



Luke Sefton, PE, CFM
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September 11, 2024

Permit No. PZ23-00005 (SUB)

1. Comment Response Letter
2. Project Application
3. Letter of Authorization
4. Deed & Legal
5. Letter of Intent
6. Circulation Plan
7. Slope Analysis
8. Engineering Cost Estimate
9. Will Serve Letters
10. Summary of legal restrictions
11. Surrounding Land Uses & Visual Features

TOTAL SIZE = 5.6MB

Thank You !

Sincerely,
David Nicolella
Project Manager and Land Planner

Sefton Engineering Consultants
40 Stutz Bearcat Drive
Sedona, AZ 86336

Office: (928) 202-3999, ext. #4
Email: DN@sefengco.com, Web: <http://www.SeftonEngineeringConsultants.com>

**PZ23-00005 (SUB) Canyon Vista Subdivision Preliminary Plat
Consolidated Comments/Responses –May 8, 2024**

Comment	Response
<p>2. The application is missing the following items:</p> <p>a) Review the submittal requirements in the Administrative Manual, both the general application requirements (Section 1.1) and specific application submittal requirements (Section 1.3). All items listed for Conceptual Plat and Preliminary Plat are required at this stage of review. As submitted, the application is missing items, including, but not limited to:</p> <p>i) Manual Section 1.1.H(9): ALTA Survey completed within the last two (2) years.</p> <p>(1) The ALTA was provided in the printed copy of the submittal but not the digital copy. Ensure the digital and printed copies contain the same information.</p>	<p><i>ALTA provided.</i></p>
<p>ii) Manual Section 1.1.H(10): Summary of any additional legal restrictions</p>	<p><i>Summary provided.</i></p>
<p>iii) Manual Section 1.3.A(1)d: Slope analysis</p> <p>(1) If any areas have a slope greater than 30%, provide a soil and geology report (Manual Section 1.3.B(1)e.1).</p> <p>(2) The Geotechnical Report is for a property at 90 Cayuse Trail (APN 408-19-009). Provide a Geotechnical Report for this parcel.</p>	<p><i>Geotech Report provided.</i></p>
<p>iv) Manual Section 1.3.B(1)c.6: Circulation map. See also LDC Section 5.4.C (Circulation Plan Required).</p>	<p><i>Circulation Plan provided.</i></p>
<p>3. Letter of Intent (LOI)</p> <p>a) Discuss how the project meets the required findings for a Subdivision application (LDC Section 8.3.E(5)).</p>	<p><i>A section has been added to the LOI addressing LDC Section 8.3.E(5).</i></p>

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<p>b) Many portions of the LOI simply state that the application is “In compliance” or “Not applicable” and do not contain details regarding how the applicant believes the proposal is in compliance with/not applicable to the cited code sections. Additional details should be provided when the applicant is claiming compliance/applicability. City Staff will perform a separate evaluation to determine compliance with applicable code sections and an understanding of how the applicant believes the project complies is helpful in that evaluation.</p>	<p><i>The LOI has been revised to explain nature or detail of compliance where appropriate.</i></p>
<p>c) The “net lot sizes” only include the building envelope. The net lot size is the size of the entire parcel minus area within the ingress/egress/access easement only (drainage and utility easements may be included in net lot size).</p>	<p><i>Net lot size has been modified to reflect cluster subdivision layout.</i></p>
<p>d) 2. The LOI states the development will participate in the shared use path on Brewer Road with no details or commitments on what that participation will be. Clarify the applicant’s intentions regarding the Brewer Road SUP.</p>	<p><i>The Applicant intends to provide a shared use path on its Brewer Road frontage.</i></p>
<p>e) Sky Ridge Subdivision has been recorded; the LOI states that it is unrecorded.</p>	<p><i>Corrected reference to Sky Ridge Subdivision.</i></p>
<p>f) Corner Lots: Both Lots 6 and 7 are corner lots. Update LOI to address requirements for corner lots in relation to these lots.</p>	<p><i>Shift to cluster subdivision has eliminated corner lots.</i></p>
<p>g) Provide page numbers for the LOI.</p>	<p><i>LOI now paginated.</i></p>
<p>4. Preliminary Plat</p> <p>a) In addition to the following comments specific to the Preliminary Plat, the comments in other sections of this comment letter may require that changes be reflected on the Preliminary Plat. Ensure that all necessary changes are made in the individual documents as well as the Preliminary Plat.</p>	<p><i>Noted.</i></p>

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<p>b) 7. The LDC requires sidewalks on both sides of the new street (LDC Section 5.4.H(1)) and sidewalks along the property’s Brewer Road frontage (LDC Section 7.3.3F(5)).</p> <p>i) While Staff is generally supportive of contributing to the construction of the Brewer SUP, those details need to be worked out with the Public Works Department for the project to proceed with Staff support.</p>	<p><i>Section 7.3.D.3.a allows trails instead of sidewalks where the slope exceeds 15%, in an effort avoid unnecessary cuts and fills. On this site, a trail will do a better job of preserving the hillside views into the site and will be more than adequate to serve this 11-lot community. Sidewalks would not do a sufficient job of meeting the LDC.</i></p>
<p>c) The “net lot sizes” only include the building envelope. The net lot size is the size of the entire parcel minus area within the ingress/egress/access easement only (drainage and utility easements may be included in net lot size).</p>	<p><i>Comment is same as 3(c) above.</i></p>
<p>d) Include a note on the plat to address what will be permitted outside of the building envelope.</p>	<p><i>Added details on the Plat.</i></p>
<p>e) The plat is not printed at the correct scale. The stated scale and graphic scales are 1”:50’, but the measurements on the plat scale to 1”:40’. Review the scales, ensure they all are correct, and the plans are printed at the right scale.</p>	<p><i>Updated all the scales on the plat.</i></p>
<p>f) Lots 8 and 11 do not meet minimum lot width requirements (80’ minimum width).</p> <p>i) While a Cluster Subdivision would have different minimum width requirements, as currently laid out, the subdivision does not meet the definition of a cluster subdivision (see comments under Subdivision Standards).</p>	<p><i>Layout now meets the definition of a cluster subdivision.</i></p>
<p>g) Provide an approved turnaround for Lot 5. (LDC Section 7.3.C(5)c) and Fire District approval for the turnaround on Lots 1 & 2. (LDC Section 7.3.C(5)c).</p>	<p><i>The cited provisions are for flag lots. With our revised cluster design, we have no flag lots. In addition, the Fire District has provided verbal approval for fire access design.</i></p>

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<p>h) Lots 7, 8, 9, and 10 have two separate building envelopes. Indicate the purpose/difference between the two envelopes.</p>	<p><i>Shift to cluster layout has eliminated separate building envelopes.</i></p>
<p>i) Lots 1, 2, 3, and 6 appear to have a driveway area platted to the building envelope. Is this meant to be a driveway/access easement? Is it meant to be a part of the building envelope? If one of these is the case, all lots should have a similar platted access point. Clarify the purpose of including these areas on the plat.</p>	<p><i>Revised cluster layout clarifies purposes of Lots A and B.</i></p>
<p>j) The legend includes a “30’ Public, Utility & Drainage Easement.” Clarify that this is labeled correctly (Is the comma supposed to be there? Is it meant to include Access?). The Curve and Line Tables Label the associated curves and lines as being for “Access, Utility & Drainage Easements.</p>	<p><i>Updated the legend as Public Access Utility and Drainage Easement.</i></p>
<p>k) Use different line weights/more contrast in the shading to ensure that it is easy to distinguish between the different elements called out in the legend. Particularly, it is difficult to distinguish between the Non-Vehicular Access Easement, the property lines, and easement hatching.</p>	<p><i>Used different shaded for legends and added note where NVAE starts and ends.</i></p>
<p>l) Extend the NVAE along Lot 7 (Line L28 & Curves C15 & C16).</p>	<p><i>Extended NVAE as required.</i></p>
<p>m) The shared use path indicator along Brewer Roadblocks out monument data. Adjust plat so all information is visible.</p>	<p><i>Addressed by revised Plat.</i></p>
<p>n) Both the Plat and the Drainage Plans are numbered the same (C-1, C-2, etc.). Change numbering so each sheet has a unique number.</p>	<p><i>Drainage reports plans are numbered with “D” and Preliminary Plat sheets are numbered with “V” and Construction sheets are numbered with “C”.</i></p>

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<p>5. Subdivision Standards (LDC Article 7)</p> <p>a) Review the LDC Sections listed below and make necessary changes to ensure compliance with LDC requirements. If an exception is being requested, add to the list of requested exceptions in LOI for staff review. Please note that the following comments outline only where staff has identified deficiencies. The applicant needs to go through the Subdivision requirements and address all relevant sections.</p>	<p><i>Noted.</i></p>
<p>b) LDC Section 7.3.C(5): Flag lots. Access driveways to Lots 1, 2, and 5 must meet the minimum width requirements for flag lots. The plans do not show the location of the water line to each lot, but does show sewer going through these driveways. If only sewer is included, the minimum width is 24 feet. If both water and sewer are included, the minimum width is 30 feet. These driveways appear to be less than 24 feet. Amend plat to meet minimum requirements.</p>	<p><i>Revised cluster layout has no flag lots.</i></p>
<p>c) LDC Section 7.3.D: Sensitive Lands: Due to the slopes of this property, development must follow this section. Provide sufficient information to show how these standards are being met.</p> <p>i) As stated in Comment 1.d, the current layout of the subdivision does not meet the definition of a cluster subdivision and is being reviewed as a traditional subdivision. If the applicant wishes to pursue a Cluster Subdivision (LDC Section 7.3.J), please discuss these requirements with City Staff prior to resubmittal.</p>	<p><i>Applicant has discussed cluster layout with staff prior to resubmittal. Plat now meets cluster subdivision definition.</i></p>
<p>d) LDC Section 7.3.H(1): Easements for utilities shall be provided as necessary to ensure the provision of services to each lot. The developer will provide to the Director written documentation of approval by the utilities with respect to easements.</p> <p>i) While “will-serve” letters have been provided, utility approval with respect to the easements have not been provided for all utilities, particularly in regards to the slope of the proposed road/utility easement.</p>	<p><i>Disagree. Utility approvals for specific design and easements will occur prior to final plat. That level of detailed design is inappropriate during the preliminary plat stage.</i></p>

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<p>e) LDC Section 7.3.H(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.</p> <p>i) The construction plans show slope and drainage work outside of the proposed right-of-way and easements. Modify construction plans to place all work within the ROW/easement or enlarge the ROW/easements to include required elements. Building envelopes will also need to be adjusted to avoid these areas.</p>	<p><i>Revised cluster layout clarifies purposes of Lots A and B.</i></p>
<p>6. Citizen Participation Report (LDC Section 8.3.D)</p> <p>a) The Citizen Participation Report provided was done in 2021 under a previous application and a previous subdivision design. A new Citizen Outreach Process/updated report is required for this application. Contact City Staff if you need updated mailing labels for a new mailing.</p>	<p><i>Applicant will issue a new mailing following staff comment on cluster layout.</i></p>
<p>Sedona Fire Department – Dort Booth</p>	
<p>1. The project is located within the Wildland Urban Interface. All structures, roadways, etc. shall comply with the 2018 International Wildland Urban Interface Code (IWUIC) as amended by the Sedona Fire District. The District is expecting to adopt the 2024 IWUIC and IFC within the next 36 months. If the formal submittal for review occurs after adoption of the 2024 codes, the project shall comply with the adopted codes of the District.</p>	<p><i>Noted.</i></p>
<p>2. IWUIC 108.3 Site plan. In addition to the requirements for plans in the International Building Code, site plans shall include topography, width and percent of grade of access roads, landscape and vegetation details, locations of structures or building envelopes, existing or proposed overhead utilities, occupancy classification of buildings, types of ignition-resistant construction of buildings, structures and their appendages, roof classification of buildings and site water supply systems.</p>	<p><i>Noted.</i></p>

