

Sierra Vista City Council
Work Session Minutes
February 6, 2024

1. Mayor McCaa called the February 6, 2024, City Council Work Session to order at 3:00 p.m., Council Chambers, City Hall, 1011 N. Coronado Drive, Sierra Vista, Arizona.

Mayor Clea McCaa – present
Mayor Pro Tem Carolyn Umphrey – present
Council Member William Benning – present
Council Member Gregory Johnson – present
Council Member Angelica Landry – present
Council Member Marta Messmer - present
Council Member Mark Rodriguez – present

Others Present:

Victoria Yarbrough, Assistant City Manager
Chuck Potucek, City Manager
Chris Hiser, Police Chief
Brian Jones, Fire Chief
Sharon Flissar, Public Works Director
Irene Zuniga, Capital Improvements and Development Manager
Bryce Kirkpatrick, Civil Engineer II
Emily Duchon, Library, Recreation, and Cultural Services Manager
Matt McLachlan, Community Development Director
Jeff Pregler, Planner
Jill Adams, City Clerk
Tony Boone, Economic Development Director
Jennifer Dillaha, Budget Officer
Adam Curtis, Marketing and Communications Manager
Elizabeth Wrozek, PIO
Jill Adams, City Clerk

2. Presentation and Discussion:

- a. February 8, 2024 Council Meeting Agenda Items ([agenda attached](#))

Mayor McCaa stated that the agenda starts with the call to order, roll call, invocation led by Reverend Carlson of the Sierra Vista Community Church, and the Pledge of Allegiance led by Council Member Johnson, followed by a proclamation declaring the month of February as Teen Dating Violence Awareness Month.

In response to Mayor McCaa, Mr. Potucek stated that there is a bid out for the Pedestrian Walkway Connection Project, construction of shared use path, ADA ramps, sidewalk, and driveway, with a scheduled pre bid meeting of February 12, 2024. Those bids are due on March 5, 2024. There is also another pre bid meeting scheduled for February 12, 2024, with bids being due on March 1, 2024, for the City's annual street maintenance project, asphalt patching, crack seal and liquid road sand seal. Staff will provide Council with the locations of the streets that are going to be treated. There is also a bid out for the purchase and installation of solar streetlights in the Montebello/Whispering Spring Subdivisions that are due February 20, 2024. Lastly,

requests for qualification are due on February 19, 2024 for the construction design for the FTA Project Connectivity Phase Two, like the first one, as well as request for proposals for the feasibility study for potential space re-entry port at the Sierra Vista Municipal Airport; however, licensing will be required as part of that. This is very important given the Black Star announcement last week. The City is moving forward with that and hopefully the State will be able to kick in some funding, which is something that Mr. Boone is working on.

Item 2.1 Discussion and Possible Action of the Work Session Meeting Minutes of January 9, 2024 – There was no discussion.

Item 2.2 Discussion and Possible Action of the Regular City Council Meeting Minutes of January 11, 2024 - There was no discussion.

Item 2.3 Discussion and Possible Action of Resolution 2024-003, Acceptance of Karly Scarbrough's resignation and Appointment of Allyne McFalls to the Arts, Humanities, and Cultural Diversity Commission, said term to expire April 30, 2026 - There was no discussion.

Item 2.4 Discussion and Possible Action of Resolution 2024-004, Acceptance of Resignations by Tait Wilcox, Rosie Mackey, and Pamela Anderson, and Appointment of Wendee Grinde and Alvira (Vera) Gates-Williams to the Neighborhoods Commission, said term to expire April 30, 2026 - There was no discussion.

Item 2.5 Discussion and Possible Action of Resolution 2024-005, Appointments to the Upper San Pedro Partnership Advisory Commission - There was no discussion.

Item 3 Discussion and Possible Action of Resolution 2024-006, Location Transfer Series 7 Liquor License Application for Amy S. Nations on behalf of Delect Foods of Arizona LLC. dba Pizza Hut #036976, 3680 E. Fry Boulevard, Sierra Vista, Arizona – Ms. Adams stated that this is a standard transfer of a Series 7 liquor license, beer, and wine bar liquor license, to the Pizza Hut located on the East End of town in front of Ace Hardware. The background was conducted on the applicant and owner. The primary owner of the license and the Police Department have no objection to this moving forward. The notice of the public hearing was posted on the facility more than the required 20 days and if approved on Thursday, February 8, 2024, the application will be returned to the State for final action.

