

# AGENDA

## City of Sedona Planning and Zoning Commission Meeting

4:30 PM

Tuesday, June 15, 2021

### NOTICE:

Pursuant to A.R.S. 38-431.02 notice is hereby given to the members of the Planning and Zoning Commission and to the general public that the Planning and Zoning Commission will hold a work session open to the public on Tuesday, June 15, 2021 at 4:30 pm in the City Hall Council Chambers.

### NOTES:

- Meeting room is wheelchair accessible. American Disabilities Act (ADA) accommodations are available upon request. Please phone 928-282-3113 at least 24 hours in advance.
- Planning & Zoning Commission Meeting Agenda Packets are available on the City's website at: [www.SedonaAZ.gov](http://www.SedonaAZ.gov)

### GUIDELINES FOR PUBLIC COMMENT

#### PURPOSE:

- To allow the public to provide input to the Planning and Zoning Commission on a particular subject scheduled on the agenda.
- Please note that this is not a question/answer session.

#### PROCEDURES:

- Fill out a "Comment Card" and deliver it to the Recording Secretary.
- When recognized, use the podium/microphone.
- State your Name and City of Residence
- Limit comments to 3 MINUTES.
- Submit written comments to the Recording Secretary.

1. CALL TO ORDER, PLEDGE OF ALLEGIANCE, ROLL CALL
2. ANNOUNCEMENTS & SUMMARY OF CURRENT EVENTS BY COMMISSIONERS & STAFF
3. APPROVAL OF THE FOLLOWING MINUTES:
  - a. May 18, 2021 (SV)
  - b. May 18, 2021 (R)
  - c. June 1, 2021 (SV)
  - d. June 1, 2021 (R)
4. PUBLIC FORUM: *(This is the time for the public to comment on matters not listed on the agenda. The Commission may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to A.R.S. § 38-431.01(H), action taken as a result of public comment will be limited to directing staff to study the matter, responding to any criticism, or scheduling the matter for further consideration and decision at a later date.)*
5. CONSIDERATION OF THE FOLLOWING ITEM THROUGH PUBLIC HEARING PROCEDURES:
  - a. Discussion/possible direction regarding a request for Conceptual Zone Change and Conceptual Development Review for a proposed 188 room hotel and 22 unit multi-family residential development at 40 Art Barn Road (Archer Hotel). The property is zoned Planned Development (PD) and is ±19 acres (Development is proposed on ±6 acres of the property; the remaining ±13 acres will remain undisturbed) and is located southeast of N State Route 89A at Art Barn Road. **APN:** 401-09-001A, B, C; 401-13-059, 401-08-006A, -002A. **Applicant:** Withey Morris, **PLC Case Number:** PZ21-00006 (ZC, DEV)
6. FUTURE MEETING DATES AND AGENDA ITEMS
  - a. Tuesday, July 6, 2021
  - b. Tuesday, July 20, 2021
7. EXECUTIVE SESSION  
If an Executive Session is necessary, it will be held in the Vultee Conference Room at 106 Roadrunner Drive. Upon a public majority vote of the members constituting a quorum, the Planning and Zoning Commission may hold an Executive Session that is not open to the public for the following purposes:
  - a. To consult with legal counsel for advice on matters listed on this agenda per A.R.S. § 38-431.03(A)(3).
  - b. Return to open session. Discussion/possible action on executive session items.
8. ADJOURNMENT

Physical Posting: June 10, 2021 By: DJ

Planning & Zoning Commission Meeting Agenda Packets are available on the City's website at: [www.SedonaAZ.gov](http://www.SedonaAZ.gov) or in the Community Development Office, 102 Roadrunner Drive approximately one week in advance of the meeting.

Note that members of the City Council and other City Commissions and Committees may attend the Planning and Zoning Commission meeting. While this is not an official City Council meeting, because of the potential that four or more Council members may be present at one time, public notice is therefore given for this meeting and/or event.

# Staff Report

PZ21-00006 (ZC, DEV) Archer Hotel  
Summary Sheet: Conceptual Review



City of Sedona

Community Development Department

102 Roadrunner Drive Sedona, AZ 86336

(928) 282-1154 • [www.sedonaaz.gov/cd](http://www.sedonaaz.gov/cd)

**Meeting Date:** June 15, 2021

**Hearing Body:** Planning and Zoning Commission

**Project Summary:** **Construction of a 188-room hotel and 22 multifamily units**

**Action Requested:** Conceptual Review of Zone Change and Development Review Application

**Staff Recommendation:** None at this time

**Location:** Uptown Sedona, southeast of N State Route 89A at Art Barn Road/Owenby Way Roundabout  
40 Art Barn Road; 520 N State Route 89A; 586 N State Route 89A

**Parcel Numbers:** 401-08-002A, -006A; 401-09-001A, B, C; 401-13-059

**Owner:** Axys Capital Total Return Fund LLC

**Applicant:** Lodgeworks, LP (Mike Daood)

**Authorized Agents:** Withey Morris PLC (Adam Baugh & Benjamin Tate)  
LK Architecture (Roger Brown)

**Site Size:** ± 19 acres; Development proposed on ± 6 acres

**Community Plan Designation:** Multifamily Medium/High Density) (MFM/HD); Parks (P); Commercial/Lodging (C/L); Multifamily area is within Lodging Area Limits  
Property is within Uptown Community Focus Area (CFA); Planning and Zoning Commission recommended approval of the CFA plan on May 18, 2021; City Council is scheduled to conduct its first work session on this plan on June 23, 2021

**Current Zoning:** Planned Development (PD); the latest PD approval expired in March 2010

**Proposed Zoning:** Planned Development (PD)

**Current Land Use:** Vacant

**Surrounding Properties:**

	<i>Area Zoning</i>	<i>Area Land Uses</i>
North:	L	Lomacasi (Former lodging project)
East:	NF	National Forest
South:	L	Vacant, Arroyo Roble
West:	L, CO, PD	Uptown Commercial and Lodging

**Report Prepared By:** Cari Meyer, Planning Manager

<b>Attachments:</b>	<b>Page</b>
1. <a href="#">Aerial View &amp; Vicinity Map</a> .....	15
2. <a href="#">Application Materials</a>	
a. <a href="#">Application and Letter of Intent</a> .....	17
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d. Additional Height Information (provided June 7, 2021) .....	87
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Due to file size constraints, the following items are not included as attachments to this Staff Report, but are available on the City’s website:

1. Additional Height Exhibits: <https://www.sedonaaz.gov/home/showpublisheddocument/43731>
2. Traffic Impact Analysis: <https://www.sedonaaz.gov/home/showpublisheddocument/43727>



## PURPOSE OF A CONCEPTUAL REVIEW

The purpose of the Conceptual Review is to give review agencies, Staff, the Planning and Zoning Commission, and the general public an opportunity to familiarize themselves with, and provide comments on, a development proposal in its early, conceptual stage of design. The process also affords the applicant an opportunity to become aware of major issues, concerns and suggestions prior to the completion of more detailed plans for comprehensive development review. This creates a more timely mechanism through which early design concepts may be revised to address areas of concerns.

At the Conceptual Review stage of a project, Staff does not evaluate for full conformance with specific code sections or provide a recommendation on the project. *However, Staff comments are noted in italics throughout this Staff Report.* Staff comments generally refer to future requirements or comments that have already been provided to the applicant.

## PROJECT DESCRIPTION

The applicant is seeking review of a Conceptual Zone Change and Conceptual Development Review with the expressed intent of developing a mixed-use project, with 188 lodging units and 22 multifamily housing units. The development would connect to N State Route 89A at the new Owenby Way Roundabout.

Development of this site is permitted in accordance with the Land Development Code (LDC) requirements, including [Article 2 \(Zoning Districts\)](#), [Article 3 \(Use Regulations\)](#), and [Article 5 \(Development Standards\)](#). However, the property is currently zoned PD (Planned Development). The project that this PD was approved for expired in 2010. The proposal for a lodging/multifamily project is not permitted under the existing PD and a zone change is required. The applicant is requesting a zoning of PD (Planned Development), based on the proposed project.

## BACKGROUND AND PROPERTY INFORMATION

### *Site Characteristics*

- The property is located on the southeast side of N State Route 89A in Uptown and is accessed off of Art Barn Road. The area directly to the east of the new Owenby Way roundabout is a part of this property.
- Oak Creek cuts through this property, with approximately 8 acres on the east side of the creek.
- The project site is six (6) separate parcels totaling approximately 19 acres.
  - Development is proposed on approximately 6 acres.
  - *The majority of the remaining 13 acres is designated as Parks in the Community Plan or is within Oak Creek and the 100-year floodplain; development potential on the remaining acreage is limited.*
  - *Staff has requested that the applicant provide a breakdown of the current designations on the Future Land Use Map for the property and more information on future plans for the undeveloped 13 acres.*
- Prior to City incorporation, the property was the location of an RV park. Though the RV park has been out of operation for a number of years, remnants of the park remain.

- The property is currently vacant and has been the subject of a number of development proposals, none of which have come to fruition. All previous proposals included the property across N State Route 89A where the City recently constructed Owenby Way.
- The properties are not part of a recorded subdivision.
- Oak Creek cuts through the property, with the 100-year floodplain impacting the majority of the area on the east side of the creek and a smaller area on the west side of the creek. The site is also impacted by the 500-year floodplain.
- The existing vegetation consists of a mixture of mature trees and shrubs.

### ***Zoning and Community Plan Designations***

The site is zoned PD (Planned Development). The property was originally rezoned from Commercial, Multifamily residential, and Single-family residential designations to PD in 1998. Various proposals including timeshares, apartments/condominiums, and commercial uses have been considered for this property, with a number of them being approved, though none have been constructed. The most recent zoning approval was granted in 2006, allowing for 158 condominiums, and expired in 2010. As the PD zone is a site plan specific zoning, the applicant is requesting approval of a new PD zone for the property that would be based on their proposal.

The entire project area is included in the [Uptown Community Focus Area \(CFA\) Plan](#). The Uptown CFA was reviewed by the Planning and Zoning Commission in work sessions on April 6 and 20, 2021, and in a public hearing on May 18, 2021, at which time the Commission recommended approval of the CFA plan to City Council. City Council is scheduled to conduct their first work session on the CFA plan on June 23, 2021. As the CFA plan has not yet been adopted, the applicant has submitted this application at-risk, with the understanding that the project is being reviewed based on the current draft of the CFA plan. If changes are made to the CFA plan that impact this project, it will be the applicant's responsibility to make any necessary modifications to the proposal. If significant changes are made to the CFA plan and/or the project, a new conceptual review may be required.