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<p>3. IWUIC Section 108.5 Fire protection plan. Where required by the code official pursuant to Section 405, a fire protection plan shall be prepared and shall be submitted to the code official for review and approved as a part of the plans required for a permit. per Section 405 of the 2018 IWUIC a Fire Protection Plan is required to be provided by the developer.</p> <ul style="list-style-type: none"> a. In the Fpp, the developer provides a brief summary of the proposal, describes the burden that proposal would likely impose on the existing community fire protection delivery system and describes how the developer plans to mitigate that burden. Once a conceptual agreement is reached with the code official, the developer assembles a formal document capturing the details of the agreement in a contract to be signed by both parties. This contract would have sufficient detail to be enforceable, have provisions for ongoing maintenance and include deed encumbrances to ensure responsibility for such maintenance would pass to subsequent transferees. b. 405.2 Content. The plan shall be based on a site-specific wildfire risk assessment that includes considerations of location, topography, aspect, flammable vegetation, climatic conditions and fire history. The plan shall address water supply, access, building ignition and fire-resistance factors, fire protection systems and equipment, defensible space and vegetation management. c. 405.3 Cost. The cost of fire protection plan preparation and review shall be the responsibility of the applicant. d. 405.4 plan retention. The fire protection plan shall be retained by the code official. 	<p><i>Noted. FPP not required at this time.</i></p>
<p>4. IWUIC 108.7 Vicinity plan. In addition to the requirements for site plans, plans shall include details regarding the vicinity within 300 feet (91 440 mm) of lot lines, including other structures, slope, vegetation, fuel breaks, water supply systems and access roads.</p>	<p><i>Noted.</i></p>
<p>5. IWUIC 402.1.2 Water supply. New subdivisions as determined by this jurisdiction shall be provided with water supply in accordance with Section 404.</p>	<p><i>Noted.</i></p>
<p>6. 403.2 Driveways. Driveways shall be provided where any portion of an exterior wall of the first story of a building is located more than 150 feet (45 720 mm) from a fire apparatus access road</p>	<p><i>Noted.</i></p>

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<p>7. 403.3 Fire apparatus access road. Where required, fire apparatus access roads shall be all-weather roads with a minimum width of 20 feet (6096 mm) and a clear height of 13 feet 6 inches (4115 mm); shall be designed to accommodate the loads and turning radii for fire apparatus; and shall have a gradient negotiable by the specific fire apparatus normally used at that location within the jurisdiction. Dead-end roads in excess of 150 feet (45 720 mm) in length shall be provided with turnarounds as approved by the code official</p>	<p><i>Done.</i></p>
<p>8. Home/Structure Requirements</p> <ul style="list-style-type: none"> a. All structures require Fire Sprinklers b. All structures and components require Class 1 ignition resistant construction in accordance with Chapter 5, Section 504 of the IWUIC c. Vegetation Management plan d. Defensible Space/Fuel Modification in accordance with IWUIC 603.2 and Appendix B 	<p><i>Noted.</i></p>
<p>9. Road Grade: Private fire apparatus access roadway grades shall not exceed an average grade of 10 percent with a maximum grade of 15 percent for lengths of not more than 200 feet. Intersections and turnarounds shall be level (maximum 5%) with the exception of crowning for water run-off. Public streets shall have a maximum grade of 15%. (SFC Sec. 503.2.7 and D103.2)</p> <ul style="list-style-type: none"> a. Note: A 12% grade may be exceeded when an automatic fire sprinkler system is installed, but in no case shall the grade exceed 20 percent. 	<p><i>Maintained the required slopes.</i></p>
<p>10. TURNING RADIUS: The inside turning radius and outside turning radius shall be not less than 28 feet* and 48 feet* respectively, measured from the same center point. (SFC Sec. 503.2.4) - (See diagrams attached) *in certain cases, where topography or other constraints are present, the Fire Marshal may approve a turn radius of less than 28' inside and 48' outside, but in no case shall the turn radius be less than 20 feet inside and 40 feet outside</p>	<p><i>Acknowledged.</i></p>

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<p>11. ADDITIONAL ACCESS ROADS: Developments of more than 30 dwelling units, buildings exceeding three stories in height, buildings exceeding 62,000 square feet, multi-family developments with more than 100 dwelling units, vehicle congestion, <u>adverse terrain Conditions</u> or other factors as determined by the Chief of the fire department shall provide not less than two approved means of access to the city/county roadway or access easement. Exceptions may be allowed for approved automatic sprinkler system. (SFC Sec. 503.1.2 and Appendix D)</p> <p>a. Based upon the topography and being located in the Wildland Urban Interface, a secondary vehicular access point may be required. The Fire Protection Plan will provide insight into the types of fuels present and how a fire may spread through the development.</p>	<p><i>Not applicable. Size and topography of project does not require or warrant second access.</i></p>
<p>12. NO PARKING SIGNS: Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. (SFC Sec. 503.4 and D103.6). The Fire Marshal may require that both signs and painted curbing be installed or allow signs only, painted curbs only, or any combination of the two as conditions warrant.</p> <p>a. Fire apparatus access roads 20 to 26 feet wide shall be posted on both sides as a fire lane. (SFC Sec. D103.6.1)</p> <p>b. Fire apparatus access roads more than 26 feet wide to 32 feet wide shall be posted on one side of the road as a fire lane. (SFC Sec. D103.6.2)</p> <p>c. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters and border on a white background. (SFC Sec. D103.6) -</p> <p>(See diagram attached). Signs shall be placed no farther than 12.5 feet from the ends of the NO PARKING zone and spaced equally throughout the zone at a distance not to exceed 25 feet</p>	<p><i>Noted.</i></p>

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<p>13. SUB-DIVISIONS, SINGLE FAMILY DWELLINGS, DUPLEXES AND OUTBUILDINGS - FIRE HYDRANTS: Fire hydrants for single family dwellings, duplexes, sub-divisions and outbuildings classed as Type U occupancy by the IBC, shall be placed at each intersection. Intermediate fire hydrants are required if any portion of a structure exceeds 600 feet from a hydrant at an intersection as measured in an approved manner around the outside of the structure and along approved fire apparatus access roadways. Placement of additional fire hydrants shall be as approved by the Chief. (SFC Sec. 507.5.1)</p>	<p><i>Noted.</i></p>
<p>14. SINGLE FAMILY DWELLINGS, DUPLEXES - REQUIRED FIRE FLOW: The minimum fire-flow requirements for one- and two-family dwellings having a fire-flow calculation area which does not exceed 3,600 square feet shall be 1,000 gallons per minute. Fire flow and flow duration for dwellings having a fire-flow calculation area in excess of 3,600 square feet shall not be less than that specified in Appendix B, Table B105.1.</p>	<p><i>Noted.</i></p>
<p>15. ADDRESSING: New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet letters. Addressing for 1 & 2 family dwellings shall meet the requirements of CRR Policy #1307 and addressing at commercial occupancies and multi-family occupancies shall meet the requirements of CRR Policy #1305. (SFC 505.1)</p>	<p><i>Noted.</i></p>
<p>16. The project states there are shared driveways. Comply with IWUIC 403.6.2 Multiple addresses. Where multiple addresses are required at a single driveway, they shall be mounted on a single post, and additional signs shall be posted at locations where driveways divide.</p>	<p><i>Noted.</i></p>
<p>17. Dead turn-around indicated on Sheet C-3 shall conform with SFD Access and Water Guide as required by Section 503 of the Fire Code</p>	<p><i>Done.</i></p>

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18. Fire hydrants are required as part of this development - the first hydrant shall be located at the intersection of Brewer Road and then every 600 feet through the subdivision

Fire Hydrants shown in construction sheets, see Sheet C-13.

Project Application

fillable PDF available online at:
www.sedonaaz.gov/projects



City Of Sedona
Community Development Department
 102 Roadrunner Drive Sedona, AZ 86336
 (928) 282-1154 • 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 eleven -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	
	Email	wmheyer@gmail.com	Alt. Phone	
	Address	5018 Shoal Creek Blvd	City/State/ZIP	Austin/TX/78756
Contact #2	Company	Gammage & Burnham	Contact Name	Stephen Anderson
	Project Role	Representative	Primary Phone	(602) 256-0566
	Email	sanderson@gblaw.com	Alt. Phone	
	Address	40 N central, 20th Floor	City/State/ZIP	Phoenix, AZ 85004
Contact #3	Company		Contact Name	
	Project Role		Primary Phone	
	Email		Alt. Phone	
	Address		City/State/ZIP	



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

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

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

In affiliation with:

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

When Recorded, Return To:

Christopher L. Raddatz
Gammage & Burnham, PLC
40 North Central Avenue, 20th Floor
Phoenix, Arizona 85004

APN 401-20-027G

Affidavit Exempt
Per A.R.S. § 11-1134.B.7(b)

SPECIAL WARRANTY DEED

For the consideration of Ten and 00/100 Dollars and other valuable consideration, TEXONA INVESTMENTS, LLC, a Texas limited liability company ("Grantor"), does hereby convey to CV DEVELOPMENT SEDONA, INC., an Arizona corporation ("Grantee"), the following described real property situated in Coconino County, Arizona:

See Exhibit A attached hereto and by reference incorporated herein

SUBJECT TO: current taxes and other current assessments, patent reservations, and all easements, rights-of-way, encumbrances, liens, covenants, conditions, restrictions, obligations and liabilities as may appear of record.

AND GRANTOR hereby binds itself and its successors to warrant and defend the title against all of the acts of Grantor and no other, subject to the matters above set forth.

Dated this 22nd day of July 2021.

TEXONA INVESTMENTS, LLC, a Texas limited liability company

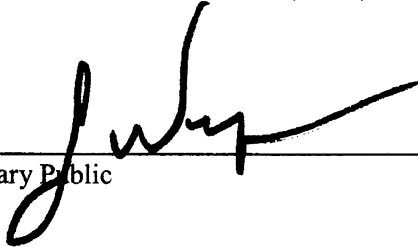
By: 

Name: William M. Heyer

Its: Managing Member

STATE OF TEXAS)
) ss.
County of Travis)

The foregoing instrument was acknowledged before me this 22 day of July 2021, by William M. Heyer, the Managing Member of TEXONA INVESTMENTS, LLC, a Texas limited liability company, for and on behalf thereof.