In response to Council Member Rodriguez, Ms. Adams explained that Ms. Nations is a professional agent and service agents represent many liquor license applicants, but they are not necessarily aware of what each one is doing at any given time.

Item 4 Discussion and Possible Action of Resolution 2024-007, General Plan Amendment, Revisions to the Traffic Circulation Plan, Map 8 - Mr. Pregler stated that this is a request for a General Plan amendment, Traffic Circulation Plan, Map 8 in Vista 2030, and any amendment to the General Plan requires two public hearings before the Planning Zoning Commission and one before the Mayor and City Council. The Planning Zoning Commission heard this request on January 30, 2024 and January 31, 2024 meetings and have unanimously recommended approval to the Mayor and City Council.

The Traffic Circulation Plan identifies existing/future major roadways and designates street classifications to those roadways. There are currently four designations on the Traffic Circulation Plan, principal arterials, minor arterials, collectors, and residential connectors.

Mr. Pregler displayed a map depicting the four major roadways and the local streets. He noted that each roadway classification has construction standards, cross sections, and access management standards, which are seen in the Development Code. These standards will also be in the Roadway Design Manual which will go to City Council for adoption on February 8, 2024. The Design Manual which originated from the Maricopa Roadway Design Manual includes construction standards and cross section profiles for street classifications that are more consistent with ADOT and with DOT standards. The existing principal arterials, minor arterials, collectors, connectors, and locals will now be replaced with major collectors and minor collectors. Major collectors and minor collectors are nationally, and state recognized roadway classifications. Connector roadways are not recognized at the state or the federal level as a roadway classification. Due to the changes to the Roadway Design Manual that the Traffic Circulation Plan will need to be changed accordingly.

A revised map was displayed that depicted the changes to the Traffic Circulation Plan. The collector is now indicated as a major collector, a residential connector is now indicated as a minor collector and the ADOT website shows that there are several differences. A major collector has higher speed limits and traffic volumes than minor collectors and they typically have more lanes than minor collectors, include intersections controlled by traffic signals, longer than 3/4 of a mile in urban areas, not long enough to travel lengthy distances across multi counties, and do not have house driveways directly connected to them. Minor collectors have lower speed limits and traffic volumes, have no more than a single lane with a painted center line, they connect neighborhoods to arterials and major collectors, are shorter than 3/4 of a mile, although not necessarily the case in every situation. They have higher speed limits and traffic volumes than local roads. They are wider than local streets, and they may have driveways directly connecting to them.

Staff identified four roadway segments currently identified as major collectors that encompass many of the minor collector roadway characteristics, Golf Links Road, El Camino Real, Wilcox Drive, east of Cochise College, and Foothills Drive. These all have the same characteristics as a minor collector. Therefore, staff is recommending that these four roadway segments be reclassified from major collector to minor collectors. The benefits of revising to minor collectors is that they will allow for direct access to the roadway. The Roadway Design Manual prohibits residential properties from directly accessing major collective roadways. Secondly, it creates excess right-of-way width for those existing roadways designed to meet the major collector cross section. Therefore, flexible design standards for administrative modifications within the widened right-of-way areas is being proposed by staff as a separate code amendment.

Council Member Landry voiced her appreciation at the presentation.

Council Member Rodriguez asked about the excess right-of-way width and noted that he has heard concerns from some residents that want to do some modifications to their homes. Mr. Pregler stated that this issue is covered during the next item.

Mr. Potucek pointed out that some of these roads have been in existence for a while and sometimes time overtakes their original purpose when they were built. Changes occur and many of these that were designated as major collectors do have residences that have their driveways abutting and they are simply not appropriate for higher speed traffic anymore.

