street traffic, or other conditions 7.3.C.

## ***ARTICLE 7: SUBDIVISION***

**6.1 Purpose:** Sedona Sign Ordinance. At this time signs are not being proposed for the subdivision.

**7.1 Purpose:** The intent of the development is to provide eight lower-density single-family residential building lots that are consistent with the area and are designed to promoting public health, safety and welfare. These eight lower-density single-family residential building lots will comply with the maximum density limit in the RS-10: Single-Family Residential zoning district and protect the natural environment and scenic beauty of Sedona. These lots will have access to public water provided by the Arizona Water Company. They will be connected to the City of Sedona's wastewater treatment facility as well electric service, storm drainage and other utilities.

**7.2 Applicability:** The proposed Canyon Vista Subdivision is located entirely within the City of Sedona and is within Coconino County.

**7.3.A. General:** The proposed Canyon Vista Subdivision will comply with all other ordinances and regulations of the city, the engineering standards manual, and the Arizona Revised Statutes.

**7.3.B. Minimum Standards:** The proposed design and standards set forth in the Canyon Vista Subdivision will meet or exceed the city's subdivision design and engineering standards for water connection, sewage disposal, electric service, storm drainage and other utilities.

**7.3.C. Lot Planning:** Canyon Vista Subdivision is situated adjacent to Brewer Road, within moderate to steep grade terrain which typically slopes in a west to east direction at a slope of 20 to 40 percent. This steep slope is affecting both circulation and driveway locations resulting in the demand to have two access points off of Brewer Road. One is designated as a "Common Driveway" and is designed to serve lots 6, 7 and 8. The second access point is titled "Denise Lane", provides access to lots 1,2,3,4, and 5. All eight lots will have driveway entrances connected to the Denise Lane or the common driveway.

The first Common Driveway access point is proposed as a 28-foot dedicated right-of-way, to include utility and drainage easement. The second access point is an existing dedicated right-of-way that measures approximately 110-feet long and 30-feet wide, and commonly known as Denise Lane. It is the developer's intention to continue this existing Denise Lane 30-foot dedicated right-of-way through the site providing access to lots 1,2,3,4, and 5.

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**David Nicoella, Planner**  
**Leonard Filner, Planner**

Non-vehicular access easements (NVAE) have been applied at various locations throughout the subdivision to restrict access of each lot to its designated entrance point only.

- Clustering: After considering the city's suggestion to consider clustering, the property owner has determined that the lot layout, traffic circulation, and drainage work best as proposed.

**7.3.D. Sensitive Lands:** This 5.72-acre site has difficult topography, therefore the proposed lot configuration, access, utility easements, and drainageways are designing according to the natural features to protect the hillsides, ridge lines, as well as visual considerations. The lot lines and streets have been located near the crest of the ridges with the intent of minimizing adverse environmental impacts. The proposed grading and drainage techniques are designed to protect the natural topography, watercourses, drainage ways, trees and to control erosion. It is the developer's objective to protect the public health, and general welfare of the area and will meet or exceed the city's subdivision design and engineering standards.

The proposed configuration will comply with all ordinances and regulations of the city, as well as the engineering standards manual, and the Arizona Revised Statutes. In addition, the proposed design and standards will meet or exceed the standards for water connection, sewage disposal, electric service, storm drainage and other utilities.

The developer has considered clustering the subdivision and determined that clustering is not achievable.

**7.3.E. Block Layout:** See Section 7.3.C. Lot Planning.

**7.3.F. Street Design:** The proposed Denise Lane and the common driveway will meet or exceed the city's subdivision design and engineering standards. The road section will include a 5-foot concrete sidewalk on one side of the street, rolled curb and gutter and an asphalt road surface. Due to the steepness adjacent to the proposed Denise Lane right-of-way a sidewalk can only be constructed on one side of the street and would like to apply Sedona Land Development Code (SLDC) section 5.4.H.(1)b.2, which states: *Vwhs0 varsh duhdv z khuh vlgzh donv rq rqh vlgh riwkh wuhwp d| eh dssuryhg wr uhgx fh h{ fhvlyh varsh ghwuedqfh/dgyhuh lp sdfw rq qdwxudouhvxufhv/dqg srwhqwidovr lbhurvlrq dqg gudlq djh suredtp vl*

**7.3.G. Street Naming and Traffic Control Signs:** All signs will be designed and installed according to the Manual on Uniform Traffic Control Devices.