Notary Public

My Commission Expires:

11-20-2022



EXHIBIT A TO SPECIAL WARRANTY DEED

(Legal Description Attached)

A parcel of land situated in the Northwest quarter of the Northeast quarter of Section 18, Township 17 North, Range 6 East of the Gila and Salt River Base and Meridian, Coconino County, Arizona, being more particularly described as follows:

BEGINNING at a B.L.M. brass capped pipe dated 1957 and marking the North quarter corner of said Section 18;

Thence North 89 degrees 51 minutes 39 seconds East (North 89 degrees 48 minutes East recorded), a distance of 441.70 (441.70 recorded) feet along the North line of said Northwest quarter of the Northeast quarter of Section 18 to a 1/2 inch rebar set at the Northwest corner of that certain parcel described in Docket 703, Page 675 of the Coconino County Recorder's Office;

Thence South 31 degrees 46 minutes 21 seconds East (South 31 degrees, 50 minutes East recorded), a distance of 78.20 (78.20 recorded) feet along the westerly line of said parcel described in docket 703, Page 675 to a 1/2 inch rebar set at the North corner of that certain parcel described in Docket 727, Page 178 of the Coconino County Recorder's Office;

Thence South 37 degrees 13 minutes 39 seconds West (South 36 degrees 12 minutes West recorded) a distance of 127.00 (127.67 recorded) feet to a 1/2 inch rebar set at the Northwesterly corner common to those certain parcels described in Docket 727, Page 178 and Docket 792, Page 688 of the Coconino County Recorder's Office;

Thence South 66 degrees 10 minutes 39 seconds West (south 65 degrees 40 minutes West recorded), a distance of 87.00 (87.14 recorded) feet to a 1/2 inch rebar set at the Northwesterly corner of said parcel described in Docket 792, page 688;

Thence South 40 degrees 20 minutes 21 seconds East (South 40 degrees 56 minutes East recorded) a distance of 68.10 (65.00 recorded) feet along the Southwesterly line of said parcel described in Docket 792, Page 688 to a 1/2 inch rebar set at the Northerly corner of that certain parcel described in Docket 805, page 470 of the Coconino County recorder's Office;

Thence South 49 degrees 14 minutes 57 seconds West (South 49 degrees 04 minutes West recorded), a distance of 123.81 (123.00 recorded) feet to a 1/2 inch rebar set at the Westerly corner of said parcel described in Docket 805, Page 470;

Thence South 42 degrees 45 minutes 03 seconds East (South 42 degrees 56 minutes East recorded), a distance of 190.50 (187.42 recorded) feet along the Southwesterly line of said parcel described in docket 805, Page 470 to a 1/2 inch rebar set on the Westerly right-of-way line of Brewer Highway, the plat thereof being recorded in Book 2 of Maps, Page 139 of the Coconino County Recorder's Office;

Thence Southwesterly along said Westerly right-of-way line of Brewer Highway being a curve concave to the Southeast having a central angle of 17 degrees 07 minutes 20 seconds (19 degrees 40 minutes 20 seconds recorded), chord bearing of South 17 degrees 42 minutes 27 seconds West and radius of 319.48 (319.48 recorded) feet to an arc distance of 95.47 (109.69 recorded) feet to a 1/2 inch rebar set at a Point of Tangency;

Thence South 09 degrees 08 minutes 47 seconds West (South 08 degrees 22 minutes West recorded) a distance of 23.36 (10.63 recorded) feet along said Westerly right-of-way line of Brewer Highway to a 1/2 inch rebar set at the Northeasterly corner of that certain parcel described in Docket 560, Page 133 of the Coconino county Recorder's Office;

Thence North 84 degrees 20 minutes 03 seconds West (North 84 degrees 31 minutes West recorded), a distance of 100.00 (128.89 recorded) feet along the North line of said parcel described in Docket 560, Page 133 to a 1/2 inch rebar set at a Point of Curvature;

Thence Westerly along said Northerly line of that parcel described in Docket 560, page 133 being a curve concave to the Northeast having a central angle of 22 degrees 06 minutes 30 seconds (22 degrees 06 minutes 30 seconds recorded), chord bearing of North 73 degrees 16 minutes 48 seconds West and a radius of 55.00 (55.00 recorded) feet an arc distance of 21.22 (21.22 recorded) feet to a 1/2 rebar set at the Northwest corner of said parcel described in docket 560, page 133;

Thence South 47 degrees 31 minutes 57 seconds East (South 47 degrees 21 minutes West recorded), a distance of 253.05 (253.05 recorded) feet along the Northwesterly lines of those certain parcels described in Docket 560, page 133 and Docket 469, Page 398 of the Coconino County Recorder's Office to a 1/2 inch rebar set at the West corner of said parcel described in docket 469, Page 398;

Thence South 47 degrees 31 minutes 57 seconds West, a distance of 95.00 feet to a 1/2 inch rebar with cap stamped "LS 14184" set on the West line of the Northeast quarter of said Section 18;

Thence North 00 degrees 12 minutes 57 seconds East (North 00 degrees 02 minutes East recorded) a distance of 807.03 (807.03 recorded) feet along said West line of the Northeast quarter of Section 18 to the point of beginning.



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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

September 4, 2024

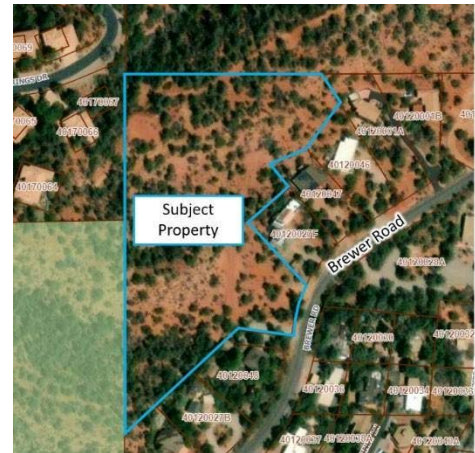
Cari Meyer, Planning Manager
Community Development
102 Road Runner Drive Sedona,
Arizona. 86366

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 "Applicant"). 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 to the City of Sedona development codes and ordinances.

The proposed subdivision is located on a highly visible, 5.72-acre, infill parcel located on the west side of Brewer Road, just north of Juniper Lane (Coconino County APN 401-20-027G). This infill property (the "Property") is highly visible due in large part to its topography, which rises sharply above Brewer Road. The parcel is addressed as 463 Brewer Road, as shown in the image to the right.



In response to the parcel's topography and visibility, the Applicant has developed an 11-lot cluster subdivision layout, which allows sensitive, steep hillside on the Property to be protected as open space. Consistent with the goal of minimizing disturbance to the hillsides and the City's hillside ordinance, the Applicant has made the street layout as narrow as possible while still providing adequate space for safe access, and likewise has elected to install an internal trail in lieu of sidewalks along the private roads in this small



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community.

I. PROJECT OVERVIEW

Context and History

In 2006, the City approved the final plat for the Canyon Vista Subdivision (SUB2005-14). However, due to the Great Recession, the Applicant decided not to proceed with the community development at that time. Consequently, as the Recession continued, the final plat expired.

The Property is currently vacant. It is shaped like a triangle, with its northern and western edges being straight. The hypotenuse runs from northeast to southwest and follows the existing lot lines, with a narrow opening onto Brewer Road. This opening limits the number of homes that the Property can service. The Canyon Vista Subdivision is located in hilly terrain, with a slope that typically descends from west to east at 20 to 40 percent. The Property has two levels, with a higher plateau to the west and northwest and a smaller valley to the east. The Property's steepest part is a spur that cuts across the middle of the Property. Due to the steep terrain, a geotechnical soil 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 is located in an area designated by the Sedona Community Plan Land Use Map for Single Family Medium Density 2-4 du/ac. The 5.72-acre parcel is zoned for Single-Family Residential (RS-10 Single-Family Residential; 10,000 minimum lot). This zoning theoretically allows up to 22 platted lots, but the proposed Canyon Vista Subdivision has only 11 lots, which proposes 2 du/ac. As the proposed subdivision aligns with the Community Plan designation and zoning, no Community Plan Amendment or zone change is needed. This means that the proposal is "by right." The Property is not located within any special planning area designated by the City and will comply with all other ordinances and regulations of the City.

The proposed subdivision has been designed to blend in with the surrounding area in terms of style, layout, and size. The Property is mainly surrounded by similar single-family homes, except for the southern portion of the west perimeter, which is adjacent to the Coconino National Forest. As a result, the Property can be considered as an infill parcel, requiring some level of consideration for the surrounding lots. To the northwest, the 1985 Les Spring subdivision consists of 106 single-family homes within the PD zoning district, with building pads ranging from 3,200 to 9,000 square feet. The Sky Ridge subdivision is located directly to the north, consisting of 18 lots ranging in size from 18,000 to 36,000 square feet and zoned RS-18. All the land to the east and south is zoned RS-10 and consists of single-family residential homes and lots. On the west side of Brewer Road, the seven lots adjacent to the Canyon Ridge plat are not part of any subdivision, with each lot being at least 0.45 acres. On the east side of Brewer Road, the 1961 Juniper Hills subdivision comprises 17 lots.

The Proposed Subdivision

The purpose of this development is to create residential building lots that blend seamlessly into the natural surroundings while adhering to an orderly and harmonious design. This will ensure the promotion of public health, safety, and welfare. The community comprises eleven lots, each having an average pad size of 3,700

square feet. These pad sizes are ideal for protecting areas outside of the Property. Despite the zoning requirements mandating a minimum size of 10,000 square feet for up to 22 lots, this design limits the site to only 11 pads that are, on average, 3,700 square feet. The design is more like RS-18 density, but with small building pads. All eleven lots comply with zoning standards concerning lot size, setbacks, and impervious coverage. It is evident that the landowner has no intention of increasing the density of this challenging Property. In addition, there will be two areas created to further define the development. The two areas are defined as:

- LOT A- PROTECTED SENSITIVE AREAS; and
- LOT B- INGRESS/EGRESS UTILITY AND DRAINAGE AREAS THAT MAY BE DISTURBED.



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



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with the immediately adjacent 18,000 square foot lots to the north and the east.

It is the Applicant's intent, among other elements, to protect the natural topography, watercourses, drainage ways, and trees, and to control erosion. The lot pads and street have been located near the crest of the ridges with the intent of minimizing adverse environmental impacts. 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 no deviations from the LDC.

The proposed Denise Lane driveway will provide safe access for vehicular traffic and improve the safety of the existing driveway. The lots/pads in question have been designed to follow the natural topography to minimize cutting and grading. Denise Lane, in particular, has been laid out to closely follow the Property's natural contours along the slope that divides it into its tiers, and the Lane has been designed to serve the upper tier. Due to the steep slope, vehicular access for Lots 1 to 5's driveways, as proposed, will limit the disturbance to the steep slopes.

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.

Wastewater. A main sewer line will run along Denise Lane, connecting all proposed residential units within the development. The mainlines will be linked to the existing City sewer line on Brewer Road. To connect the sewer to Lots 6 to 10, we will install a pressure sewer system. Due to the road's slopes, limited space, and rock, a pressure system will be used instead of digging deep trenches and drop manholes. This approach will also help preserve the open area that would have otherwise been disturbed to install a gravity sewer line. To comply with ADEQ's requirement of not allowing over 10 fps velocity in the pipe, manholes 12 to 15 feet would have otherwise been needed. 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. The power pole in the right of way brings the utility line across the street, and from this pole, the utilities are underground.

Solid Waste. Patriot Disposal (now Waste Management) 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



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would be approximately five minutes. We have met with the Fire Marshall and the Assistant Fire Marshall on the site layout. We have incorporated their suggestions and sent them an advance copy of the plans so they can provide their official letter through the City's process to ensure they have the city-approved plans.

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 cluster 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.

II. ANALYSIS OF CONFORMANCE TO THE LDC AND DREAM

We begin with an explanation of our cluster subdivision layout. The applicant's specific responses to the provisions of the Land Development Code and the Design Review, Engineering, and Administrative Manual follow. This part of the Owner's letter of intent addresses the proposed subdivision's compliance with each of those Standards. Section 7.3 of the Land Development Code establishes the bulk of the City's Subdivision Standards. 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 addressing the procedural requirements of Article 8, including Citizen Notice and the City's Approval Criteria. In some cases,



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Code provisions are grouped together where there is significant overlap.

The Applicant has developed and submitted a plat that requires no deviations from the LDC.

Cluster Subdivision

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

Our proposed cluster subdivision is the perfect solution to protect the natural and hillside areas from any potential harm. We understand the importance of preserving the environment and have taken all necessary steps to ensure it remains undisturbed. With a site density that permits up to 22 units on this Property, we have strategically placed only 11 building pads to protect the sensitive lands and leave more open space. In addition, large sections of land, designated as “LOT A,” will ensure that the sensitive lands remain undisturbed, and “LOT B” is exclusively for ingress/egress, utilities, and drainage areas, with the remaining portions of Lot B (i.e., the areas immediately adjoining the residential lots) reserved for uses ancillary to the residences, as will be further detailed in the Declaration. Finally, 11 residential lots/building pads are proposed, averaging 3,700 square feet each.

Lot Number	Lot Sizes in Square Footage
1	3,186
2	2,808
3	3,229
4	2,816
5	3,159
6	8,967
7	3,290
8	3,279
9	3,276
10	3,599
11	3,731

Our method of subdivision is designed with the environment in mind. By grouping homes together, we aim to reduce the project's impact on the environment, hillsides, and sensitive lands. We strongly believe that our approach to development is the best one, as it not only helps to maintain the natural beauty of the area but also ensures that any enhancements are made in a sustainable and responsible manner.