Item 5 Discussion and Possible Action of Resolution 2024-008, Development Code Amendments, Section 151.04.005, Administrative Modification of Dimensional Standards, and Declaring a 30-day Comment Period – Mr. McLachlan stated that this amendment pertains to

residential lots that front a street with a platted right-of-way width that exceeds the minimum required right-of-way width by code. In those situations, a property owner can request an administrative modification to the setback requirement that is equal or less to than the distance between the back of the sidewalk and the property line, which functions as de facto yard space. If no sidewalk exists, staff will determine its ultimate location based on the applicable cross section. This change will help accommodate front porch or room additions. Garages or carports will need to maintain their current setback to ensure vehicles parked in the driveway do not extend into the right-of-way.

Staff is seeking approval to declare a 30-day public record. The amendments were heard by the Planning Zoning Commission that unanimously voted to recommend approval.

Council Member Rodriguez stated that his question was answered, and he understands it now.

Mr. Potucek stated that Foothills was developed a long time ago, which was envisioned to be a major collector street before it had a larger right-of-way width than is currently needed. That right-of-way width was impeding on a homeowner's ability to put on his addition. Therefore, this change makes sense and allows him to proceed.

Council Member Rodriguez asked about safety on the major arteries at a higher speed, the bypass going up to the airport where vehicles can easily go over the center line. He stated that it is his understanding that with ADOT's upcoming project that they will not be putting rumble strips or anything in the middle because they are within a certain distance to a house, which trumps safety of crossing over the middle line. Ms. Zuniga explained that a city does not have control on day-to-day decisions made on state routes. They have a Traffic Safety Department that investigates various accident-prone areas and they usually come up with recommendations that lead to projects to help address the issues, and in some cases, some of the improvements that most folks would assume would help might cause a bigger liability in the sense that there are going to be more folks that are going to be hitting those. Also, there are limits on budgets; therefore, they must prioritize which projects go first. She further stated that the City of Sierra Vista was active on several projects that occurred in town, i.e., the lighting project on State Route 90. The City worked with ADOT, but that was more so controlled over and justified through studies with ADOT. However, the City can follow up to find out if there has been anything studied in those areas.

Council Member Rodriguez stated that it seems odd as he has never seen a road where a vehicle can easily cross over the line and there is nothing there. The City has been lucky so thus far, but there have been incidents, especially near the airport, which is what he is the most worried about. He further stated that he understands, in reading the literature about the upcoming project on the area, that they are not going to do this is because of housing being within 2,000 feet. Ms. Flissar added that she is not aware of any restriction in terms of 2,000 feet from houses, but that does not mean that it does not exist, and it must be new. She further added that about 10 years ago there was a road safety assessment done on that segment of roadway that she was involved in after a motorcycle accident had occurred. ADOT made some changes to that roadway as a result at the time. They had a project going through there, the last project in that area, and they were overlaying the road; therefore, they moved the lane lines. Previously the center lanes were narrower, and the outside lanes were wider. ADOT flip flopped that and moved the lines to give the center lanes more room so that if someone drifted a little, they could move over while staying in their lane. They also added some tactile devices, little bumps along that center line, to address the issue. There have been additional accidents along there since then, but she is unsure about ADOT's appetite would be for another road safety

assessment in that area, but it is certainly a question worth asking.

Item 6 Discussion and Possible Action of Ordinance 2024-001, Amendments to Development Code, Definitions Section 151.02.004, Supplementary District Regulations Section 151.04.007, Yards and Setbacks, Special Regulations for Particular Uses Section 151.06.013, Outdoor Storage, Walls and Screening Devices Section 151.15.005, Standards of Design, Matrix of Use Permissions by Zoning District Section 151.22.006, Use Permissions – Mr. McLachlan stated that Thursday, February 8, 2024, will be the final reading of the amendments presented to Council last December dealing with adding warehouse storage and distribution uses as a permitted use to the General Commercial Zoning District that is subject to certain conditions being met. The other changes apply to the City's outdoor storage and screening regulations, the District Regulations and the Development Code that includes a chart that specifies use allowances by zoning district.