**7.3.H. Easement Planning:** Sefton Engineering has provided written documentation from the utility companies stating that the easements meet their utility needs. The majority of the utility companies responded with statements that the provided easement is adequate to provide utilities to each lot. The drainage easements and roadway easements are done according to standard engineering practices and are acceptable to the City Engineer.

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**7.3.I. Reservation of Land for Public Use:** This small eight-lot subdivision will not have land reserved for the public.

**7.3.J. Alternatives to Subdivision Standards: N/A.**

- Clustering: After considering the city's suggestion to consider clustering, the property owner has determined that the lot layout, traffic circulation, and drainage work best as proposed.

## ***ARTICLE 8: ADMINISTRATION AND PROCEDURES***

**8.3.D Citizen Review Process:** On September 27, 2021, notification letters were mailed to all property owners, homeowners' associations, and neighborhood associations within 300-feet of the property's boundary in accordance with Section 8.3.D. This letter described the request and provided contact information for the applicant with an invitation to contact the applicant to discuss the project via email, zoom meeting, telephone or through regular mail. The applicant shall make a good-faith effort to address concerns of the surrounding property owners in the immediate neighborhood *8.3.E (5).e*. An Affidavit of Mailing will be prepared and submitted to the City of Sedona Community Development Division.

**8.3.E.(5).c. Consistency with Sedona Community Plan and Other Applicable Plans:** The planned Canyon Vista Subdivision consisting of a 5.72-acre parcel is zoned Single-Family residential (RS-10) and is currently vacant. As the zoning is consistent with the Community Plan's land use designation, no Community Plan Amendment or zone change is needed for the proposed subdivision. The property is not within a Community Focus Area (CFA), or any other special planning area designated by the City and will comply with all other ordinances and regulations of the City and the Arizona Revised Statues.

- **8.3.E.(5).d. Compliance with Sedona's Land Development Code (LDC) and Other Applicable Plans:** This Letter of Intent, and all the other submitted documentation, confirms that the proposed Canyon Vista Preliminary Plat will be in compliance with the subdivision requirements described within *Articles 7 and 8 of the Sedona Land Development Code*. This subdivision will be developed in a way that will have minimal impacts on surrounding property owners, and will minimize, to the greatest degree possible, adverse environmental impacts. This development will provide an adequate road system, the subdivision will be orderly and harmonious with the surrounding area, the subdivision will provide safe ingress and egress for vehicular, bicycle, and pedestrian traffic, the subdivisions public infrastructure will have adequate water supply, sewage disposal, electric service, storm drainage and other utilities.
- **8.3.E.(5).e. Minimize Impact on Surrounding Property Owners:** The proposed Canyon Vista Subdivision will seamlessly fit into the area in an orderly and harmonious design promoting public health, safety, and welfare of the surrounding residential area. This residential development will be constructed with the intent of minimizing adverse environmental impacts by protecting the natural topography, watercourses, drainage ways, trees and to control erosion.

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- **8.3.E.(5).f. Consistent with Intergovernmental Agreements:** The proposed development shall be consistent with any adopted intergovernmental agreements and comply with the terms and conditions of any intergovernmental agreements incorporated by reference into the Sedona Land Development Code.
- **8.3.E.(5).g. Minimize Adverse Environmental Impacts:** The public infrastructure will be constructed in accordance with the Engineering Standards Manual with the intent of minimizing adverse environmental impacts by protecting the natural topography, watercourses, drainage ways, trees and to control erosion.
- **8.3.E.(5).h. Minimizes Adverse Fiscal Impacts:** It is the developers desire to dedicate both the Denise Lane and the Common Driveway access drives to the city. This proposed dedication will have minimal fiscal impact on the city because the streets are short.
- **8.3.E.(5).i. Compliance with Utility, Service, and Improvement Standards:** The developer has received confirmation from the utility providers that the easements provided are adequately designed to meet their needs.
- **8.3.E.(5).j. Provides Adequate Road Systems and Traffic Mitigation:** The subdivision will provide good ingress and egress to the surrounding street system.