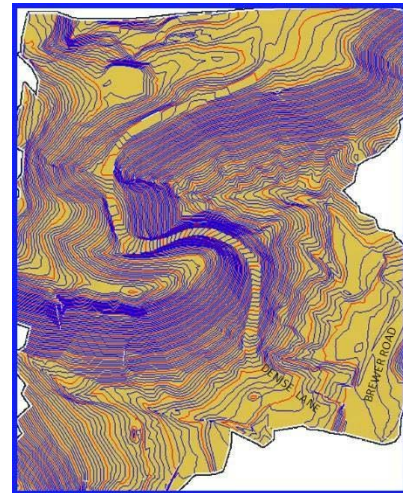
With that overview in mind, we turn now to the specific provisions of the LDC and DREAM.

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 subdivisions or along private residential streets).

In compliance. We have made some changes to the driveways in the area. Lots 4 and 5 will now share a driveway, so we no longer need a second connection to Brewer Road. Additionally, to reduce the impact on the neighbor to the southeast, we have consolidated the driveways for Lots 1, 2, and 3 with a shared driveway.



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.

In compliance. The topography limits the Property's access locations. Additionally, the current easement for the neighboring property has been considered, which means that the Property will not have a second driveway onto Brewer Road. The speed limit on Brewer Road is only 25 MPH. A shared driveway 45 feet from the Brewer Road intersection will be used to access Lots 4 and 5. This eliminates the need to connect the lower lots to Brewer and avoids the steep slopes.

Section 5.4.H.(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.

See below at Section 7.3.D.3.a

ARTICLE 7: SUBDIVISION STANDARDS

Section 7.3.C. Lot Planning



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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 has only 11 pads, significantly less than the allowed density of 22 lots at 2 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. It shall be appropriate for the location and character of the 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. This is a clustered subdivision to create and protect the sensitive lands. Each pad is no closer than 10 feet for fire code. Each pad will also have a limited area for landscaping of 10 to 12 feet.

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, one access point is provided in the proposed subdivision. Lot 3 has Denise Lane and a common driveway on two sides. Lot 4 has Denise Lane on one side and a private driveway to Lot 5 on the other to avoid a steep slope. A non-vehicular access easement (NVAE) has been applied at various locations throughout the subdivision to restrict access points. The NVAE brings the design into compliance by preventing double-frontage



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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, we have clustered lots that are accessed through common areas or easements.

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, so 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 and the location of natural and/or topographic features such as drainage ways, rock outcrops, native vegetation, and trees.

In compliance. We have limited the construction envelopes with clustering so as to reduce the area of disturbance.

(3) *Drainage*

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

In compliance. Since the downstream residence only has a 12-inch culvert under the home, we are proposing to meter the flow to help with the undersized downstream channel and pipes.

(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 right of way. Each lot has been designed to be accessed locally. There is no direct access from the lots to Brewer Road proposed.



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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 consists of two tiers. Thus, it cannot accommodate a traditional loop road providing two access points to each lot. A hammerhead for turning around has been provided at the top of Denise Lane. We have reached out to the adjacent development for shared emergency access that would benefit both properties, but have been unsuccessful.

(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

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.

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. Because the applicant is using a clustered layout, there are no flag lots, because the lots are limited to the building envelopes.

(6) *Modification of Construction Envelope*

The Director may, upon application by the property owner, modify the construction envelope for an individual lot as shown on the final plat provided that:

- a. The revised construction envelope is equally as sensitive to the natural conditions as the original construction envelope;
- b. The area of the construction envelope is not enlarged; and



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c. The construction envelope meets the setback requirements for the respective zoning district. [Ord. 2023-03 § 1 (Exh. A), 4-25-23].

We clustered the pads to reduce the construction envelope.

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 by clustering.

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

As detailed above, our proposed clustering subdivision is the perfect solution to protect the natural and hillside areas from any potential harm.

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.

Noted.

(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. Line of sight for Brewer Road will be shown on the plat.

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



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structures. (See Figure 7-1.)

In compliance. The layout prevents silhouetting.

(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

See also 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.

See also 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.

In compliance. The Applicant proposes to replace sidewalks with a trail. Constructing sidewalks on this steeply sloped property would require significant cuts and fills, widening the access point and creating visible impacts from outside the property. That would be antithetical to the City's general design aesthetic and to the purpose of clustering. A trail will avoid these impacts.

Moreover, the access road in this subdivision does not connect to any other roads or community gathering places. With only 11 lots on this right of way, the need for full sidewalks does not exist. A trail will be sufficient to serve this small community.

- b. Each private accessway 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. A minimum paved width of 16 feet is provided.

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:



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(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. The sole point of connection is at Brewer Road.

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, we will be connecting to Brewer Road at the existing driveway thereby maintaining a safe access for the neighboring property.

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.



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(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. The roadway will follow the existing pathway and will limit the amount of cut necessary.

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. Brewer is a local residential collector street that does not need a frontage road. There is no irrigation or abutting commercial or industrial land. The plat includes the onsite drainage in an easement.

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 is seeking permission to construct Denise Lane with ROW width of 30 feet instead of 50 feet. This road serves only 11 lots, with 5 of them located near the beginning of Denise Lane, and therefore, it does not need to carry a significant amount of traffic. The road climbs a steep hill, and if it is made wider, then larger cuts and fills would be required that would add additional scarring of the hillside. Hence, it is proposed that Denise Lane should be built to reflect the minimal needs of the proposed subdivision so that the visual impact on surrounding communities is appropriately considered.

The driveway to Lots 4 and 5 is placed as far from Brewer Road as possible, and it does not get into the steep slopes. Lots 1 and 2 have a shared access easement. Lastly, Lot 3 could connect to Denise Lane but instead has an easement with Lots 4 and 5.



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Leonard Filner, Planner

Due to topographical constraints, the standard 50' right-of-way on Denise Lane has been reduced to 30' for the proposed development. 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 sensitive land.

c. Other designs and materials may be required for the construction of streets, curbs, and sidewalks when, according to 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.

d. 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. We have preliminarily met with the Fire Marshall for input, and as part of this review the Fire Marshall will give the official comments on the site.

(4) 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, we will not be constructing any sidewalks on the Property due to the steep slope conditions, and will be constructing a trail instead, as allowed and anticipated by the LDC. The public rights of way that exist do not connect to any other areas, and will only be used by residents and visitors. Building sidewalks would require additional cuts and fills which would damage the land unnecessarily. A trail will provide sufficient access in a much less impactful manner.

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. We are proposing Denise Lane, as the road has historically been called.

(2) *Street Signage*

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



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street intersection.

In compliance. In addition will be "No Parking" signs

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

In compliance, this will be shown on the construction plans.

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, all signage will be part of the constructions plans for installation by the Applicant's contractor.

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, all utilities will be within the roadway. By using a pressure sewer system for the upper lots, we will significantly reduce the work within the new roadbed. A gravity sewer system would have deep drop manholes and impact the areas that we are trying to protect.

(2) Areas dedicated for easements shall have sufficient width for roadway and other improvements, including roadway, drainage, utilities, and 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. We have incorporated setbacks when placing the pad locations.

(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



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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 the removal and replacement of the drainage facility.

Using the clustering design, we avoided any major or city drainage. There is one minor city drainage that we have designed the pads to avoid. The downstream property has only a 12" CMP going under their house. We will modify the drainage design to help alleviate their drainage issue.

(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. Our proposed trail will not link to the Forest Service land.

(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, stormwater facilities, and wastewater facilities, provided that the reservations are following 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 the small size of the subdivision.

Section 7.3.J. Alternatives to Subdivision Standards

(1) *Alternatives Generally*

(2) *Cluster Subdivision*

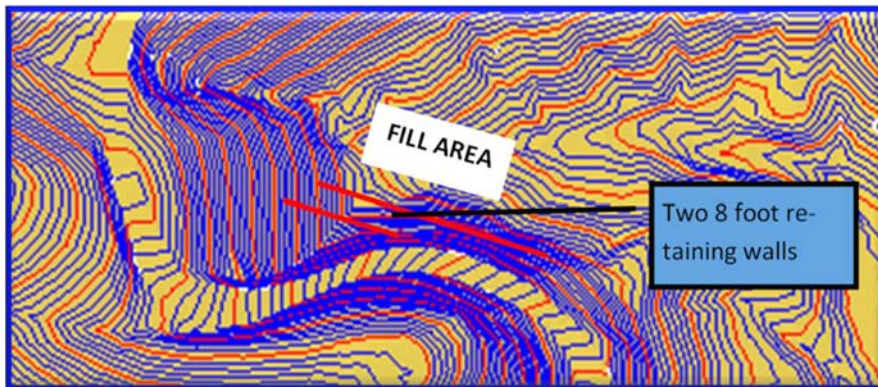
This will be a cluster subdivision.

DESIGN REVIEW, ENGINEERING AND ADMINISTRATIVE MANUAL

ARTICLE 3: ENGINEERING

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

This road is designed for low-speed travel and is not a through street. Parking on the street is prohibited. We have assessed the recommended radius by the City and found that implementing it would have a significant impact on an area that is currently designated as an untouched natural area, as detailed below. To reduce this impact, we are suggesting a tangent length of 30 (thirty) feet. In the area that is a tight radius, we will have an Eye Brow to allow more room for larger vehicles (emergency vehicles).



On the lower side of the road, achieving the desired curve and tangent length would require a significant amount of filling and the construction of 22-foot vertical retaining walls. However, the city regulations limit the height of retaining walls to 8 feet, with a total height of 16 feet, including setbacks. If we follow the required setback between retaining walls, then the height needed to retain would increase to almost 30 feet. This would result in filling an area that otherwise could be undisturbed with 10 feet of fill and then starting the walls to comply with setbacks and road dimensions. Although this approach would create space for two additional building pads, we have decided to prioritize protecting the slope with the proposed road design and forgo any additional pads. We are planning an Eye Brow for the tight turn to allow emergency and large vehicles more maneuvering room.

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.

The average daily traffic is under 104 trips per day, with a peak hour around 10 vehicles split going into and out of Denise Lane. Again, as stated previously, the topographical and engineering constraints on this



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Property limit the development to a 30' ROW to minimize cut and fill. This reduced right-of-way is justified by the minimal traffic traveling these drives.

ARTICLE 8: ADMINISTRATION AND PROCEDURES

Section 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 regular mail.

The Applicant shall make a good-faith effort to address the interest of the surrounding property owners in the immediate neighborhood by making a new mailing describing the clustered layout, per Section 8.3.E (5).e. An Affidavit of Mailing will be prepared and submitted to the City of Sedona Community Development Division.

Section 8.3.E(5) Subdivision Approval Criteria

b. Prior Approvals

The proposed development shall be consistent with the terms and conditions of any prior land use approval, plan, or plat approval that is in effect and not proposed to be changed. This includes an approved phasing plan for development and installation of public improvements and amenities.

Not applicable. There are no prior land use approvals that remain in effect on the property.

c. Consistency with Sedona Community Plan and Other Applicable Plans

Except for proposed subdivisions, the proposed development shall be consistent with and conform to the Sedona Community Plan, Community Focus Area plans, and any other applicable plans. The decision-making authority:

1. Shall weigh competing plan goals, policies, and strategies; and
2. May approve an application that provides a public benefit even if the development is contrary to some of the goals, policies, or strategies in the Sedona Community Plan or other applicable plans.

Compliance with the Sedona Community Plan is addressed above at Page 5.

d. Compliance with This Code and Other Applicable Regulations

The proposed development shall be consistent with the purpose statements of this Code and comply



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with all applicable standards in this Code and all other applicable regulations, requirements and plans, unless the standard is lawfully modified or varied. Compliance with these standards is applied at the level of detail required for the subject submittal.