Mr. McLachlan explained that the “P” on the chart signifies those uses that are permitted by right as a principal use on the property. The “A” signifies those uses that are permitted as an accessory use. An example of that would be a small retail component in a light manufacturing facility. The “C” means that the use requires a conditional use permit, subject to staff review and Council’s approval to ensure any of the anticipated impacts are addressed. The “NC” on the chart signifies that the use is nonconforming. Those apply to uses of land that predate the existence of the code and are allowed to continue in their current form.

The main motivation for adding warehouse storage and distribution related uses to the General Commercial District except for properties fronting Fry Boulevard is to increase the reuse potential of some of the City’s older, larger commercial buildings on the West End that have been vacant for some time. The outdoor storage requirements are being relocated in the Code for ease of reference and to further define and provide for consistency and clarity. Basic standards that are found in most zoning ordinances is what is being proposed. The amendments were put out for a 30-day public comment period and to-date no feedback has been received. The Planning and Zoning Commission helped shape the final form of the proposal and ultimately voted unanimously to recommend approval.

Item 7 Discussion and Possible Action of Ordinance 2024-002, Sierra Vista Roadway Design Manual and associated Development Code Amendments to 151.04.008-Clear Vision Area, 151.08.002-General Regulations, 151.08.003-Street Improvements Criteria, 151.08.004-Street Design Standards, 151.08.005-Street Access Standards, 151.17-Access Standards, and 151.19-Subdivision Regulations – Mr. Pregler stated that this is a request for final adoption of the Roadway Design Manual and associated Code amendments. The request has gone through a 30-day public comment period, and it is now ready for final adoption.

The Roadway Design Manual is being created because it will consolidate codes and standards into one document. It will be consistent with state and national traffic and construction standards such as ASHTO and MUTCD. It will provide design flexibility and be more user friendly for developers and contractors.

The template for the Roadway Design Manual came from the Maricopa County Roadway Design Manual that was selected because many of the City’s standards and construction details derive from the Maricopa Association of Governments, also utilized by Maricopa County. It is a document that has been used successfully since the 1990’s and it includes roadway classifications that meet both state and federal roadway classifications.

The Roadway Design Manual includes construction standards for roads, sidewalks, curb and gutter, access management, revised road classifications, revised street profiles, sight distance requirements, landscaping, and irrigation standards in the right-of-way. The roadway classifications will be meeting both federal and state classifications, adding major collector, adding minor collector, and removing local connector roadways.

Revising the street profiles will reflect the new road classifications and provide for reduced roadway and right-of-way widths, wider bicycle lanes, and continued inclusion of multi-use paths, all of which will encourage multimodal transportation and reduce maintenance costs.

Revised are the number of allowed accesses that provide for clarity and objective standards in determining number of accesses for commercial, multi-family and residential developments.

Revised distances of an access from intersections, distances have either been reduced or have not changed from current standards.

Revised distances between access points.

On roadways, the distance requirements increased while the distances were reduced or eliminated in other roadways.

Revisions to sight distance standards are now more site specific and consider speed widths and roadway classifications.

The proposed standards are generally less restrictive than the current standards for sight distance.

Added to the manual is minimum storage requirements for vehicles within a drive through, restaurants, for example, will now be required to design drive throughs to stack a minimum of 12 vehicles.

In addition to the Design Manual, the City Council will need to consider corresponding Development Code amendments. Some of the amendments were either removed and placed into the Design Manual or relocated to other applicable sections. Other amendments added clarity to the right-of-way permitting process.

The Design Manual and the Development Code amendments have gone through the 30-day public comment period. There was one written comment received by staff regarding the width of bicycle lanes. Staff has responded to the citizen and indicated that all new bike lanes will meet the NACTO and ASHTO standards of bicycle widths.

Also, during the 30-day public comment period, staff made a minor change to the Access Management Standards. The original text prohibited residential access to minor collectors. Given the fact that there are several residential driveways along minor collectors, this language was revised to now allow residential access to these streets.

The Planning and Zoning Commission unanimously recommended approval of the Roadway Design Manual and associated Code amendments on November 5, 2025.