If the project moves beyond conceptual review, the applicant will not be able to submit for comprehensive review until the CFA plan is adopted by Council. During the comprehensive review, Staff will provide a complete evaluation of this project in relation to the Community Plan and the adopted CFA Plan.

### ***Previous Applications***

This property has been the subject of other development applications in the past. All past applications have included property on the north side of N State Route 89A, which is not included in this proposal. Previous applications include the following:

- CPA 1996-03, ZC 1995-07: Rezone from C-1 (General Commercial), RM-2 (Multi-family Residential) and RS-36 (Single Family Residential) to PD
  - 276 lodging units; 60,000 square feet of retail/office; 26,000 square feet of restaurant space; 7-acre public park
  - Planning and Zoning Commission recommended approval; Project withdrawn by applicant prior to City Council public hearing
- CPA 1998-02, ZC 1998-03, DEV 1998-04: Rezone from C-1 (General Commercial), RM-2 (Multi-family Residential) and RS-36 (Single Family Residential) to PD
  - 195 timeshares; 12 apartments; 56,680 square feet retail; 25,087 square feet restaurant; 6,160 square feet outdoor dining; 17,777 square feet clubhouse; 194 space parking structure; 150 seat outdoor amphitheater; 7-acre park

- DEV and CPA applications withdrawn by applicant; ZC application approved by City Council June 23, 1998
- DEV 1999-03: The Cliffs at Oak Creek, Phase I
  - 30 timeshare units; 15,000 square feet retail; 8,600 square feet restaurant; 171 space parking structure
  - Approved by Planning and Zoning Commission on March 16, 1999
  - Building permits issued in 2000; all building permits expired before construction began
- ZC 2004-01, SUB 2004-01, DEV 2004-01: The Preserve at Oak Creek
  - 138 timeshares; 19,876 square feet resort amenity space; 17,793 square feet spa; 6 affordable housing units; 376 parking spaces
  - Approved by P&Z on March 15, 2005, and City Council on April 26, 2005, with the condition that building permits be issued within 2 years
- CPA 2005-05, ZC 2005-07, DEV 2005-12, SUB 2005-19: The Preserve at Oak Creek, amended previous approvals
  - CPA to redesignate from Commercial/Lodging to Multifamily Medium and High Density Residential, ZC to amend PD, SUB for preliminary plat for condominiums, DEV for design of buildings
  - 158 condominiums and 12 for sale affordable housing units
  - Approved by P&Z on December 6, 2005, and City Council on February 14, 2006, with the condition that building permits be issued within 2 years
- TE 2008-01: Time extension for previous approval
  - Set new expiration date of March 14, 2010
  - Approved by P&Z on March 4, 2008, and City Council on April 22, 2008
  - Permits not issued, approvals expired

### ***Current Application***

The current application is a for a Zone Change to a new PD (Planned Development) and Development Review to allow for construction of a 188-room hotel and 22 units of multifamily housing.

### **PUBLIC INPUT**

- The applicant will be required to complete a Citizen Participation Plan during the comprehensive review stage of this project.
- Project documents submitted by the applicant were placed on the [Projects and Proposals](#) page of the Community Development Department website.
- Property owners within 300 feet of the subject properties were notified of the Conceptual Review Public Hearing.
- The property was posted with a Notice of Public Hearing and a notice was published in the Red Rock News on May 28, 2021.
- All notices contain contact information or a way to submit comments. Written comments received by Staff are included as [Attachment 4](#).

### **REVIEWING AGENCY COMMENTS AND CONCERNS**

Conceptual Review plans are routed to all internal and external reviewing agencies for comments. At this stage, comments generally involve what each review agency will expect to see in the submittal packet for comprehensive review. The comments received have been provided to the applicant, however, changes to

the plans based on these comments are not required during this stage of review. Comments were received from the following agencies and are included as [Attachment 3](#):

- City of Sedona Community Development
- City of Sedona Public Works

All review agencies will be given the opportunity to review the comprehensive submittal if this project advances to that stage of review.

## DEVELOPMENT PROPOSAL

The applicant is applying for a zone change and development review to allow for the development of a 188-room hotel and 22 multifamily residential units. All of the housing units are proposed to be deed restricted for affordability. *During the comprehensive review, the applicant will need to provide details regarding how the affordable housing units will be restricted for affordability and from becoming short-term rentals.*

A detailed description of the proposal was submitted by the applicant and is included in [Attachment 2.a](#). A summary is included below.

### **Phasing**

- The project is proposed to be developed in single phase.

### **Uptown Community Focus Area (CFA) Plan**

*The Planning and Zoning Commission recommended approval of the Draft CFA plan to City Council on May 18, 2021. City Council is scheduled to conduct their first work session on the CFA plan on June 23, 2021. The following is a preliminary evaluation of the conceptual proposal based on the Draft CFA plan the Commission recommended for approval.*

#### *Circulation Strategies*

- *See below and the Creekside Resort Area for specific strategies for this area.*
- *Street Connectivity: The CFA plan recommends that development within the Creekside Resort area provide access via the Owenby Way roundabout. This project would provide the first link in this connection. This access road will need to be designed for a future connection to Arroyo Roble Dr.*
- *Complete Streets: The design of the new road must accommodate all modes of travel (walking, biking, driving, shuttles).*
- *Walkability and Bike-ability: The project will need to provide pedestrian and bicycle accommodations. This could include, but is not limited to, sidewalks, bicycle parking, transit stops, lighting, etc.*
- *Resort and Creek walk: Developments along the creek have the opportunity to provide a creek walk to give visitors, resort guests, employees, and residents the opportunity to enjoy the creek and have an alternative to the busy sidewalks of Main Street. A creek walk should be a component of the final development plan.*
- *Parking: The applicant is proposing that a portion of their parking garage be available for public use. More details of this proposal (how many spaces, management, etc.) will be required during the comprehensive review.*

#### *Land Use Strategies*

- *See below and the Creekside Resort Area for specific strategies for this area.*

- *Lodging: New lodging is supported in the Creekside Resort Area. Projects must reflect the CFA Plan and goals and flexibility in development standards may be considered when a project complies with the goals of the CFA.*
  - *While a complete evaluation of compliance with the CFA will not be done until the project is submitted for comprehensive review, Staff has concerns regarding this project's overall compliance with the CFA plan. Some of these concerns may be addressed through provision of additional detail on the proposed development. However, Staff believes some of these items will require redesign of parts of the project.*
  - *If the applicant chooses to continue this process, Staff will continue to work with the applicant to bring the project into compliance with the expectations set forth in the CFA plan.*
- *Historic Preservation: The property contains a historic wellhouse. The applicant has been encouraged to preserve this structure and potentially apply for historic landmark status. In addition, providing interpretative information regarding the history of the site should be considered.*

#### *Design Strategies*

- *Streetscape Design: Recommendations from this section of the CFA plan should be incorporated when designing the new street.*
- *Sustainable Public Spaces: The parking garage and public areas of the site would be expected to incorporate the recommendations from this section, including public restrooms, trash and recycling, water bottle refill stations, and EV charging stations.*
- *Wayfinding: The project would participate in the overall wayfinding strategies for Uptown.*
- *Uptown Gateways: The Owenby Way roundabout is one of the identified gateways into Uptown Sedona. Improvements at the roundabout should incorporate strategies from this section.*

#### *Creekside Resort Area*

- *Street Connectivity: By providing access off of the Owenby Way roundabout, this property is providing the first link of an off-highway connection for the Creekside Resort Area. Other developments in this area would be able to extend this connection.*
- *Walkability: Walkability will need to be designed into the project, providing pedestrian facilities and amenities throughout the project. In addition, the development should provide a creek walk. While connections on the properties to the north and south do not currently exist, the City will continue working with other property owners to complete the creek walk.*
- *Parking (See additional comments under Oak Creek Conservation)*
  - *The proposal includes public parking in the garage. The amount of public parking and management of the parking will be reviewed during comprehensive review.*
  - *The CFA encourages developments to provide parking structures to decrease the paved area required for surface parking lots. While the proposal includes a parking garage, it also includes surface parking in the floodplain.*
- *Oak Creek Conservation: The CFA recommends limiting development in the Oak Creek riparian area and floodplain. The current proposal shows some buildings slightly encroaching into the floodplain and a parking area within the floodplain.*
  - *Providing parking within the floodplain is not in keeping with the intent of the CFA. As the applicant is requesting additional height allowances to allow a parking garage to be placed under the lodging buildings, it is unclear why the parking in the floodplain is needed. If parking is proposed within the floodplain, the development may not be in compliance with the CFA plan and additional height may not be supportable.*



- *Resort Lodging: The project is within the area identified by the CFA plan as the “Creekside Resort” district.*
  - *Projects must integrate the goals of the CFA into their project. Many of these details are not provided at conceptual review but must be provided during comprehensive review.*
  - *A traffic impact analysis (TIA) is required during the conceptual review of the proposal. This requirement was added during the public hearing phase of the CFA plan. At that time, the applicant had already submitted this project for conceptual review and staff was in the midst of reviewing the project. While the applicant has since submitted a TIA, Public Works staff has not been able to review the analysis or provide comments on the conclusions and recommendations contained in the TIA.*

#### *Overall Initial Evaluation – CFA Plan Compliance*

- *While the project takes some steps towards implementing the recommendations of the CFA plan, the project will be requesting significant increases in height over what is permitted under the LDC. While these increases may be considered (the CFA allows for flexibility in development standards), Staff has concerns that the amount of height increases being requested is not commensurate with the level of commitment to implementing the CFA plan being shown at this stage of the process.*
- *Regarding the implementation of the CFA plan that allows for consideration of additional heights, Staff has the following comments:*
  - *The applicant needs to more clearly demonstrate how they will be implementing all relevant portions of the CFA plan, as outlined in the previous comments.*
  - *Development/parking areas should be moved out of the Oak Creek corridor/floodplain.*
  - *The applicant should provide a creek walk and/or creek access through the property.*
- *In order to allow for a review of the request for additional heights, Staff has the following comments:*
  - *The applicant must set a maximum height (elevation) for all buildings on the site in order to ensure the additional heights do not adversely impact adjacent properties and their expectations of what could be built on this property.*
    - *These maximum heights should be equivalent to heights that would be permitted along shared property lines without the requests for increases in height. The plans submitted by the applicant show significant height increases at property lines.*
  - *The applicant should provide an evaluation of what could be built on the property under existing height allowances and provide a comparison to their proposal to demonstrate what the additional impact would be.*
  - *Buildings with the most height should be located on the interior of the property, so the impact is on users of this property, not on adjacent properties.*
  - *Building height should be considered to allow for inclusion of additional community benefits (housing, parking, preservation of riparian areas, etc.), not for additional lodging units or for decorative architectural elements.*