Compliance with all applicable individual provisions of the Land Development Code and the Design Review, Engineering and Administrative Manual are set forth above in a section by section format.

e. *Minimizes Impacts on Surrounding Property Owners*

The proposed development shall not cause significant adverse impacts on surrounding properties. The applicant shall make a good-faith effort to address concerns of the surrounding property owners in the immediate neighborhood as defined in the Citizen Participation Plan for the specific development project, if such a plan is required.

The Applicant's proposed density is well below the density allowed on the site by the Land Development Code. The Applicant has used a clustering layout for this highly visible, infill parcel in large part to minimize the impact of the project on surrounding property owners.

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 this Code.

The Applicant is unaware of any relevant intergovernmental agreements.

g. *Minimizes Adverse Environmental Impacts*

The proposed development shall be designed to minimize negative environmental impacts, and shall not cause significant adverse impacts on the natural environment. Examples of the natural environment include water, air, noise, storm water management, wildlife habitat, soils, and native vegetation.

To reiterate, the Applicant's proposed density is well below the density allowed on the site by the Land Development Code. The Applicant has used a clustering layout for this highly visible, infill parcel in large part to minimize the impact of the project on surrounding property owners. The Applicant has also designed the project to address drainage impacts on a downstream neighbor.

h. *Minimizes Adverse Fiscal Impacts*

The proposed development shall not result in significant adverse fiscal impacts on the City.

The Applicant is unaware of any significant fiscal impact on the City. The proposed community will make use of basic City services in a normal manner.



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i. Compliance with Utility, Service, and Improvement Standards

As applicable, the proposed development shall comply with federal, state, county, service district, City and other regulatory authority standards, and design/construction specifications for roads, access, drainage, water, sewer, schools, emergency/fire protection, and similar standards.

Utility issues are addressed above at Page 4.

j. Provides Adequate Road Systems and Traffic Mitigation

Adequate road capacity must exist to serve the uses permitted under the proposed development, and the proposed uses shall be designed to ensure safe ingress and egress onto the site and safe road conditions around the site, including adequate access onto the site for fire, public safety, and EMS services. The proposed development shall also provide appropriate traffic improvements based on traffic impacts.

Road issues are addressed in detail above in several sections. Road capacity needed for 11 homes is minimal. The road design fully complements the challenging contour of the site, minimizing the profile of Denise Lane as much as safely possible.

k. Provides Adequate Public Services and Facilities

Adequate public service and facility capacity must exist to accommodate uses permitted under the proposed development at the time the needs or demands arise, while maintaining adequate levels of service to existing development. Public services and facilities include, but are not limited to, roads, potable water, sewer, schools, public safety, fire protection, libraries, and vehicle/pedestrian connections and access within the site and to adjacent properties.

This criteria is redundant of Sections i and j immediately above; see responses there. The Property has no connection to any other existing communities.

l. Rational Phasing Plan

If the application involves phases, each phase of the proposed development shall contain all of the required streets, utilities, landscaping, open space, and other improvements that are required to comply with the project's cumulative development to date, and shall not depend upon subsequent phases for those improvements.

The proposed subdivision will be developed in a single phase.

Summary

This Letter of Intent and accompanying documentation affirms that the proposed Canyon Vista Preliminary Plat will comply with the subdivision requirements outlined within Articles 5, 7, and 8 of the



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Sedona Land Development Code, as well as the Design Review, Engineering, and Administrative Manual. The development will be executed with utmost care to minimize the impact on the neighboring properties and the environment. It will offer an efficient road system that blends seamlessly with the surrounding area, ensures safe entry and exit for vehicles, and provides necessary water supply, sewage disposal, electric service, storm drainage, and other utilities. With meticulous planning and execution, this infill, cluster subdivision promises to be a well-organized and harmonious addition to the community.

We respectfully request the approval of the Preliminary Plat. Further details and analysis will be developed at the time of the Final Plat and construction plans.

Should you have any questions, or need any additional information, please get in touch with David Nicolella at (928)-202-3999 Ext. 104 or dn@sefengco.com.

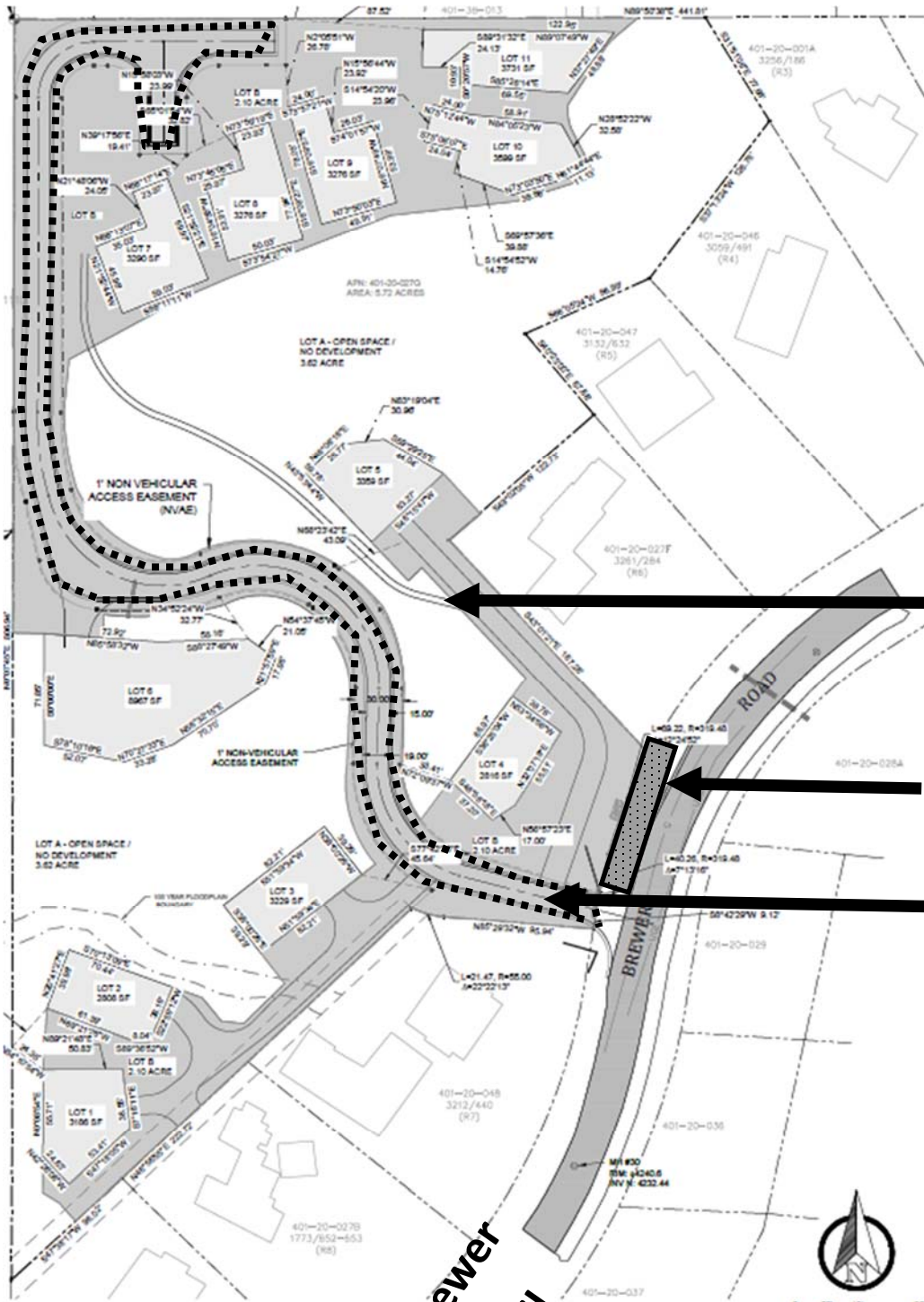
Sincerely,

A handwritten signature in black ink that reads "Luke A. Sefton". The signature is written in a cursive, flowing style.

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

Project No.: 140505

CANYON VISTA'S CIRCULATION PLAN



- Street Connectivity:** connecting to Brewer Road
- Emergency vehicle access:** Provided
- Parking movements:** NA
- Loading operations:** NA
- Turning radii:** Confirmed by Fire District
- Traffic calming:** NA

**PEDESTRIAN
CIRCULATION**

SHARED USE PATH

**SINGLE ACCESS
POINT**

HATCH LEGEND

	PROPOSED CONCRETE ROAD
	PROPOSED DECOMPOSED GRANITE ROAD
	30' PUBLIC ACCESS UTILITY & DRAINAGE EASEMENT
	PROPOSED ASPHALT ROAD
	PROPOSED DRIVEWAY EASEMENT
	RESIDENTIAL LOTS
	LOT S - INGRESS/EGRESS UTILITY AND DRAINAGE AREAS THAT MAY BE DISTURBED