Council Member Landry shared that her favorite chapter was Chapter 3 and asked if there was only the one change made. Mr. Pregler stated that she is correct.

Council Member Landry thanked Mr. John Wettack for his comment. She noted that the manual is hefty and some of the stuff is hard to understand; therefore, when she went through it, she was unsure on what to pay extra attention to or consider and having Mr. Wettack comment was great appreciated. The Council then knows that the public is looking at this and they are taking an interest in it, and relaying the things that they care about, that are important to them, and things that the Council may not be considering or looking at. Mr. Wettack's comment about the three-foot minimum, and she did see one area where it does mention the minimum width for the feet of the bicycle, Chapter 5. It has the preferred width of six feet, but he had stated that in the ASHTO publication there was no minimum. However, she looked at some of the figures that are in Chapter 5 as far as the street breakdown and all of them have six feet for bike lanes. The bicycle lane section in Chapter 8 mentioned that the minimum bicycle lane is 4.5 feet and when the gutter pan is less than 12 inches, the minimum will be six feet. Mr. Kirkpatrick explained that the minimum requirements are typically considered for retrofit projects where there is a lack of right-of-way, which is where there would probably be consideration for something like that. Otherwise for new developments, the preferred width is what is going to be enforced. He added that this would come into play on any of the smaller roadways, older roadways that do not have adequate right-of-way that the City would want to provide these amenities.

Council Member Landry added that Mr. Wettack also made a comment about the edges because some of the bike/road areas can be dangerous if a bicyclist were to hit a bump and fall over. Mr. Kirkpatrick stated that the current standard details reference a three-foot shoulder. A lot of the paths that are in existence are older, before the standards were present, but all current standards exceed what is required, the two-foot shoulder each side. The City is exceeding the standards for a new development.

Council Member Rodriguez voiced his appreciation at the Planning and Zoning Commission and noted that there is a lot of information in this document, engineer work, etc., and thanked Mr. Wettack for his comments on public safety.

Mr. Potucek stated that a lot goes into roadway design and standards. There is a lot of math and a lot of situations that must be looked at when adopting something like this and over the years, the City has relied on the Maricopa Association of Government's standards to be the main guideline. They are very well vetted and many municipalities and local governments around the state use MAG standards to do that. It is a good baseline to start from and not every city or town fits neatly into the MAG standards and it takes work to go through and see what applies to the city.

b. [Council Executive Report](#)

Mr. Potucek voiced his appreciation at Council in reviewing the executive report for November and December 2023, noted that there are a lot of things going on, it is budget season which keeps everyone busy. Also, the legislative session is currently going on in Phoenix; therefore, he had highlighted a few bills in the report, but items of note that are being watched pertain to potential sweeps of highway funds, airport funds, and the transaction privilege tax on food. Although, there has not been any talk about that yet, he suspects that it may come up when they start getting into their budget discussion. City staff works with the lobbying firm, Triadvocates, who is keeping an eye on all of that. One of the things that is growing at the Legislature is the State's projected budget deficit that started at \$400 million, went to \$800 million, \$1.2 billion, and now it is \$2.4 billion. He added that he has no idea where that number is, but it is big, and they are going to be looking for money to help them balance the budget later

this session.

Mr. Potucek stated that there is positive news on the economic development front with the announcement by Black Star Orbital. He thanked Council for their support for funding some of these initiatives that take multiple years to come to fruition that require a lot of patience. He thanked Mr. Boone on all those efforts and added that there is still work to do with regards to getting the license and permitting to allow them to operate at the airport. This is going to be a very good project for the community, and it will fit in well with the Fort's missions going forward. Staff is also looking forward to another positive announcement on Monday on another project that has been in the works for quite a while.

Mayor Pro Tem Umphrey thanked Mr. Boone for his hard work on this, who was so happy during the week. He worked on this for a long time, and he spoke the language that needed to be spoken. Others worked with him, but he was the front man.