#### [Sedona Land Development Code \(LDC\)](#)

- *A comprehensive evaluation for compliance with all applicable sections of the Land Development Code will be conducted during comprehensive review.*

#### [LDC 5.3: Grading and Drainage](#)

- *A preliminary grading and drainage report and plan will be required for comprehensive review.*
- *Oak Creek cuts through the site. Additional areas of the site are impacted by the 100-year and 500-year floodplains.*

LDC 5.4: Access, Connectivity, and Circulation

- Primary vehicular access to the site is proposed from N State Route 89A at the Owenby Way roundabout. A secondary entrance is proposed at Art Barn Road.
  - *Given the recently installed median on N State Route 89A, the Art Barn Road entrance should be one-way/entrance only, with all traffic exiting the site using the roundabout.*
- The project would include a new public access from the Owenby Way roundabout. This road would continue through the site to the south to Art Barn Road.
  - *The road would go from the roundabout to the property line along Art Barn Road. This will allow properties to the south to connect to this road and the roundabout. This off-highway connection is recommended in the CFA plan.*
  - *This connection will be for public use. Based on the CFA plan and potential for connection to additional properties, Staff would recommend that this be a public street rather than an easement.*
- All new roads will contain sidewalks and pedestrian facilities.
  - *If Art Barn Road is changed to one-way, the road should also be improved to provide sidewalks and pedestrian connections from the property to N State Route 89A.*
- The plans do not currently include a commitment regarding a potential future creek walk.
  - *The CFA plan recommends that properties along the creek provide a public access easement for a creek walk.*
- A traffic impact analysis (TIA) was submitted prior to the meeting and is available for review online at <https://www.sedonaaz.gov/home/showpublisheddocument/43727>
  - *Due to time constraints, the Public Works Department has not had the opportunity review the TIA or provide comments on the analysis or the findings/recommendations.*

LDC 5.5: Off-Street Parking and Loading

- Parking is proposed to be provided through a combination of surface parking lots and parking structures under the proposed buildings.
- The applicant has not provided preliminary parking calculations for the project.
  - *A parking analysis will be required during comprehensive review.*
- *Staff has conducted a preliminary review of the plans. While more information is needed and will be provided at the next stage of review, Staff has provided the applicant with preliminary comments and a list of sections of the code that need to be addressed and incorporated into the proposal.*

LDC 5.6: Landscaping, Buffering, and Screening

- *The applicant will be required to submit a landscape plan with comprehensive review.*

LDC 5.7: Site and Building Design

- *Staff has conducted a preliminary review of the plans. While more information is needed and will be provided at the next stage of review, Staff has provided the applicant with preliminary comments and a list of sections of the code that need to be addressed and incorporated into the proposal.*
- *The applicant will be requesting significant height increases above what the code allows for this project. The Draft CFA supports “flexibility in development standards when a project complies with the goals of this CFA.” (page 14)*
  - *Staff’s initial comments on the project included requests for additional information on the proposed heights, including clarifying how much additional height is being requested, which building are proposed to include additional height, and any mitigation measures being proposed to lessen the impact on adjacent properties.*

- *The applicant provided plans to Staff address some of these questions. These plans show significant height increases on nearly all of the buildings, with the largest height increases proposed on the buildings located closest to adjacent properties. While height increases may be considered, Staff has concerns with the way the heights are currently being shown:*
  - *Building heights along the property lines that impact adjacent properties should adhere to established height limits.*
  - *The greatest height allowances should be proposed in areas furthest from other properties.*
  - *Additional buildings heights should be considered for provision of community benefits identified in the Draft CFA, such as additional housing or keeping development and/or parking out of the floodplain.*
  - *See additional comments under the CFA section of this Staff Report.*

#### [LDC 5.8: Outdoor Lighting](#)

- *An outdoor lighting plan will be required during comprehensive review.*

#### [LDC 5.9: Public Art](#)

- *The applicant will be required to submit a public art plan with comprehensive review.*

#### [LDC Article 6: Signs](#)

- *A master sign plan for the development will be required during comprehensive review.*

#### *Wastewater Disposal*

- *The property has the ability to connect to the City's Wastewater System.*
- *A sewer design report will be required for comprehensive review.*

## **REVIEW GUIDELINES**

The following is requested from the Planning and Zoning Commission at this time:

- **ZONE CHANGE** Conceptual Review of Proposal
- **DEVELOPMENT REVIEW** Conceptual Review of Proposal

All development applications are reviewed under [LDC Article 8 \(Administration and Procedures\)](#).

[LDC Section 8.3](#) contains procedures and rules applicable to all development applications while the following sections contain procedures and rules that apply to specific development applications. [LDC Section 8.3.E\(5\)](#) contains the approval criteria applicable to all development, subdivision, and rezoning applications. These criteria are as follows:

### **B. Generally**

1. Unless otherwise specified in this Code, City review and decision-making bodies shall review all development applications submitted pursuant to this article for compliance with the general review criteria stated below.
2. The application may also be subject to additional review criteria specific to the type of application, as set forth in section 8.4 through 8.8.

3. If there is a conflict between the general review criteria in this section and the specific review criteria in section 8.4 through 8.8, the applicable review criteria in sections 8.4 through 8.8 control.

**C. 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.

**D. 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.

**E. Compliance with This Code and Other Applicable Regulations**

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

**F. Minimizes Impacts on Adjoining 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 adjoining property owners in the immediate neighborhood as defined in the Citizen Participation Plan for the specific development project, if such a plan is required.

**G. 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.

**H. 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, stormwater management, wildlife habitat, soils, and native vegetation.

**I. Minimizes Adverse Fiscal Impacts**

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

**J. 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.

**K. Provides Adequate Road Systems**

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.

**L. 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.

**M. 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.

***Discussion (Zone Change)***

The zone change component of this project proposes to rezone the property from Planned Development (PD) to a new PD district, based on the proposed development. [LDC Section 8.6.B](#) contains the procedures and rules for rezoning to Planned Development districts. In addition to the above general criteria, this section includes the following approval criteria for PD Rezoning:

In reviewing a proposed PD rezoning, the Planning Commission and City Council shall consider whether and to what extent the proposed PD:

- a. Meets the general approval criteria in Section 8.3.E(5), Approval Criteria Applicable to All Development, Subdivision and Rezoning Applications;
- b. Addresses a unique situation, provides substantial benefit to the City, or incorporates innovative design, layout, or configuration resulting in quality over what could have been accomplished through strict application of a base zoning district or other standards of this Code;
- c. Meets all applicable standards of this Code not expressly modified by the PD application; and
- d. If the PD provides residential uses, includes varied types of housing and densities.

***Discussion (Development Review)***




The development review portion of this project will review the proposed site plan and buildings for compliance with applicable LDC standards, including, but not limited to, height, building design, parking, landscaping, etc. [LDC Section 8.4.A](#) contains the procedures and rules for development review applications. This section does not include any additional approval criteria for development review applications beyond the general criteria listed above.

***Staff Recommendation***

None at this time (Conceptual Review). This is an opportunity for the Commission to provide feedback to the applicant and staff regarding the project.

# Aerial View

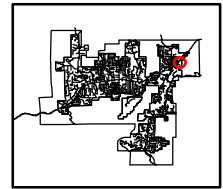
Parcel  
401-09-001A,B,C;  
401-13-059;  
401-08-006A;  
401-08-002A  
Archer Hotel