**Brewer
Trail**

0-15% SLOPE

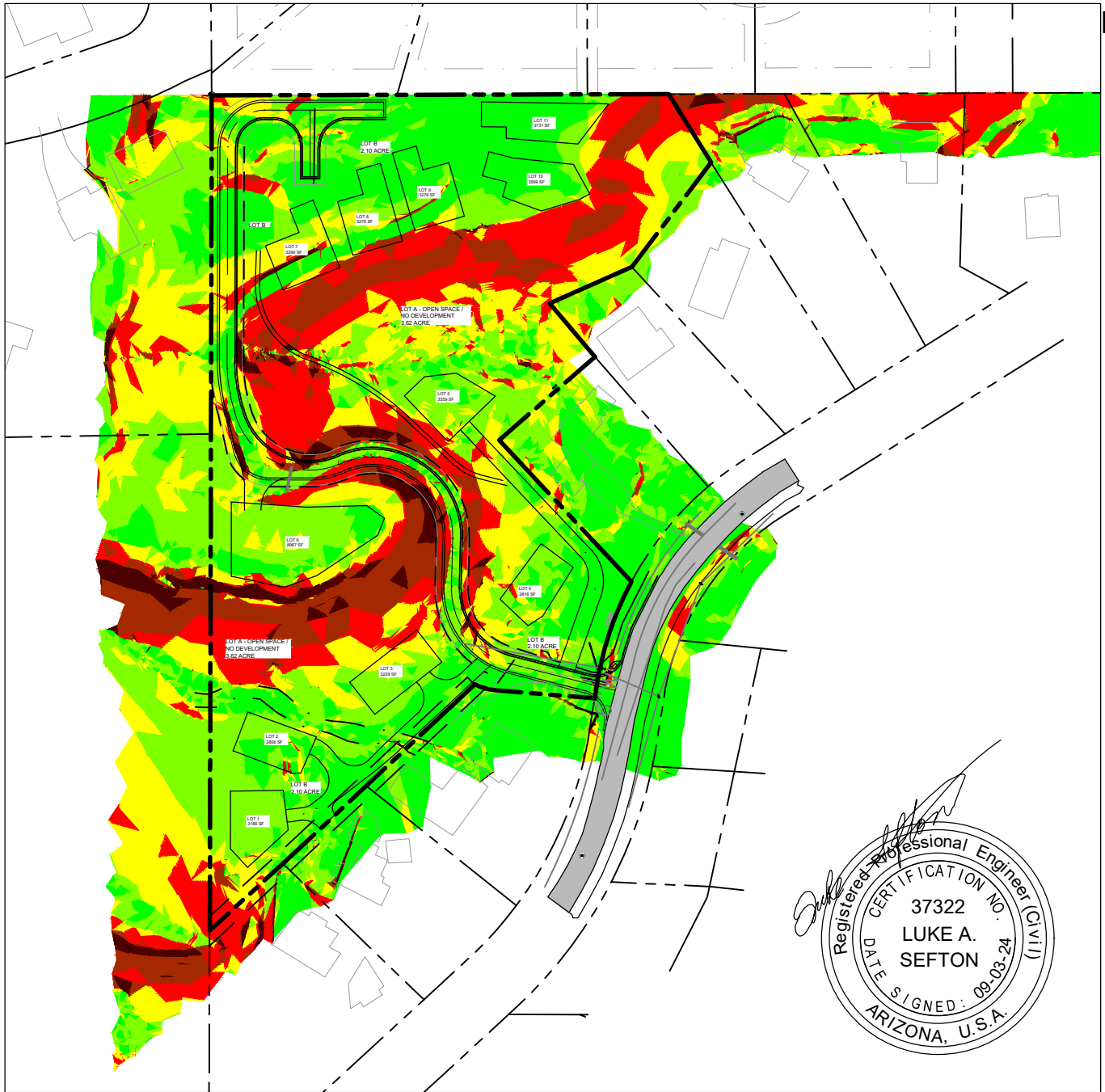
30-45% SLOPE

60-75% SLOPE

15-30% SLOPE

45-60% SLOPE

75% OR MORE SLOPE



40 STUTZ BEARCAT DR.
 SEDONA, ARIZONA 86336
 PH: (928) 202-3999

**CANYON VISTA PZ23-00005(SUB)
 SLOPE ANALYSIS**

DRAWN BY:	TBJ
PROJECT NO:	140505
DATE:	09-03-2024
SCALE:	1"=150'
SHEET NO.	SHEET 1 OF 1

ENGINEER COST ESTIMATE

Project: Canyon Vista Sub-Division
 Project No: 140505

Date: February 15, 2024

Construction Costs				
Grading and Paving	Unit	Quantity (Side Rd)	Unit Cost	Cost
Clearing and Grubbing	LS	1	\$8,500.00	\$8,500.00
Excavating, machine, common earth	CY	1960	\$18.90	\$37,044.00
Detention Basins and Check dams	1000	22	\$19.90	\$437.80
Export material, common earth	CY	2200	\$26.00	\$57,200.00
Concrete pavement	CY	173	\$26.00	\$4,498.00
Asphaltic Concrete Pavement, 3" thick	SY	650	\$37.00	\$24,050.00
Base Course, 3/4" Stone, Roadway, Compacted 6"	SY	1769	\$3.77	\$6,669.13
Driveway Entrance, MAG 250-2	EA	1	\$3,200.00	\$3,200.00
5' Wide Sidewalk, 4" Thick per MAG 230	SF	0	\$4.50	\$0.00
Type C Roll Curb & Gutter MAG 220 / Vertical	LF	1900	\$28.00	\$53,200.00
Sub-Total				\$194,798.93

Site Work	Unit	Quantity	Unit Cost	Cost
Riprap 6"	SF	117	\$18.00	\$2,106.00
Street Sign with Marion Steel Lap Splice Breakaway Posts	EA	5	\$682.00	\$3,410.00
Relocate Existing Utility Pole	EA	1	\$3,000.00	\$3,000.00
Retaining Walls - Concrete Forms and Finishing	SF	1967	\$2.25	\$4,425.75
Retaining Walls - #5 Vertical Rebar Placement	LF	1925	\$3.50	\$6,737.50
Retaining Walls - #4 Horizontal Rebar Placement	LF	2380	\$3.25	\$7,735.00
Retaining Walls - Concrete Placement	CY	73	\$145.00	\$10,585.00
Remove Existing Wall	EA	1	\$1,000.00	\$1,000.00
Sub-Total				\$38,999.25

Sanitary System	Unit	Quantity	Unit Cost	Cost
Trenching, machine, common earth	LF	1930	\$40.00	\$77,200.00
Bedding, crushed stone 3/4" to 1/2"	CY	950	\$24.43	\$23,208.50
Main Line, pipe, SDR 35, 8" dia.	LF	80	\$30.00	\$2,400.00
Auxiliary Line, pipe, SDR 35, 6" dia.	LF	620	\$27.00	\$16,740.00
Residential Line, pipe, SDR 35, 4" dia.	LF	750	\$25.00	\$18,750.00
Sewer Lateral Connection & Cleanout, SDR 35, 4"dia, MAG 440	EA	5	\$3,412.00	\$17,060.00
Pressure Sewer	LF	1100	\$25.00	\$27,500.00
Sewer Cleanout, Mainline	EA	1	\$2,635.00	\$2,635.00
48" Concrete Sanitary Sewer Manhole, MAG 420-1	EA	2	\$7,600.00	\$15,200.00
Connect to Existing SewerMain	EA	1	\$2,800.00	\$2,800.00
Sewer Testing	LS	1	\$4,000.00	\$4,000.00
Sub-Total				\$207,493.50

Storm Drainage	Unit	Quantity	Unit Cost	Cost
18" Dia. Corrugated Metal Pipe, MAG 621	LF	30	\$65.00	\$1,950.00
Trench Drain	LF	20	\$80.00	\$1,600.00
Riprap D ₅₀ = 6" over 12" Thick	SF	2327	\$18.00	\$41,886.00
Retention Basin	LS	1	\$8,500.00	\$8,500.00
Sub-Total				\$53,936.00

Misc. Items	Unit	Quantity	Unit Cost	Cost
SWPPP	LS	1	\$6,000.00	\$6,000.00
Traffic Control	LS	1	\$1,500.00	\$1,500.00
Quality Control & Testing	LS	1	\$12,000.00	\$12,000.00
Sub-Total				\$19,500.00

Total Construction \$514,727.68

Soft Cost	
Construction Survey Staking (3% of Construction Costs)	\$15,441.83
Mobilization (8% of Construction Costs)	\$41,178.21
Engineering Inspection & As-Builts (5% of Construction Costs)	\$25,736.38
Contingency (20% of Construction Costs)	\$102,945.54

Taxes (8.27% of Construction Costs)		\$42,567.98
	Total Soft Costs	\$227,869.94
Total Construction Cost		\$742,597.62

Owner reserves the right to vary the quantities shown at their discretion. The above quantity estimates are for the use of the owner and should not be used as your basis of bid.

Utility Companys & Impact Fees

APS	Unit	Quantity	Unit Cost	Cost
Trenching, machine, common earth	LF	1064	\$15.00	\$15,960.00
Bedding, crushed stone, 3/4" to 1/2"	CY	1064	\$19.43	\$20,673.52
(6) 4" Conduit	LF	1064	\$2.79	\$2,968.56
400 Amp Service Wire	LF	1064	\$6.66	\$7,086.24
50 kVA Transformer, 120/240V	EA	4	\$4,657.00	\$18,628.00
Study and Design Agreement	LS	1	\$860.00	\$860.00
			Sub-Total	\$66,176.32

Communication	Unit	Quantity	Unit Cost	Cost
General Fees	LS	1	\$6,000.00	\$6,000.00
			Sub-Total	\$6,000.00

AWC Water System	Unit	Quantity	Unit Cost	Cost
Trenching, machine, common earth	LF	1113	\$18.00	\$20,034.00
Bedding, crushed stone, 3/4" to 1/2"	CY	1113	\$19.43	\$21,625.59
Single Service Connection, 3/4" or 1", AWC E-9-9-1	EA	5	\$2,870.00	\$14,350.00
45° Bend with Megalug Joint Restraint, AWC E-9-5-3-1 & E-9-5-3-2 and Concrete Thrust Block, E-9-5-1	EA	5	\$485.00	\$2,425.00
22.5° Bend with Megalug Joint Restraint, AWC E-9-5-3-1 & E-9-5-3-2 and Concrete Thrust Block, E-9-5-1	EA	4	\$455.00	\$1,820.00
Air Release Valve, AWC E-9-8-3	EA	1	\$3,950.00	\$3,950.00
End of Line Blow-off Assembly, AWC E-9-8-1	EA	1	\$2,450.00	\$2,450.00
Typical Fire Hydrant, AWC E-9-6-1	EA	2	\$7,200.00	\$14,400.00
2" Water Line, D.I.P. Class 350	LF	156	\$18.50	\$2,886.00
6" Water Line, D.I.P. Class 350	LF	957	\$25.50	\$24,403.50
Off-Site Facilities Fee	LS		\$52,250.00	\$0.00
Inspection Fee	LS	1	\$4,000.00	\$4,000.00
Deposit Fee for Review	LS	1	\$4,440.00	\$4,440.00
			Sub-Total	\$116,784.09

City of Sedona	Unit	Quantity	Unit Cost	Cost
New Subdivision	LS	1	\$4,000.00	\$4,000.00
Grading Permit, 1,001 - 10,000 CY	LS	1	\$246.00	\$246.00
Grading Plan Review	LS	1	\$1,500.00	\$1,500.00
Wastewater Permit	LS	1	\$2,500.00	\$2,500.00
Wastewater Inspections	HR	8	\$55.00	\$440.00
Wastewater Residential Connection	EA	8	\$11,158.24	\$89,265.92
Construction Valuation Fee	LS		\$5,065.52	\$0.00
			Sub-Total	\$97,951.92

ADEQ	Unit	Quantity	Unit Cost	Cost
Type 2 General Permits	LS	1	\$600.00	\$600.00
Gravity Sewer Only with Manholes, Less than 50 Connection	LS	1	\$1,000.00	\$1,000.00
			Sub-Total	\$1,600.00

Total Utility, Permit & Impact Fees	\$288,512.33
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Project Cost	\$1,031,109.95
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ARIZONA WATER COMPANY

3805 N. BLACK CANYON HIGHWAY, PHOENIX, AZ 85015-5351 • P.O. BOX 29006, PHOENIX, AZ 85038-9006
PHONE: (602) 240-6860 • FAX: (602) 240-6874 • TOLL FREE: (800) 533-6023 • www.azwater.com

July 16, 2021

Mr. David Nicolella
Sefton Engineering Consultants
40 Stutz Bearcat Drive
Sedona, AZ 86336

Re: Domestic Water Service to 463 Brewer Road - APN 401-20-027G

Dear Mr. Nicolella:

Arizona Water Company (the "Company") certifies that the above-described property is located within its Sedona Certificate of Convenience and Necessity in Sedona, Arizona, and that it will provide water service to the property in accordance with the Company's tariffs and the Arizona Corporation Commission's rules and regulations. It will be the responsibility of the developer to provide the funds to install the necessary water facilities, and the Company assumes no liability to install those facilities if the funds are not advanced by the developer.

The design of the water distribution system must comply with the Company's standard specifications that are on file at the Yavapai County Development Services. Both preliminary and final water system designs must be approved by the Company.

It will also be the responsibility of the developer to meet all the requirements of regulatory agencies having jurisdiction over Arizona subdivisions and of Arizona statutes applicable to subdivided or unsubdivided land, including, but not limited to, requirements relating to a Certificate of Assured Water Supply, as set forth in the Arizona Groundwater Management Act, A.R.S. §45-576.

Please notify the Company if you will be proceeding with development of the property so the Company can prepare the necessary Agreement.