Council Member Rodriguez stated that a lot of good work always goes into the reports, a lot to go over, a lot of good information that he wishes everybody in the public would read. He liked reading that there were 6,600 people that used the ice-skating rink because people made comments about having an ice rink out in the desert; commented on the vending machine for books, which did great at the mall and that is now going to be in the PX on Fort Huachuca; voiced his appreciation for the report on the Youth Commission, who want to present at an upcoming work session on the things that they are working on; appreciated Parks and Recreation Commission's update to the design of Roadrunner Park; commented on the compost area recovering from the big fire, and voiced his concern about the employees being attacked by bees at the wastewater facility.

Ms. Flissar clarified that the bee attack was not out at the compost facility, but over on the West End of town. The employees were working in an alley, a constrained area, and the vibration of the vehicle triggered the bees. Fortunately, they were able to get out quickly.

Council Member Rodriguez voiced his appreciation for all of tourism reported, appreciates that the Tourism Commission is meeting, that a tourism person was hired, and is looking forward to seeing signs on I-10 that says, "Come down here and see the Hummingbird Capital of the US and home of the Buffalo Soldiers." He also commented on the staffing reports from Police Department and Animal Control. They are at max capacity.

Police Chief Hiser stated that there are six individuals in the Academy, five in training, which makes 11 sworn officers soon to be fully trained.

Council Member Rodriguez mentioned that at the Fire banquet he was able to see a lot of new hires and it was good to see a lot of new hires and hopefully they stay, which is the issue. The City must do everything it can to make sure that they stay. He thanked Police Chief Hiser for the changes at Animal Control, listening to the employees that have reached out because it is important that their voices be heard, Animal Control being an arm of the Police Department; however, one thing he keeps hearing about is the long wait on background checks, which has been discussed before, but is still happening. He understood that the civilian hires were going to help with that.

Police Chief Hiser explained that they have a civilian background investigator that can get these done in one to two months. The hiring process is a multi-stage process and any lag in between each stage when it goes from application submission to then submitting the background

information that is required and then the interview, the oral board, the background, and then there are some other tests that go beyond that. Any lag between that, the Department must shorten up to make it quicker. With the police officer recruitments, Ms. Perry, Recruitment Specialist, work together with Human Resources, and it is a very coordinated process. They have been doing that solely with police officer hiring because they have a crunch to get an academy date because they may wait another six months to get people in. He added that records and animal control recruitments, the civilian recruitments, have been kept over at Human Resources for the most part while focusing on the police officer recruitment. Ms. Perry is going to start applying that same kind of coordinated process to work on those when it goes from one stage to the other, moving it seamlessly, and some improvement will be seen on that.

In response to Council Member Rodriguez, Police Chief Hiser stated that having been involved in the hiring process for several years, the Department does not want to hire another agency's problem child. The Department requires its background investigator to go physically to the other agency where they worked and physically look through all the files because sometimes the files will not be shared. The Department has literally gone as far as Texas to an agency to see everything before bringing them into the community to be a police officer. There are some areas where the benefit is worth the extra time, but they are always going to work toward a good process.

Council Member Landry stated that she always appreciates the executive reports because it has a lot of good information, and everybody should look at it. She encouraged the public to log onto sierravistaaz.gov to see all the reports. She commented on the pool pooch pawty for the maintenance at the Cove, where 57 dogs were able to go hang out and play there, commented on the compost availability. She shared that years ago, she tried to do her own compost, but it was hard. She also commented on the Better Bucks and Better Works recap because it was great to read that 841 hours were worked and a total of 42,000 pounds of trash were collected. Lastly, she gave a shout out at the employee profiles, Tammy Goldberry and Nathan Stark at the Police Department.

Council Member Messmer stated that she is finally understanding all of this and this time when she read the executive report, she was amazed at all the great things that Mr. Potucek and Ms. Yarbrough along with staff get done. Sierra Vista is a great city and she wanted to thank everyone for doing a great job.

Mayor McCaa stated that 42,000 pounds of trash being collected by Better Work is amazing and thanked Community Development for doing a great job. He announced that Arizona Public Media will be interviewing them on Thursday, February 8, 2024. They are planning on going out with them.

Mr. McLachlan stated that his Department appreciates the Better Work Bucks Board recognizing the efforts of Jessica Vannoy and Gilbert Fuentes for their extensive involvement in overseeing that program.