-  Project Parcels
-  Parcel Boundary
-  Street Centerline



0 80 160 Feet

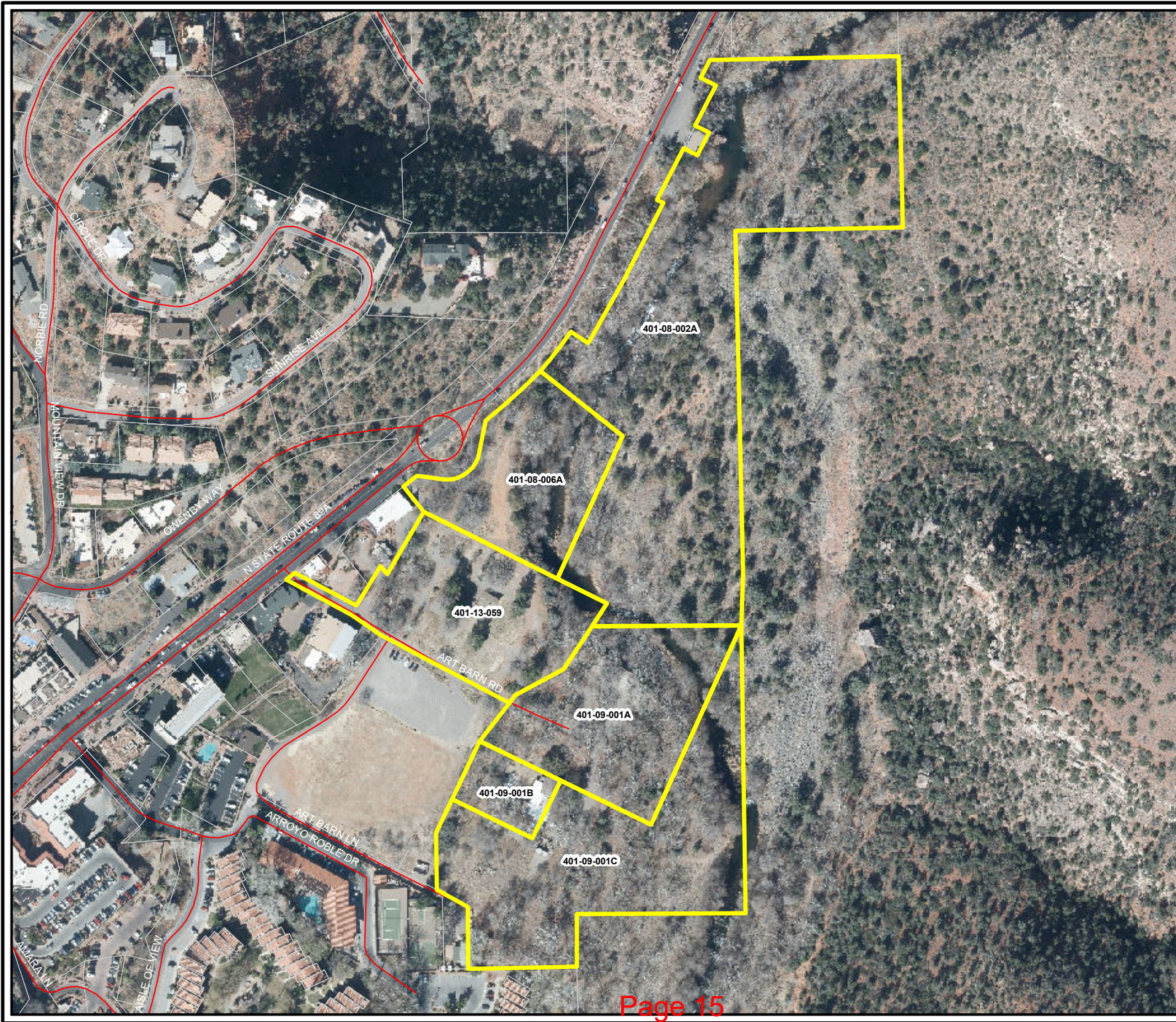
City Index



GIS, City of Sedona  
04/15/2021  
g:\pub\proj\projects\archerhotel\mxds\archerhotel\_aerial.mxd









This map is designed to provide information about Sedona, and has been prepared for general planning and informational purposes only. It is not necessarily accurate to engineering or surveying standards. Every effort has been made to make this map as complete and as accurate as possible; however, no warranty of fitness is implied. The information is provided on an "as is" basis. The City of Sedona shall have neither liability nor responsibility to any person or entity with respect to any loss or damages in connection with or arising from the information contained on this map.




# Vicinity Map

Parcel  
 401-09-001A,B,C;  
 401-13-059;  
 401-08-006A;  
 401-08-002A  
 Archer Hotel

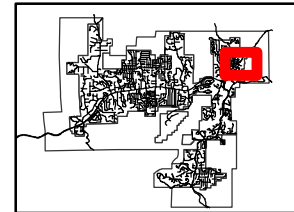
-  Project Parcels
-  Zoning Boundary
-  Building Footprint
-  Parcel Boundary
-  Trail
-  Street Centerline



0 110 220 Feet



### City Index

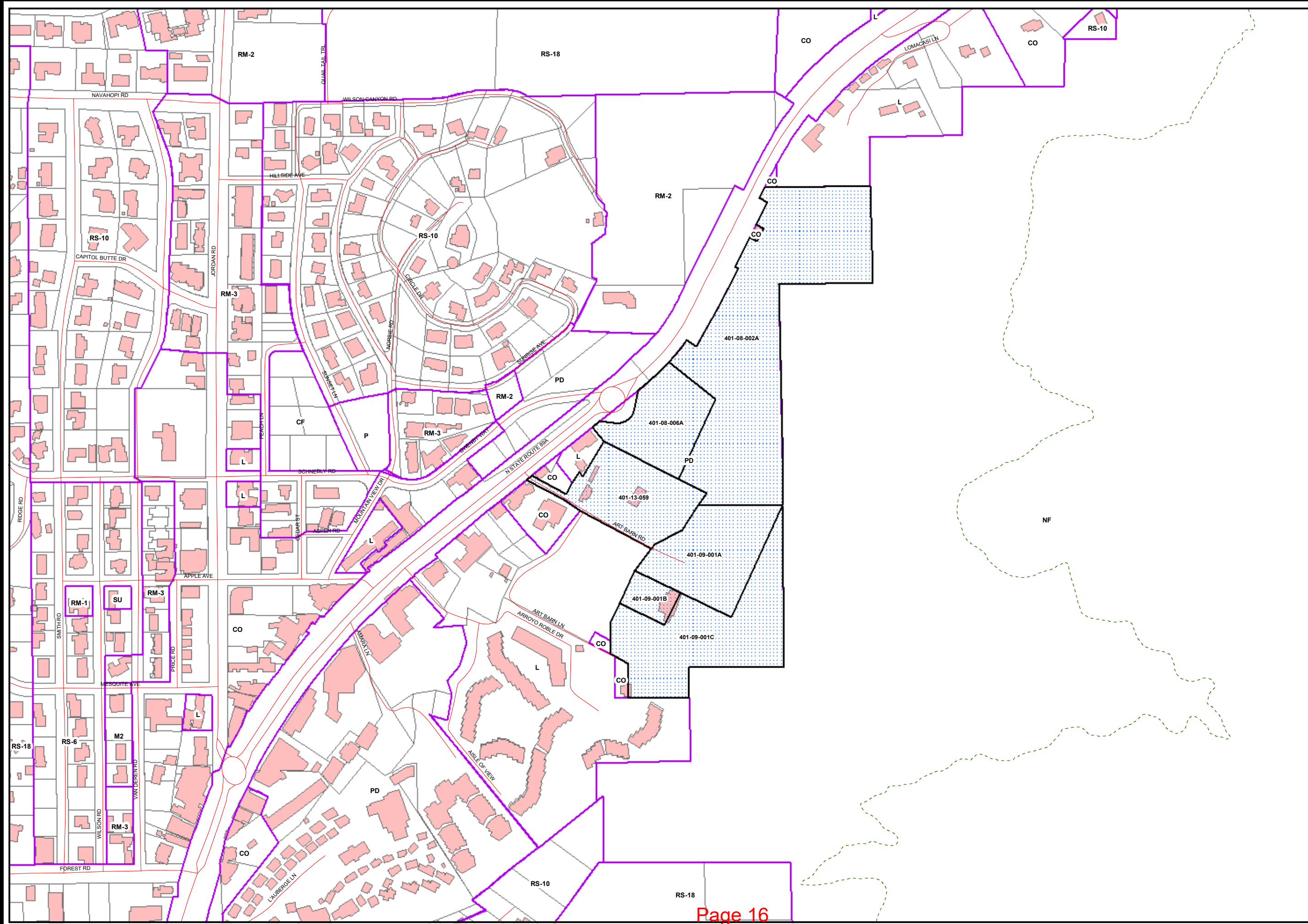


GIS, City of Sedona  
 04/15/2021  
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# Project Application

fillable PDF available online at:  
[www.sedonaaz.gov/projects](http://www.sedonaaz.gov/projects)



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

Application for (check all that apply):

- |   |   |                                      |   |
|---|---|--------------------------------------|---|
| <input type="checkbox"/> Conceptual Review        | <input type="checkbox"/> Comprehensive Review   | <input type="checkbox"/> Appeal      | <input type="checkbox"/> Time Extension |
| <input type="checkbox"/> Community Plan Amendment | <input type="checkbox"/> Development Review     | <input type="checkbox"/> Subdivision |   |
| <input type="checkbox"/> Zone Change              | <input type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Variance    |   |

Project Information	Project Name			
	Project Address		Parcel No. (APN)	
	Primary Contact		Primary Phone	
	Email		Alt. Phone	
	Address		City/State/ZIP	
Office Use Only	<i>Application No</i>		<i>Date Received</i>	
	<i>Received by</i>		<i>Fee Paid</i>	

Project Description	
---------------------	--

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		Contact Name	
	Project Role		Primary Phone	
	Email		Alt. Phone	
	Address		City/State/ZIP	
Contact #2	Company		Contact Name	
	Project Role		Primary Phone	
	Email		Alt. Phone	
	Address		City/State/ZIP	
Contact #3	Company		Contact Name	
	Project Role		Primary Phone	
	Email		Alt. Phone	
	Address		City/State/ZIP	