Very truly yours,



Andrew J. Haas, P.E.
Vice President – Engineering
developmentservices@azwater.com

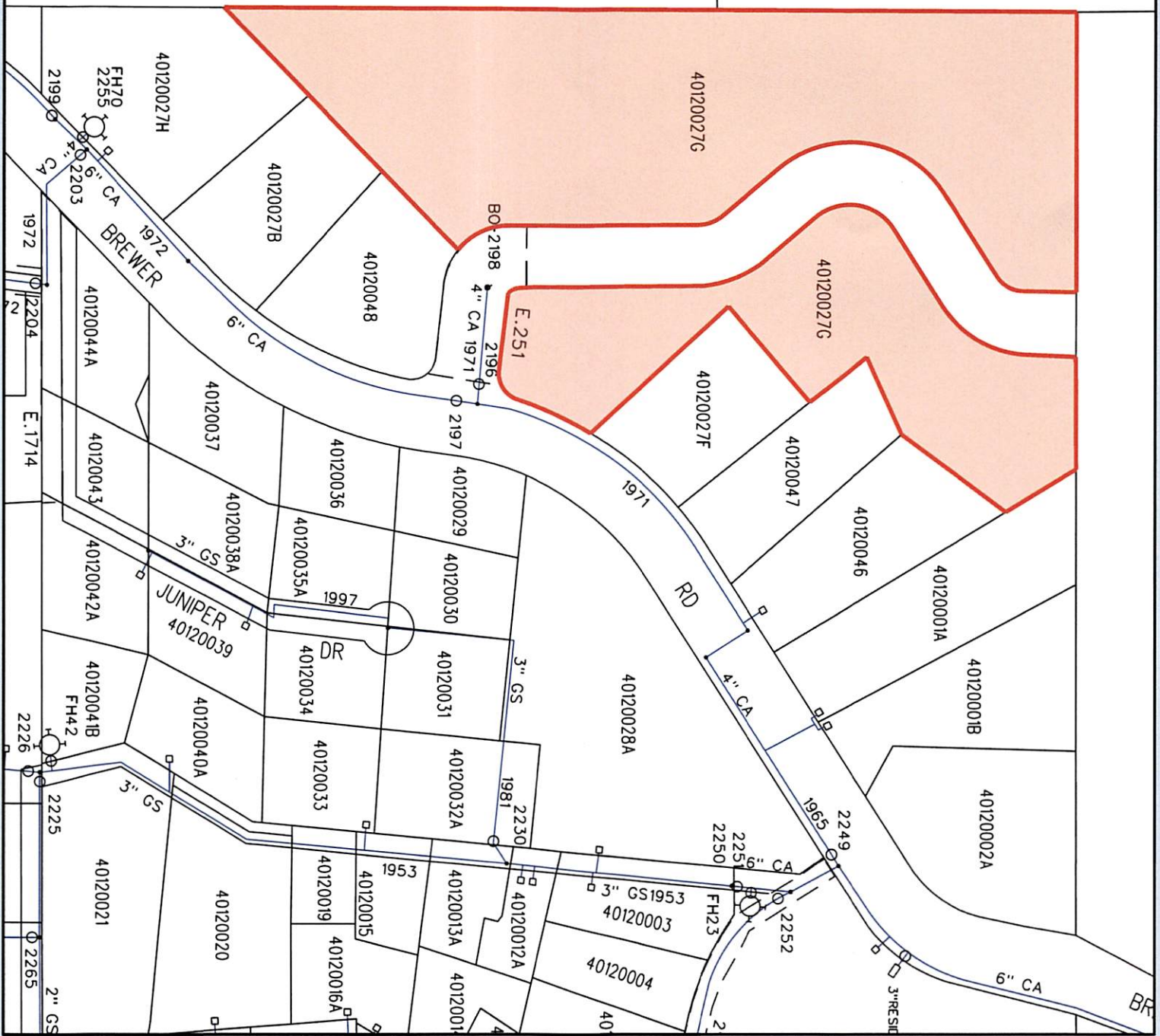
fad

E-MAIL: developmentservices@azwater.com



0170067

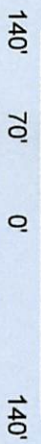
SP
DR



SEFTON ENGINEERING
 APN 401-20-027G



SEDONA
 NE 1/4 SEC. 18, T. 17N., R. 6E.



MAP DISCLAIMER

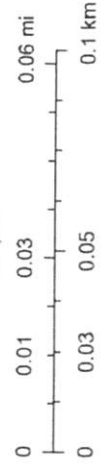
THIS MAP IS FOR GENERAL REFERENCE ONLY.
 IT DOES NOT REPLACE A LAND SURVEY AND
 ARIZONA WATER COMPANY DOES NOT GUARANTEE
 ITS THEMATIC OR SPATIAL ACCURACY.

Parcel Viewer Map

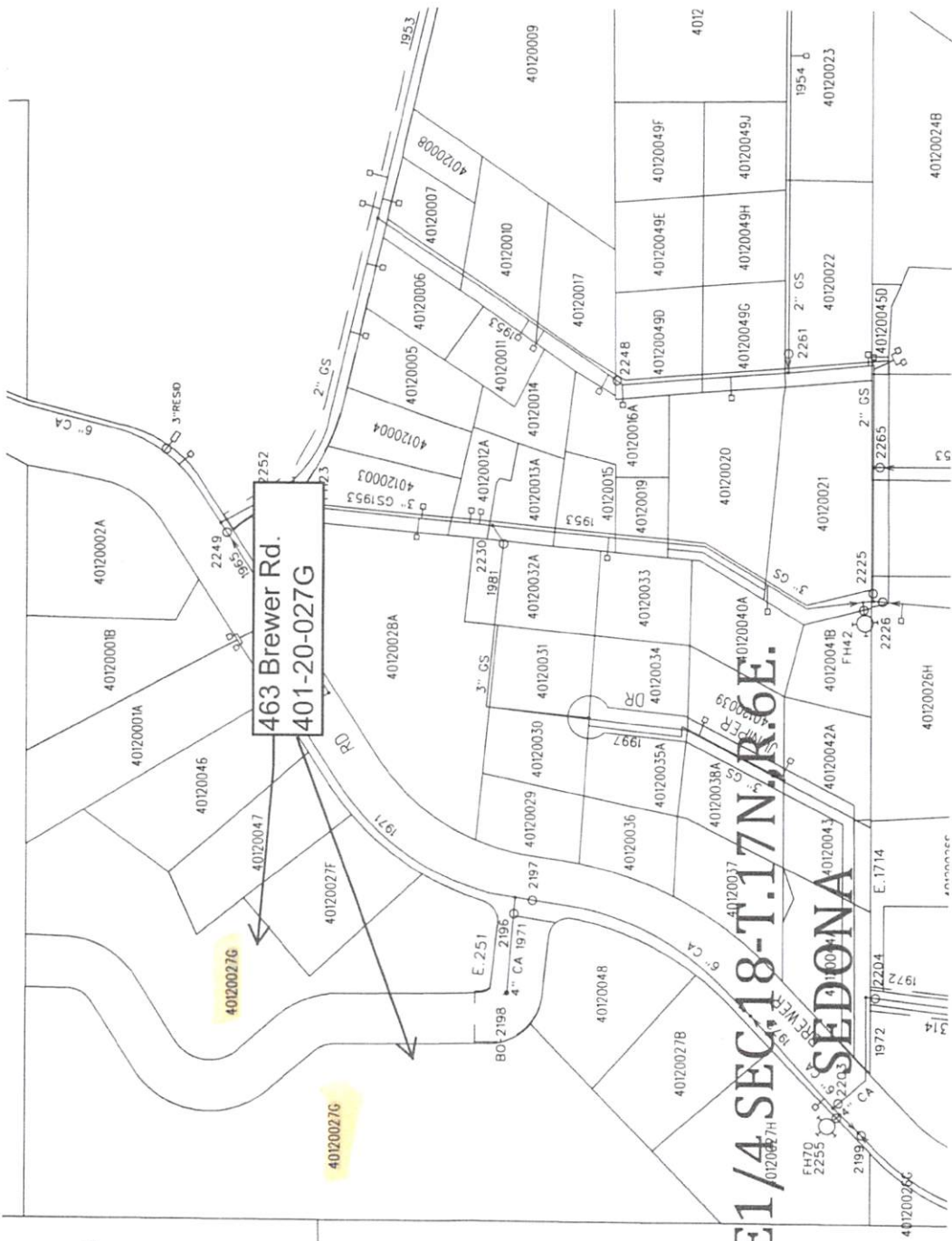


7/7/2021, 4:26:36 PM

1:2,257



- County Boundary
- Municipal Boundaries
- Coconino County Parcels
- Addresses
- Land Ownership
 - Primary
 - National Forest
 - Private



NE 1/4 SEC 18-T. 17N. R. 6E.

SEDONA

4017006Z
4017008A

LE



1250 E. State Route 89A
Cottonwood, AZ 86326

July 7, 2021

To: David Nicolella,

Regarding: 463 Brewer Road Sedona AZ 86336

The above referenced project is located in Arizona Public Service Company's electric service area. As a matter of fact, this property is already being served by APS. The Company extends its lines in accordance with the "Conditions Governing Extensions of Electric Distribution Lines and Services," Schedule 3, and the "Terms and Conditions for the Sale of Electric Service," Schedule 1, on file with the Arizona Corporation Commission at the time we begin installation of the electric facilities. These Schedules are available on-line at aps.com.

Application for the Company's electric service often involves construction of new facilities for various distances and costs depending upon customer's location, load size and load characteristics. With such variations, it is necessary to establish conditions under which Arizona Public Service will extend its facilities.

Sincerely,

Patty G

Verde Control Desk
928 646 8502
Verdecontroldesk@apsc.com

Our Purpose: As Arizona stewards, we do what is right for the people and prosperity of our state.

Our Vision: Create a sustainable energy future for Arizona.

Our Mission: Serve our customers with clean, reliable and affordable energy.



CenturyLink Engineering
135 W. Orion St. 1st Floor
Tempe, AZ 85283
BICS@Centurylink.com

July 9, 2021

Mr. David Nicolella
Sefton Engineering Consultants
40 Stutz Bearcat Drive
Sedona, AZ 86336

RE: Canyon Vista Subdivision

Mr. Nicolella,

The above mentioned project is located in a parcel of land located in Section 18, Township 17N and Range 6E in Coconino County.

In response to your "Service Availability" request for the above mentioned development located at 463 Brewer Road in Sedona, Arizona, this letter is to acknowledge that this subject property is within CenturyLink serving territory.

The tariff Rates and Regulations prescribed for service for this area are on file with your State Utilities Commission, and may be examined at your local CenturyLink Business Office.

Sincerely,

Kathy Hadrich

Kathy Hadrich
Sr. Manager Local Network Implementation
5025 N. Black Canyon Hwy
Phoenix, AZ 85015
602-630-5480
kathrine.hadrich@centurylink.com



Mail:
102 Roadrunner Dr.
Sedona, AZ 86336

Site:
7500 W. SR 89A
Sedona, AZ 86336

(928) 204-2234
sedonaaz.gov

FAX (928) 204-7137

Wastewater Department

July 9, 2021

David Nicolella
Sefton Engineering Consultants
40 Stutz Bearcat Dr.
Sedona, AZ 86336

SUBJECT: WILL SERVE SEWER – 463 BREWER RD.
APN 401-20-027G

This letter is in response to your request regarding sewer service availability for the property referenced above.

The parcel has sewer availability, due to sewer being available adjacent to the point of access to the property, as defined in City Code section 13.15. However, depending on the scope and impact of the development proposal, adequate capacity may not be available. Available sewer capacity is on a first come-first served basis, and there are no guarantees of sewer capacity for this property until a development proposal is approved.

In conclusion, sewer service is available on this property and, if adequate capacity is available at the time of development approval, sewer will be served by the city of Sedona. If you have any questions or concerns, please contact me at (928) 203-5069.

Sincerely,

A handwritten signature in blue ink, appearing to read "Roxanne Holland".

Roxanne Holland, PE
Director of Wastewater

RH:ms

cc: J. Andy Dickey, Director of Public Works/City Engineer (e-copy)
Sandra Phillips, Assistant Director of Public Works (e-copy)
Hanako Ueda, Assistant Engineer (e-copy)
Sal Valenzuela, Chief Public Works Inspector (e-copy)
Marsha Beckwith, Accounting Technician (e-copy)
Streets file: Brewer Rd

David Nicolella

From: custserve@patriotdisposal.com
Sent: Friday, July 9, 2021 11:48 AM
To: David Nicolella
Subject: RE: 140505 Canyon Vista Subdivision/Proposed: Request for Letter/Email of Serviceability from Patriot Disposal

Letter of Servicability

Re: Assessor's Parcel Number (APN): 401-20027G, located on the west side of Brewer Road, addressed 463 Brewer Road, within Coconino County

To whom it may concern:

We, Patriot Disposal Inc are able to offer residential and commercial trash service to the location listed above.