**Utility Providers:** Included with the preliminary plat submittal are written comments from utility agencies that will provide services for the development stating that they do have utility services adjacent to the site and include, the city of Sedona Sanitary Sewer connection, Arizona Water connection, Arizona Public Service Electric (APS), Unisource Gas, Trash and Recycle collection and internet providers  
*8.3.E(5)i.*

### **Principles of the Layout**

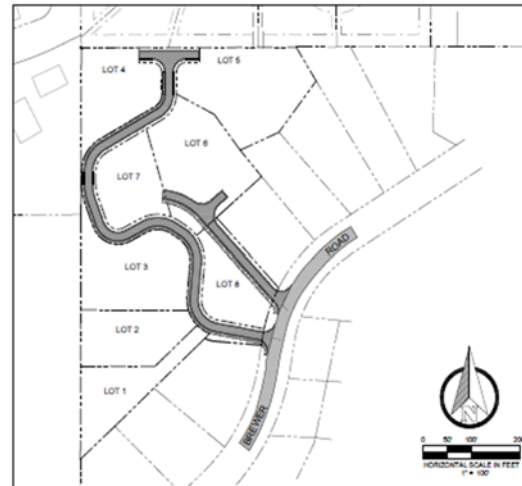
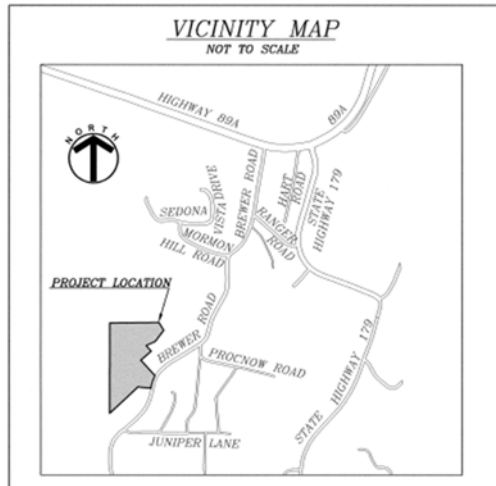
Canyon Vista Subdivision is situated within moderate to steep grade terrain which typically slopes in a west to east direction at a slope of 20 to 40 percent. This steep slope is affecting both circulation and driveway locations. The first access point to the north provides entry for the lower three lots, lots 6, 7, and 8, and the second access point is to access the higher lots, lots 1, 2, 3, 4, and 5.

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**Conclusion:** The purpose of this letter of intent is to describe the overall project and explain how this development will be in compliance with requirements for subdivision approval (LDC Articles 7 and 8). The overall parcel size for this development is a 5.72-acre parcel and the Canyon Vista Subdivision will comply with the City of Sedona's Subdivision Regulations as follows:

- Section 8.3.E(5), Approval Criteria
  - The subdivision is consistent with the Sedona Community Plan and other applicable plans
  - The subdivision is compliant with the Sedona Land Development Code and other applicable regulations
  - This subdivision will be developed in a way that will:
    - Have minimal impacts on Surrounding Property Owners
    - Minimize Adverse Environmental Impacts
    - Minimize Adverse Fiscal Impacts
    - Provide an Adequate Road System
    - Provide Adequate Public Services and Facilities
  - This request has been reviewed through the pre-application meeting process in accordance with Section 8.3.B, of the Sedona Land Development Code. This project does not have to go through the conceptual review public meeting because it is less than ten lots. This development consists of eight lots.
  - The subdivision will be orderly and harmonious with the surrounding area
  - The subdivision will provide safe ingress and egress for vehicular, bicycle, and pedestrian traffic
  - The subdivisions public infrastructure will have adequate water supply, sewage disposal, electric service, storm drainage and other utilities
  - The public infrastructure shall be constructed in accordance with the Engineering Standards Manual

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**Leonard Filner, Planner**

- This subdivision will comply with all ordinances and regulations of the City and the Arizona Revised Statutes

Should you have any questions, or need any additional information, please contact David Nicolella at (928)-202-3999 Ext. 104 or [dn@sefengco.com](mailto:dn@sefengco.com).