**Subject Property APNs**

**401-09-001C**

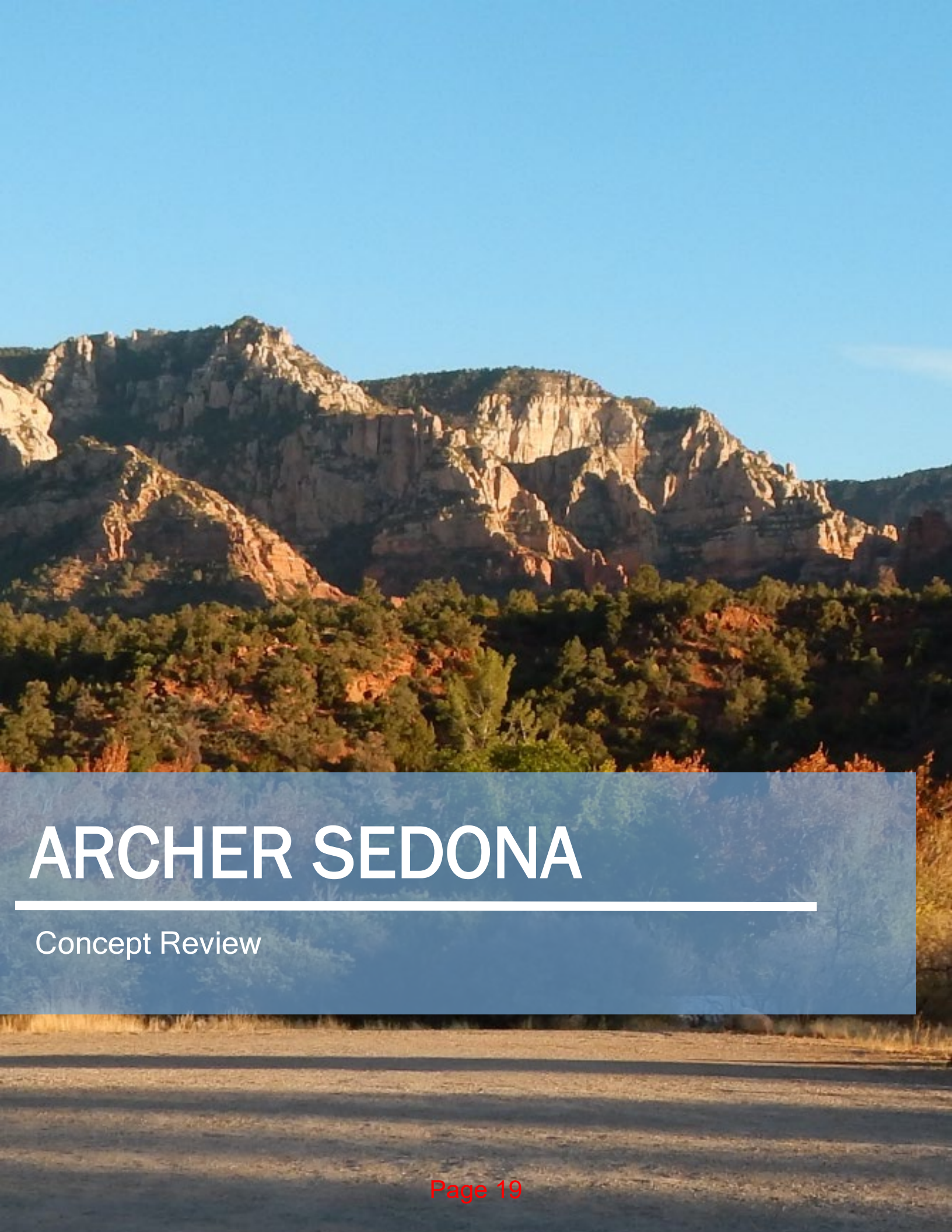
**401-09-001B**

**401-09-001A**

**401-13-059**

**401-08-006A**

**401-08-002A**



# ARCHER SEDONA

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Concept Review

# Development Team

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## LODGEWORKS

### **Developer**

Lodgeworks Partners, L.P.  
8100 E. 22<sup>nd</sup> Street N Bldg 500  
Wichita, KS 67226



### **Land Use Attorneys**

Adam Baugh/Benjamin Tate  
Withey Morris, PLC  
2525 E. Arizona Biltmore Circle Suite A-212  
Phoenix, AZ 85016



### **Architect**

Roger Brown  
LK Architecture  
345 N. Riverview Street  
Wichita, KS 67203

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Zoning Map.....	Tab 3
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Lobby Building Sketches.....	Tab 7
Lower Guest Plaza and Pool Area Sketches.....	Tab 8
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# Introduction

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This application is being submitted on behalf of Lodgeworks Partners, L.P. (“Lodgeworks”) for the development of Archer Sedona, a new lodging and multi-family residential project in Uptown Sedona at the northeast corner of SR-89A and Art Barn Road in Sedona, Arizona. In its 36-year history, Lodgeworks has developed numerous hotel brands across the United States and amassed decades worth of experience and expertise developing high-quality lodging developments. Currently, Lodgeworks is focused on developing distinctive, boutique luxury hotels under the flag of Archer Hotels.

Archer Hotels are located in unique and interesting places around the United States that require a site-specific approach - relying on community engagement, attention to detail, and thoughtful design to deliver a project that excites visitors, energizes the community, and enhances its surroundings. Leveraging its experience developing Archer Hotels in communities like Napa, Austin, Manhattan, and Seattle, Lodgeworks is uniquely qualified for the undertaking of developing the subject property of this application.

Lodgeworks’ vision for this property is luxury boutique resort hotel that harnesses the natural landscape and topography of the site to provide visitors and residents alike a place to gather, visit, and stay and an experience unique to Sedona. Incorporating and integrating feedback and input carefully gathered from the community, staff, Planning & Zoning Commission, and City Council, the applicant respectfully submits this concept review for a zone change and design review to allow the development of Archer Sedona.

## Site Overview

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The subject property is approximately 19 acres located at the northeast corner of SR-89A and Art Barn Road in Sedona, Arizona (the “Property”). See Aerial Map at **Tab 1**. The City of Sedona’s Community Plan Future Land Use Map currently identifies the Property as a mix of Multi-Family/High-Density Residential, Commercial/Lodging, and Parks. See Community Plan Map at **Tab 2**. The Property is currently zoned PD (Planned Development). See Zoning Map at **Tab 3**. The Property is also within the Uptown Community Focus Area (CFA) currently pending review and approval in the City of Sedona.

The Property is bounded by SR-89A to the west and Coconino National Forest to the east. Although the subject site for this application encompasses all 19 acres of the Property, the applicant only seeks to develop the 6 acres at the southern end of the Property. The site is largely characterized by natural features (large rock cliffs and Oak Creek) and extreme topography that limit the developable area to 6 acres depicted in the Topographical Map at **Tab 4**. The remaining 13 acres, most of which is either on the east bank of Oak Creek or within the FEMA-designated floodway, will be left undisturbed.

This site presents a unique opportunity for responsible and sustainable lodging/hospitality development. Oak Creek bisects the site, bringing with it beautiful rock formations carved out by the flowing water and thick groves of towering sycamore trees along the banks. Beyond Oak Creek to the east, the Property enjoys unobstructed views of Wilson Mountain, Schnebly Hill, Merry Go Round Rock, and Snoopy Rock. Preserving the natural beauty of the site and the views it affords - not only for guests but for the larger community of residents and visitors - is fundamental to the design concept. The land plan has been carefully designed to blend into the existing terrain, preserve existing trees and vegetation, and minimize disturbance in previously undisturbed areas. Key design considerations include:

- Improve traffic circulation and walkability in Uptown Sedona with additional roadway and pedestrian connections.
- Provide multiple opportunities/places for guests, visitors, and the public to gather and mingle.
- Utilize site topography limit visual impact of buildings and maintain public viewsheds and view corridors.
- Maximize use of areas previously disturbed by development and limit disturbance in undisturbed areas.
- Preserve existing trees and vegetation to maintain the natural beauty of the site and provide visual screening/cover for new buildings.
- Improve public parking capacity in Uptown Sedona.
- Contribute new rental housing inventory to the City of Sedona.

## Request

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Over the past three decades, several attempts have been made to develop the Property. The shape, geographical boundaries, topography, and limited viable land uses for the site pose significant challenges for economically viable development that, unit now, no developer has been able to overcome. These issues, however, are not insurmountable - they simply require a developer with the expertise, vision, and patience to develop the site in a manner that is contextually appropriate, compatible with the surrounding area, and contributes to the vibrant community in Uptown Sedona.

Lodgeworks submits this application for Development Review and Zone Change for the development of a 188-room Archer-branded luxury boutique resort and a 22-unit multi-family residential development. This proposal will bring a truly unique lodging and residential development to Uptown Sedona that meets and exceeds these criteria. Archer will set a new standard for high-quality lodging development in Sedona - providing a beautifully designed and responsibly developed space for visitors and residents alike to stay, visit, and gather.

## Project Overview

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At the core of the proposed land plan and design concept is a desire to minimize the physical and visual impact of the development and harness the natural beauty of the site. The buildings are designed and organized to flow harmoniously with the existing topography, cascading away from SR-89A as the land slopes southeast toward Oak Creek. Structures will be sited and developed at five distinct elevation profiles - at each level utilizing the areas already disturbed by previous development and limiting disturbance in undeveloped areas. The overall result is a 6-acre lodging and multi-family residential development that is not only architecturally stunning and blends with the landscape but looks and feels much smaller than its site area suggests. See Conceptual Site Plan and Elevation Levels at **Tab 5**.

### 4285 Elevation Level

Archer Sedona is accessed via the existing roundabout on SR-89A, from which a new public connector road will provide secondary circulation to Art Barn Road and potentially other local streets within Uptown Sedona to relieve traffic pressure from the main highway. This elevation profile is the main level and surface parking for the 22-unit multi-family residential community, which is accessed via the first driveway off the connector road.

The multi-family development is a single-loaded building with four floors of units oriented east toward Oak Creek. The majority of the building, however, is hidden from view. From the parking area, the building only appears to



be two stories and sits below SR-89A to eliminate any view obstructions. See Multi-Family Sketches at **Tab 6**. The remaining two floors below are accommodated by excavation that tucks the building into the hillside and meets the mid-level (4265) elevation of the site. From the east, the multi-family building is largely obscured from view by large, mature sycamore trees along the west bank of Oak Creek.

From the vantage point of SR-89A, this elevation profile also includes the top floor of a handful of the guest room buildings, peeking out from a distance to the east. These buildings have been oriented and sited minimize visibility from the roadway and maximize screening via large, mature trees in the Oak Creek basin.

#### 4275 Elevation Level

Continuing down the connector road ten feet below the multi-family parking and twenty-five feet below SR-89A sits the resort entry and the main level of the development. Guests are greeted by a porte cochere that extends from the hotel lobby to the east. The main level of the lobby building will feature a restaurant and bar that will offer dramatic, unobstructed views of Oak Creek and the rock formations to the east. A wrap-around deck adjacent to bar and restaurant sits just above the creek and provides 180-degree-plus vistas of the Oak Creek watershed and surrounding terrain beyond it. Similar to the multi-family development, the lobby building is designed to step down with the terrain, tucking its lowest third level into the cliffside to minimize the overall height and visual impact as viewed from the highway. See Lobby Building Sketches at **Tab 7**.

The upper guest plaza and event space are also at this level of the resort. Archer Sedona was designed to provide numerous opportunities for people to gather. The guest plaza offers comfortable seating areas, natural and structured shade, fireplaces/firepits, and other amenities. Just east of the upper guest plaza, the event lawn offers an open, outdoor setting for small-to-medium-sized events with stunning views of the surrounding area.

#### 4265 Elevation Level

This elevation profile is the midpoint of the project and includes the public parking garage, lower guest plaza, and guest pool area. The public parking garage is the first level of a two-level parking structure for both guests and the public that steps down with the terrain from west to east. The public garage contains approximately 90 parking spaces and is accessed from Art Barn Road. See Lower Guest Plaza and Pool Area Sketches at **Tab 8**.

#### 4255 Elevation Level

Continuing downward, the 4255 level contains the guest parking garage, which is segmented into two areas - one parallel to Art Barn Road with the other, larger parking guest parking area perpendicular to it and adjacent to the guest room clusters in the large sycamore grove at the east end of the property along Oak Creek. This elevation also contains the lowest level of the lobby building.

#### 4245 Level

The lowest elevation profile provides ground-level access to the guestroom clusters in the sycamore grove next to Oak Creek and limited surface level parking east of the buildings. As indicated by the conceptual site plan, it is the developer's intention to preserve the vast majority of the trees in this area, which are an important element to the natural habitat in Oak Creek and also provide natural shade and significant visual screening for the guest room buildings. See Lower Guest Building Sketches at **Tab 9**.