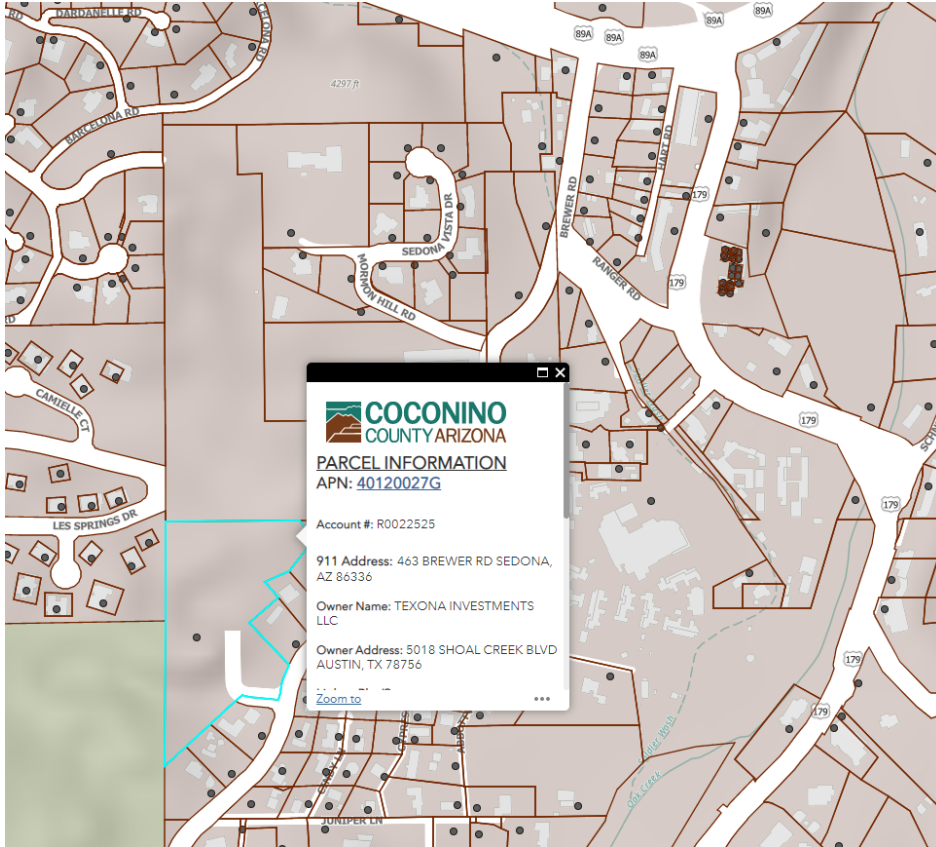
Jim Ritzer
Customer Service Manager
928-775-9000
928-203-9995

From: David Nicolella <DN@sefengco.com>
Sent: Wednesday, July 7, 2021 3:52 PM
To: custserve@patriotdisposal.com
Subject: FW: 140505 Canyon Vista Subdivision/Proposed: Request for Letter/Email of Serviceability from Patriot Disposal

Dear Patriot Disposal,

Sefton Engineering Consultants is planning to submit a Preliminary Plat application to the City of Sedona for the development of an 8-lot subdivision. As you are aware, a Letter of Serviceability is required from Patriot Disposal is required with a preliminary plat application. Therefore, at your earliest convenience, will you please provide a Letter of Serviceability confirming that the above referenced project is in the Patriot Disposal service area. The above referenced request is for Assessor's Parcel Number (APN): 401-20027G, located on the west side of Brewer Road, addressed 463 Brewer Road, within Coconino County. A vicinity map is attached.

Thank you in advance for your assistance.



Thank you!

Sincerely,

David Nicolella
Land Planner

Sefton Engineering Consultants
40 Stutz Bearcat Drive
Sedona, AZ 86336

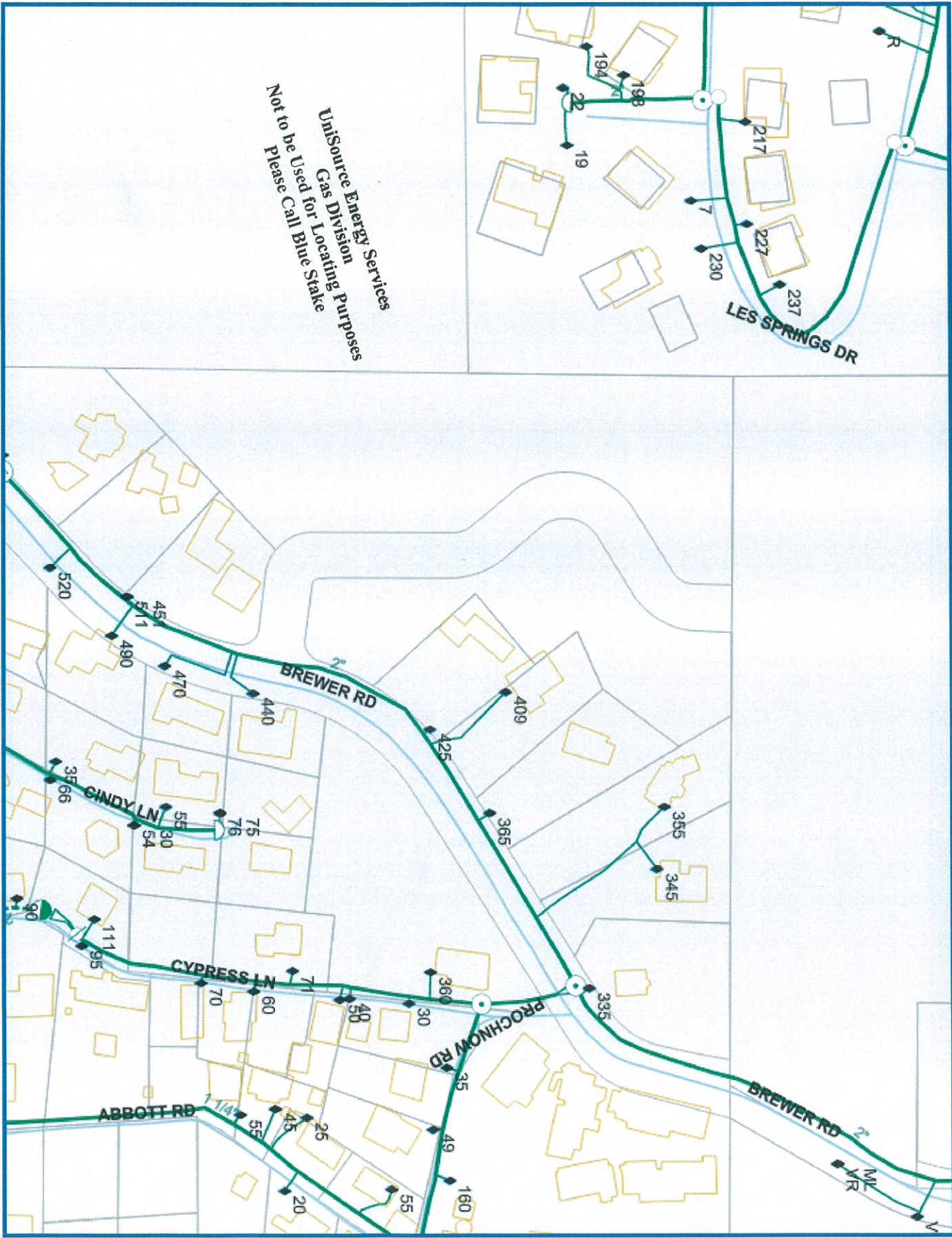
Office: (928) 202-3999, ext. #104

Email: DN@sefengco.com,

Web: <http://www.SeftonEngineeringConsultants.com>

This email has been scanned for spam & viruses by CSP Technologies. If you believe this email should have been stopped by our filters, [click here](#) to report it.

UniSource Energy Services
Gas Division
Not to be Used for Locating Purposes
Please Call Blue Stake





July 13, 2021

Sefton Engineering Consultants

RE: (APN): 401-20027G

Thank you for your interest in the use of natural gas for the above location. Unisource has a gas main in Brewer Rd that can be used to run a main line extension, or multiple services if applicable. When preliminary plans have been finalized and gas usage is known please contact Unisource and we can develop an estimate and discuss options on providing this project with gas.

I have also attached a small map that shows location of our gas main in proximity to the project. If you have any more questions please contact me at 928-203-1214.

Thank you,
Taylor Mathe
Planner

UniSource Energy Services
500 S Willard Street
Cottonwood, AZ 86336
928-203-1295



1250 E. State Route 89A
Cottonwood, AZ 86326

July 7, 2021

To: David Nicolella,

Regarding: 463 Brewer Road Sedona AZ 86336

The above referenced project is located in Arizona Public Service Company's electric service area. As a matter of fact, this property is already being served by APS. The Company extends its lines in accordance with the "Conditions Governing Extensions of Electric Distribution Lines and Services," Schedule 3, and the "Terms and Conditions for the Sale of Electric Service," Schedule 1, on file with the Arizona Corporation Commission at the time we begin installation of the electric facilities. These Schedules are available on-line at aps.com.

Application for the Company's electric service often involves construction of new facilities for various distances and costs depending upon customer's location, load size and load characteristics. With such variations, it is necessary to establish conditions under which Arizona Public Service will extend its facilities.

Sincerely,
A

Patty G

Verde Control Desk
928 646 8502
Verdecontroldesk@apsc.com

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Our Vision: Create a sustainable energy future for Arizona.

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CANYON VISTA PLAT

PZ23-00005

DREAM Section 1.1.H (10)

Summary of any additional legal restrictions

Source: ALTA Survey dated April 24, 2023

1. Electric Lines (Undefined)
2. 20' Wide Underground Utilities Easement (Doc. 420, Pg 195 & Doc. 469, Pg 398)
3. Right-of-Way for Denise Lane (except for the portion that was abandoned No. 3144487)
4. Resolution concerning franchise for water system (Doc. 1215, Pg 128)

CANYON VISTA SUBDIVISION: SURROUNDING LAND USES WITHIN 500 FEET. *UNMARKED LOTS ARE METES AND BOUNDS





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

Canyon Vista Subdivision:

Written Narrative of any unusual visual features within 500-feet (PZ21-00013): This letter is to address D.R.E.A.M. Section: 1.1.E Context Plan

The following could be included in the narrative:

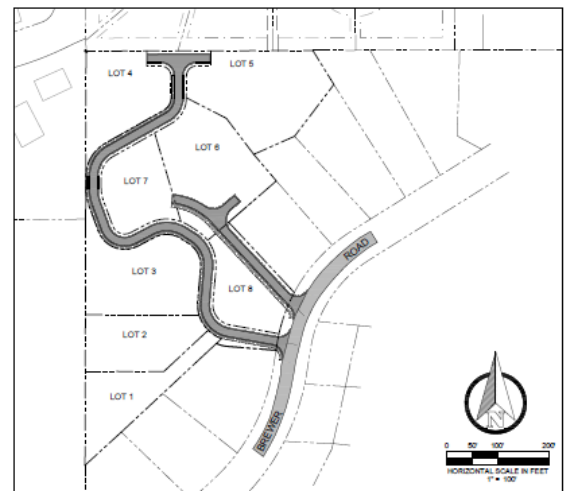
- Height, intensity, use and character of existing development, . Will comply with LDC section on heights. Building envelopes,
- Mature vegetation and natural features, Treatment of cut and fill slopes shall incorporate natural rock faces, red rock walls and Key stone block (block sample provided).
- Existing sign locations and design,
- Historical structures,
- Predominant building materials,
- Viewshed analysis,
- Primary pedestrian circulation,
- Significant develop

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

Sincerely,

David Nicolella
dn@sefengco.com
Land Planner

Sefton Engineering Project No.: 140505



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

In affiliation with:

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