Sincerely,

A handwritten signature in black ink that reads "Luke A. Sefton".

Luke A. Sefton, P.E.  
President/Principle Engineer

Project No.: 140505

**40 Stutz Bearcat Dr., Sedona, Arizona 86336 ~Phone: (928) 202-3999**  
**Email: [info@sefengco.com](mailto:info@sefengco.com) ~ [www.SeftonEngineeringCompany.com](http://www.SeftonEngineeringCompany.com)**

*In affiliation with:*

**Heritage Land Surveying & Mapping, Inc. with office in Sedona, Camp Verde & Colorado**



**Luke Sefton PE, CFM**  
**Tim Huskett, PE, CFM**  
**Robert Lane, Public Lands**  
**Cheri Baker, Office Manager**  
**Crockett Saline, E.I.T.**  
**Christopher Henry, E.I.T.**  
**David Nicolella, Planner**  
**Leonard Filner, Planner**

October 18, 2021

***Re: Neighborhood Zoom-Meeting Notification: Monday, October 18, 2021***

Citizens starting login into the zoom meeting around 3:45 pm. The meeting officially started around 4:10pm. By that time, several of the surrounding residences had logged in and voiced provide the following concerns:

1. Mr. & Mrs. Eric Shirai. Shirai Trust DTD: 451 Brewer Road: have the following concerns: 928-301-7597
  - a. The impact of drainage on their property
  - b. The final configuration of the existing entry way to their property
  - c. The sediment that currently exists on the property from past monsoon rains
  - d. In the event of a snow storm what's to prevent cars from sliding into his home
  - e. What type of driveway will I have to access my property
2. Aaron Scott: 425 Brewer Road:
  - a. Offered suggestions on how to prevent cars from sliding onto Eric's property
3. William Heyer; the developer and property owner:
  - a. All of the drainage design has to meet current drainage engineering standards as put forth in the City of Sedona's Design Review, Engineering, and Administrative Manual which provides technical engineering standards
  - b. The City of Sedona's development process has been established to ensure that new development projects comply with all applicable City codes while being sensitive to Sedona's unique setting
  - c. William gave out his contact information, he gave his construction managers contact information; and
  - d. He asked Luke Sefton to make an appointment to meet Eric and his wife on site to discuss existing dirt and sediments, the existing entry feature and its future removal, an access easement, and a road safety feature to prevent cars coming done the new road from impacting Eric's home
  - e. I am willing to be a good neighbor and possibly clean up some existing debris and remove existing entry feature and install some landscaping in that area to make it look natural

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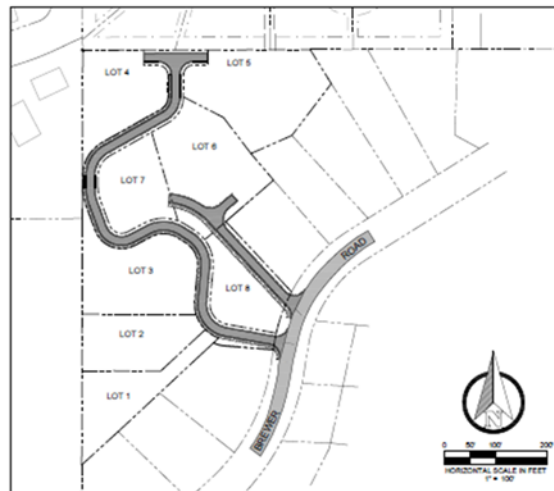
4. Luke Sefton; Sefton Engineering:
  - a. The road is designed to current city of Sedona road standards
  - b. The drainage basis that are proposed are there to prevent debris and sediments from existing the property

If you have any questions, please call me at (928) 202-3999.

Sincerely,

*David Nicoella*  
dn@sefengco.com  
Land Planner

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