# Uptown Community Focus Area

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The development team for Archer Sedona has been afforded a rare opportunity to incorporate feedback and insight in real time as the Uptown CFA is currently being planned. The April 1, 2021 draft of the Uptown CFA and subsequent April 6, 2021 meeting of the Planning & Zoning Commission provided valuable direction for the project development team. The Property falls within the “Creekside Resort Area” of the Uptown CFA, which identifies several goals and recommendations for new resort/lodging development - all of which have been incorporated into the conceptual plans for this project:

Street Connectivity: The Uptown CFA recommends creating new street connections within the Creekside Resort Area to improve traffic flow and provide alternatives to Main Street/SR-89A. As discussed above, the proposed project will include a public connector road that links Art Barn Road to the roundabout at SR-89A and leaves open the possibility for future connectivity further south at Arroyo Roble Drive. Art Barn Road, which is fully within the Property, will also be improved and updated as part of this development to provide additional vehicular and pedestrian connectivity and convenience.

Walkability: The Uptown CFA encourages pedestrian walkability and connectivity between the resorts in the Creekside Resort Area. Archer Sedona will offer a network of pedestrian pathways throughout the Property that connect to adjacent walking trails and resorts. The development team is exploring the feasibility of a “creek walk”, but such an effort would require the cooperation of and coordination with several adjacent property owners.

Parking: The public parking shortage in Uptown Sedona is a well-known issue that is highlighted in the Uptown CFA. As described above, the proposed development will include a 90-space public parking garage to relieve pressure on the surface parking in Uptown Sedona, particularly along SR-89A/Main Street. The public parking garage will be exclusively public and intended to provide additional parking capacity for visitors and employees in the Uptown Area - a separate portion of the parking structure will be dedicated to guest and employee parking. With all on-site parking, both public and private, a “park once” approach will be encouraged to reduce Uptown traffic circulation and congestion.

Oak Creek Conservation: The Uptown CFA Plan emphasizes the importance of preserving the Oak Creek watershed, recommending that new development preserve the riparian area and floodplain. As noted throughout this narrative, the proposed project does not encroach into the floodway and has been designed to minimize disturbance in undisturbed areas and preserve existing trees and vegetation in the riparian area. The natural beauty of this site is one of its most appealing amenities and will be protected and preserved to the greatest extent possible.

Workforce Housing: The City of Sedona’s rental housing shortage has long been a priority for city staff and Council, particularly in the context of new lodging development. A 22-unit multi-family residential development is currently planned as part of the overall conceptual site plan to provide additional and much-needed rental housing inventory to the City of Sedona. The development team is currently working with staff on the specifics and feasibility of the affordability element of the proposal.

## Sustainability

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Although this project is still in the early stages of conceptual design, Lodgeworks is committed to making Archer Sedona an environmentally sustainable project that incorporates many of the long-term sustainability priorities

of the City of Sedona. Below is a sample of the sustainable design elements and practices currently under evaluation by the applicant:

- Automated, presence-based HVAC and lighting controls.
- Low-flow plumbing fixtures
- High-performance glazing
- High-performance LED lighting
- Low or no VOC-emitting paints, adhesives, etc.
- Bike racks in covered parking garage
- Electric vehicle charging
- Energy-efficient HVAC equipment
- Eliminate single-use plastic water bottles and other single-use plastic items
- Repurposing of excavated site materials

This list is non-exclusive and is only a representative sample of the sustainable design elements, practices, and operational procedures currently being evaluated by the applicant for incorporation and integration into this project. A more definitive and complete outline of the sustainability program will be submitted with the formal application.

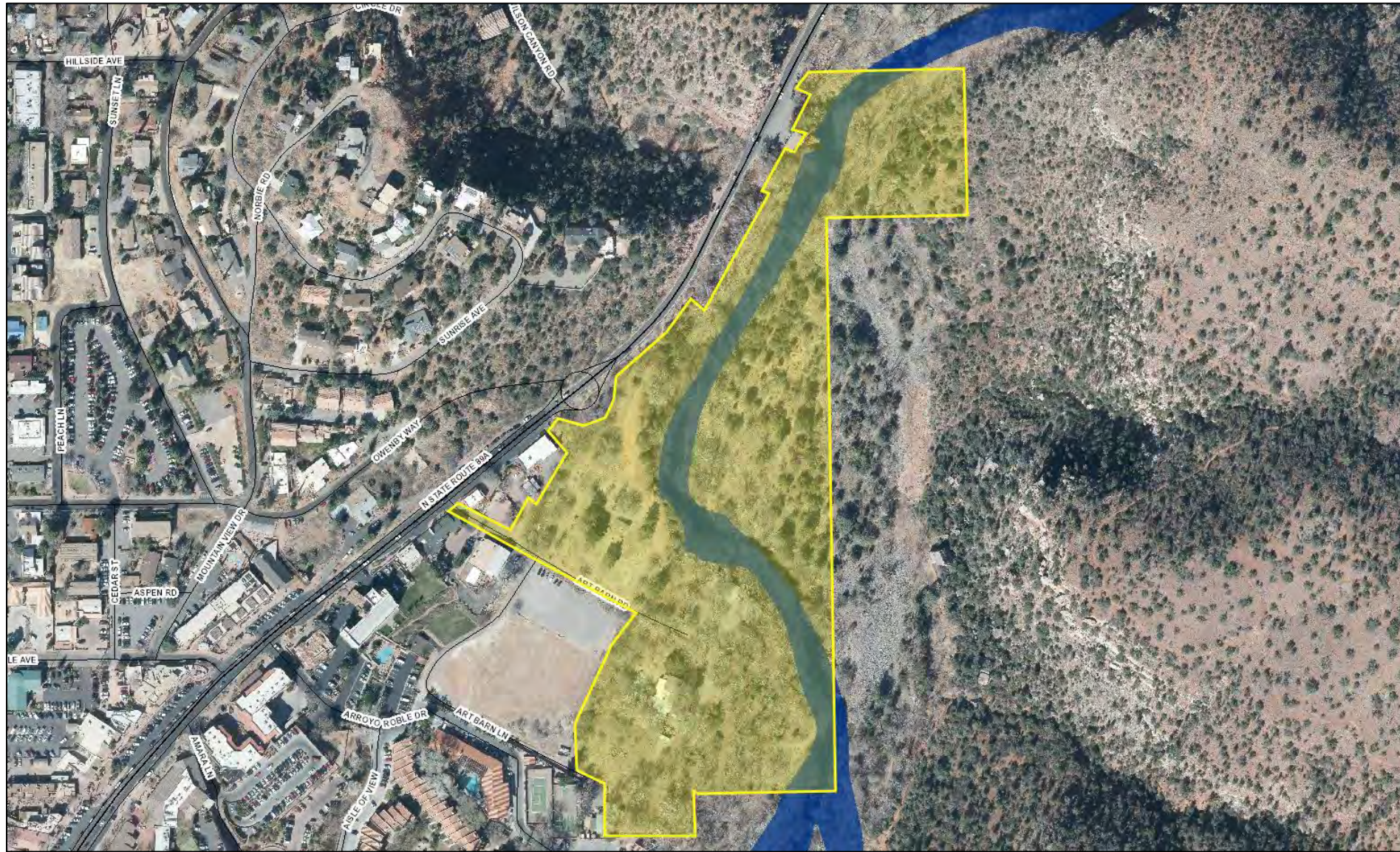
## Summary

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Archer Sedona is a truly unique, forward-thinking development that is worthy of this extremely challenging and stunningly beautiful site. Lodgeworks' methodical, deliberate, and collaborative approach to development has yielded a concept design that is compatible with the surrounding area and the goals of the Uptown CFA. The proposed project will contribute to the vibrant fabric of the Uptown community and Sedona at large, offering a distinctive, environmentally responsible, and beautifully designed setting for people to gather, stay, live, and play in Uptown Sedona.