Mayor Pro Tem Umphrey stated that there have been several participants who have maxed out their hours and are now employed full time elsewhere. Arizona at Work assisted them. Mr. McLachlan stated that Corporal Scott Borgstadt had something to do with the media outreach and it is good that they are getting coverage, putting a spotlight on the good work that is being done.

Mayor McCaa concurred with Council Members' comments about the executive report, it is a

long document, but it is great reading about the successes that City staff has.

Council Member Rodriguez stated that 42,000 pounds were picked up last time that has probably tripled behind the car wash and Lehman Academy, state land area. There is contractor stuff, concrete, pipes, and metal. He encouraged contractors to come forward and talk to Council about who is doing this. Although, it is not the City's property, it makes the community look bad. It is worse than it was last time, and the State is not going to do anything to clean it up. Mr. McLachlan shared that he was on the last detail in November and every piece of trash was picked up off that property. He added that he will have the area monitored.

Police Chief Hiser stated that the Department can cite for criminal littering because the Department has the authority and permission to do it on State Trust Land. He stated that the Department needs for the community to come forward. He added that the Department on some of those illegal dumping investigations will go sort through it, find pieces of mail, and track them down. The Department does these investigations and will issue citations, which can rise to a felony.

c. Report on Recent Trips, Meetings and Future Meetings

Council Member Landry announced the Transportation Commission Meeting on Wednesday, February 7, 2024 at 3:30 p.m. in the upstairs conference room.

Council Member Benning reported that the Parks and Recreation Commission met last month and there will be two things that will come before Council soon, the update on Roadrunner Park, two designs with different elements on each one, and the naming of City properties.

Mayor Pro Tem Umphrey reported that last week she attended the first Rural Transportation Advocacy Council Meeting in Phoenix where she met with senators and representatives to introduce HB 2412. Due to the deficit, they only put in for one project this time, which passed the House Transportation Committee, 9 to 1. This includes an ask for \$8.1 million for Buffalo Soldier Trail.

Council Member Rodriguez reported on the Youth Commission and stated that they have a lot of things that they want to do in the community.

Council Member Messmer reported on the Tourism Commission Meeting and noted that they are down one commissioner and encouraged the public to put in their application if they are interested in serving. She added that the Arts, Humanity and Cultural Diversity Commission meets on the 14th of every month at 4:30 at the Oscar Yrun Community Center.

Council Member Messmer asked for a list of the wash maintenance. Ms. Flissar stated that the Department does not maintain a list for the washes in the same way as they do for streets. Part of that is frequency, where streets only come up every couple of years. Every wash should come up once per year. Sometimes they get moved around because if it rains in an area of town the equipment can get stuck. However, maintenance happens the same time every year. It starts after the holidays and go into March or April. The Department does take calls from citizens if they want to know where they are on the list and when the Department will get to their neighborhood.

Council Member Benning asked if the neighborhood that is doing some cleanup may request that the growth be picked up. Mr. McLachlan stated that through the Adopt Program, the public

can adopt a segment of a wash to maintain, and the City will provide tools and supplies to help do that. Not necessarily the mowing but picking up the trash and debris.

Mayor McCaa stated that Corporal Borgstadt just contacted him to inform him that Better Works is going to be working south of Lehman School on Thursday, February 8, 2024, at 9:30, a.m.

d. Future Discussion Items and Council Requests

In response to Mayor McCaa, Ms. Yarbrough stated that at the next work session, there will be an update on the General Plan on what Council can expect through the rest of the process to include the ballot process. In March, staff will provide the mid-year financial review and a review of the Road Runner Park concepts.

3. Adjourn

Mayor McCaa adjourned the February 6, 2024 work session of the Sierra Vista City Council at 3:55 p.m.

Clea McCaa, Mayor

Minutes prepared by:

Attest:

Maria G. Marsh, Deputy Clerk

Jill Adams, City Clerk

A recording of the Council Meeting is available at:
https://www.youtube.com/channel/UC8PtUpIbkQsixlhSy-jeR_Q/videos