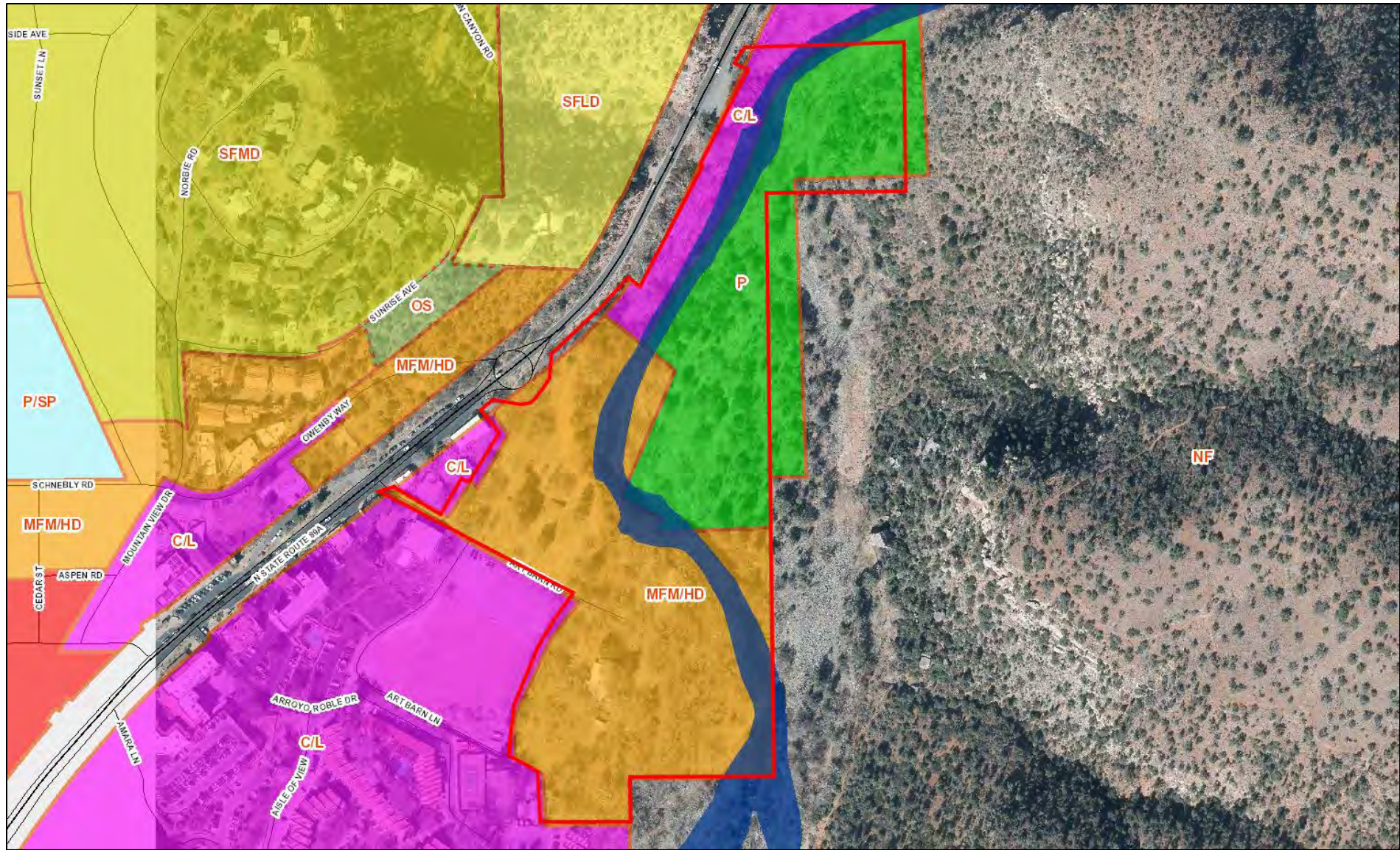
# TAB 1

# Aerial Map



# TAB 2

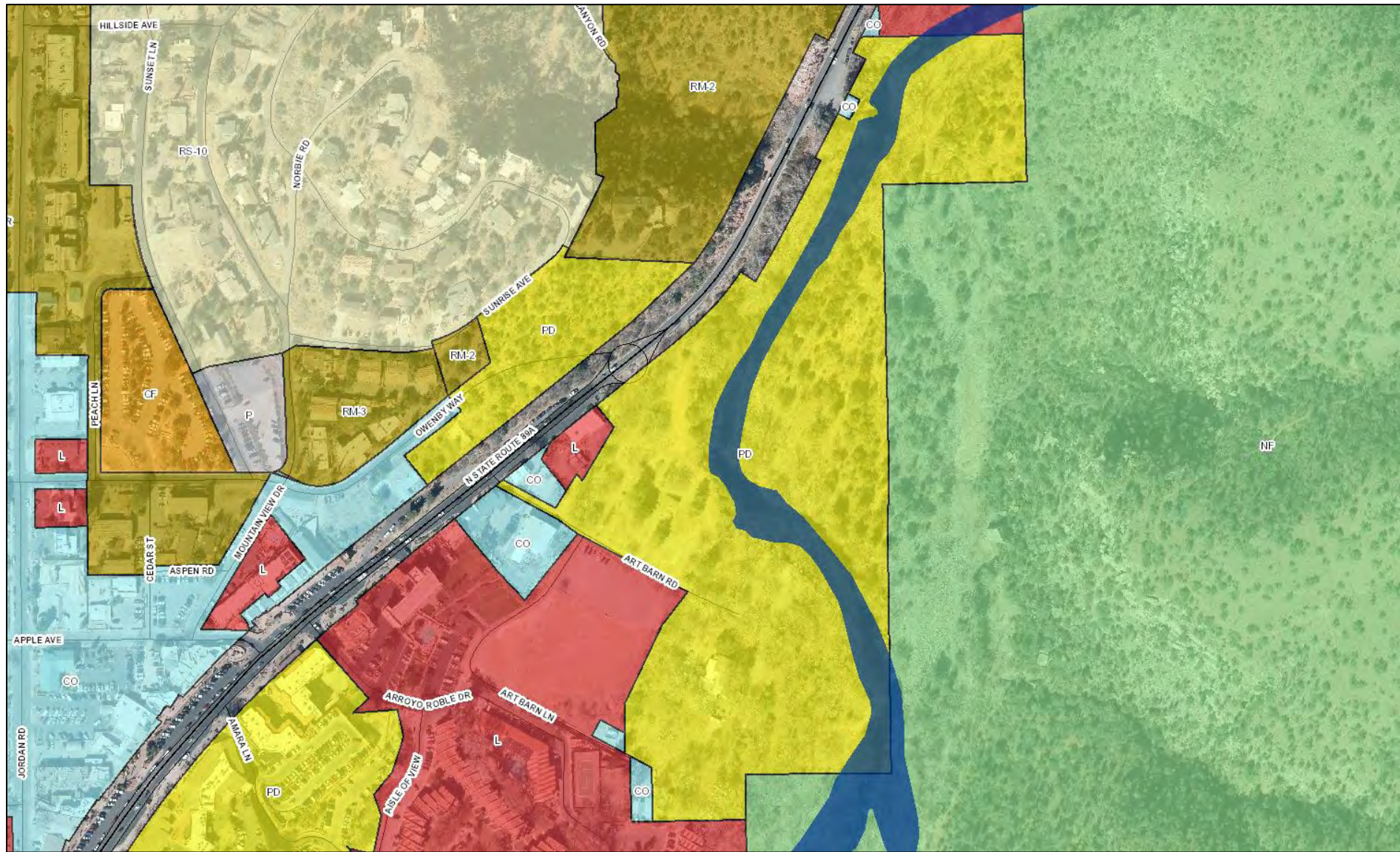
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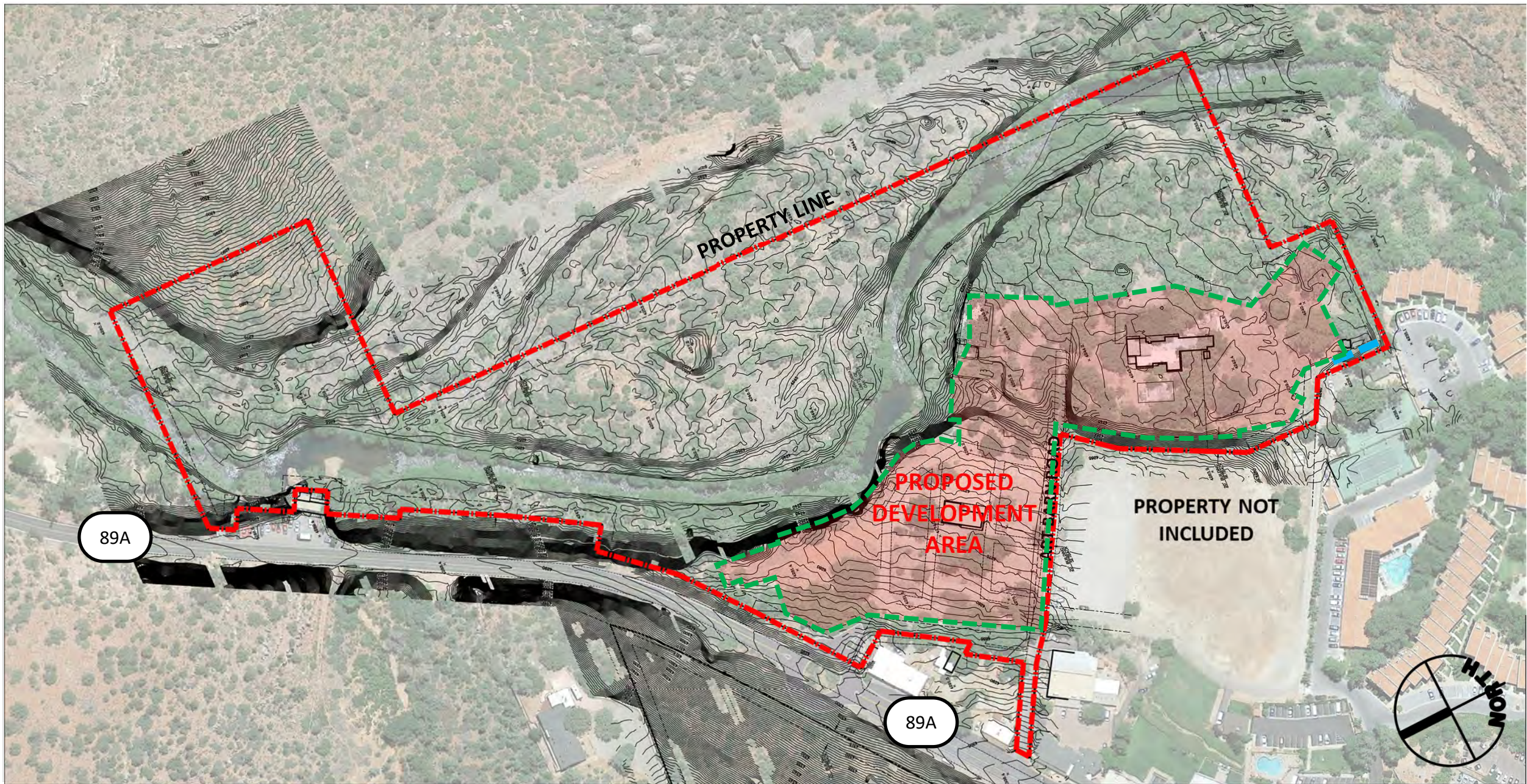
# TAB 3



# Zoning Map

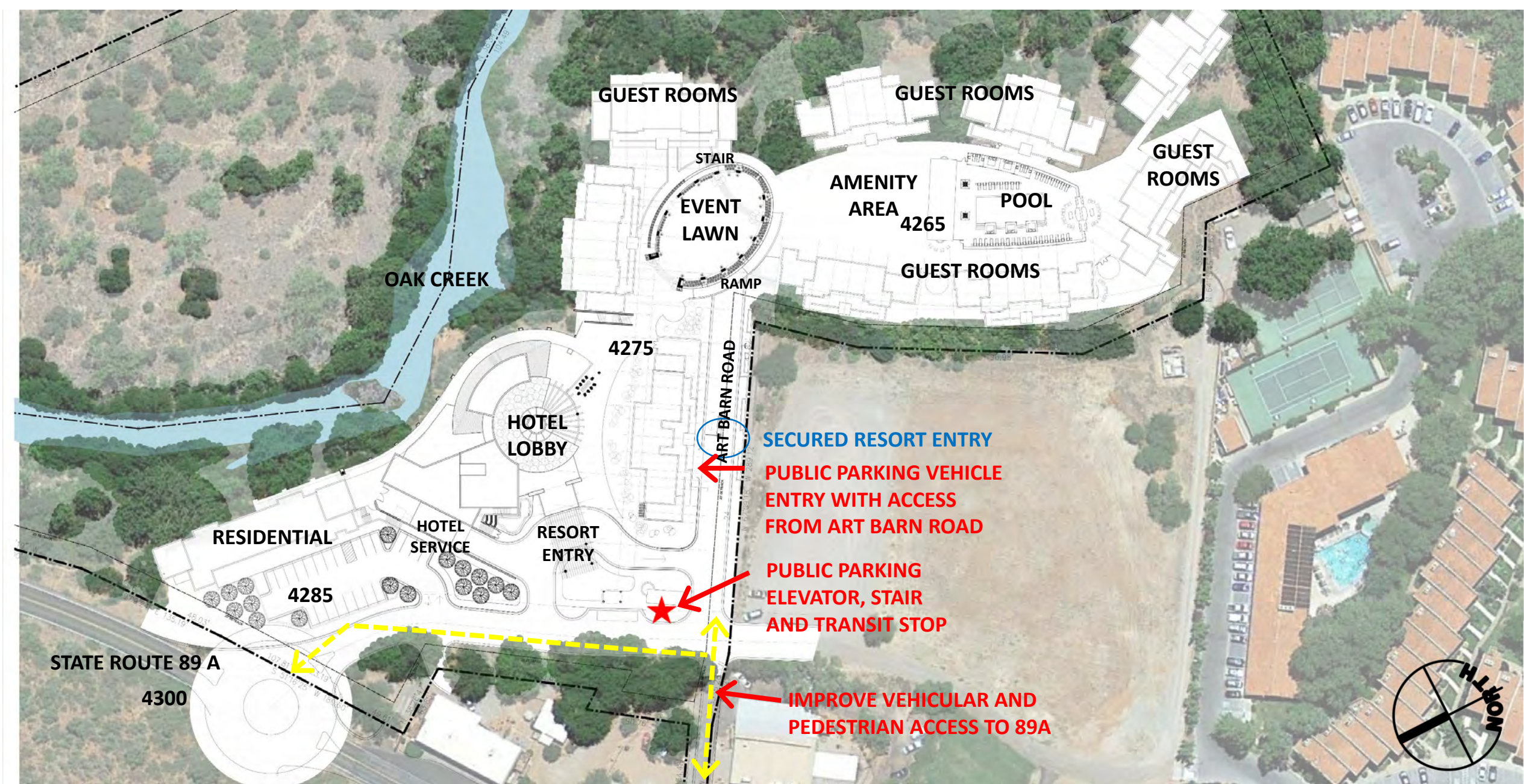


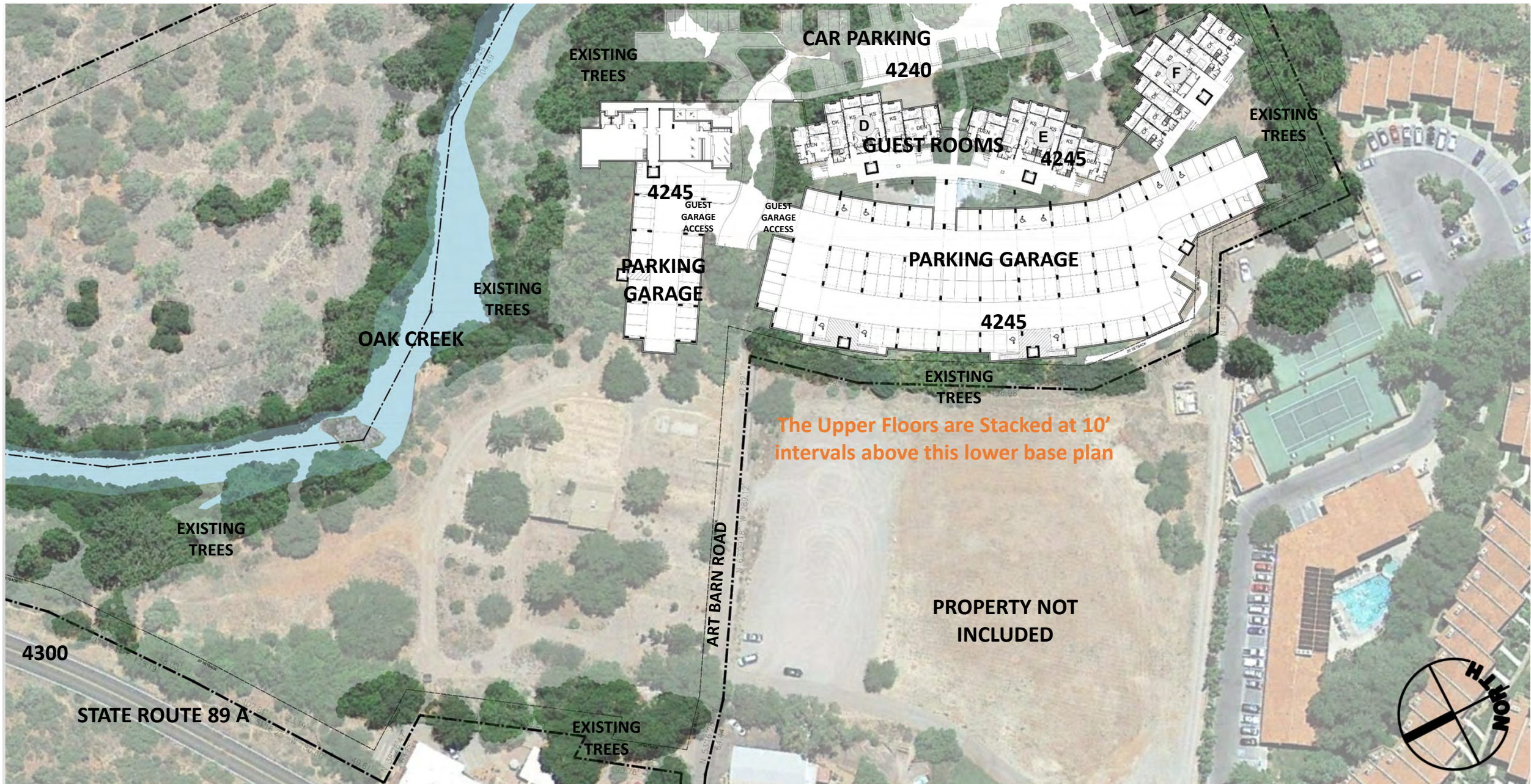
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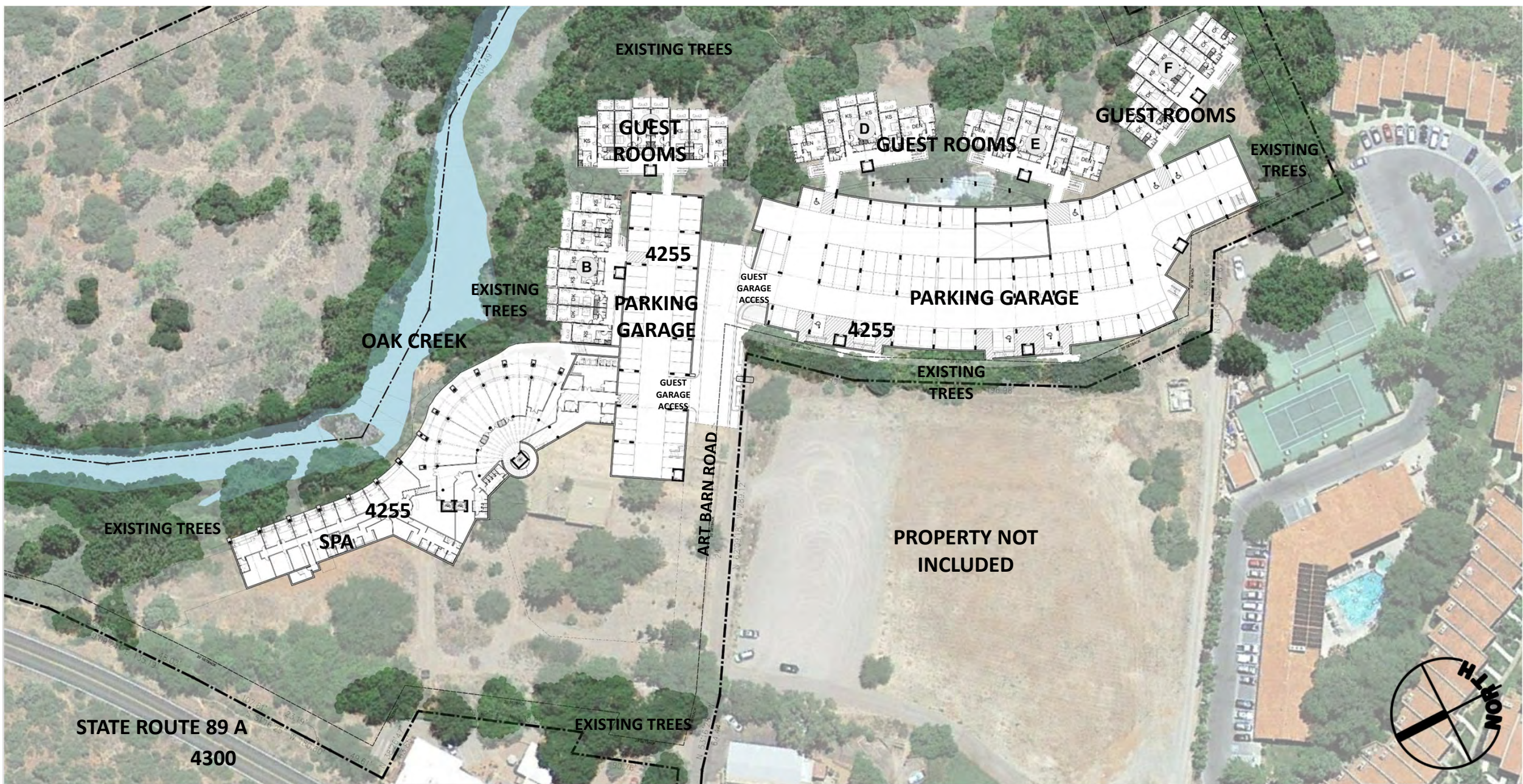


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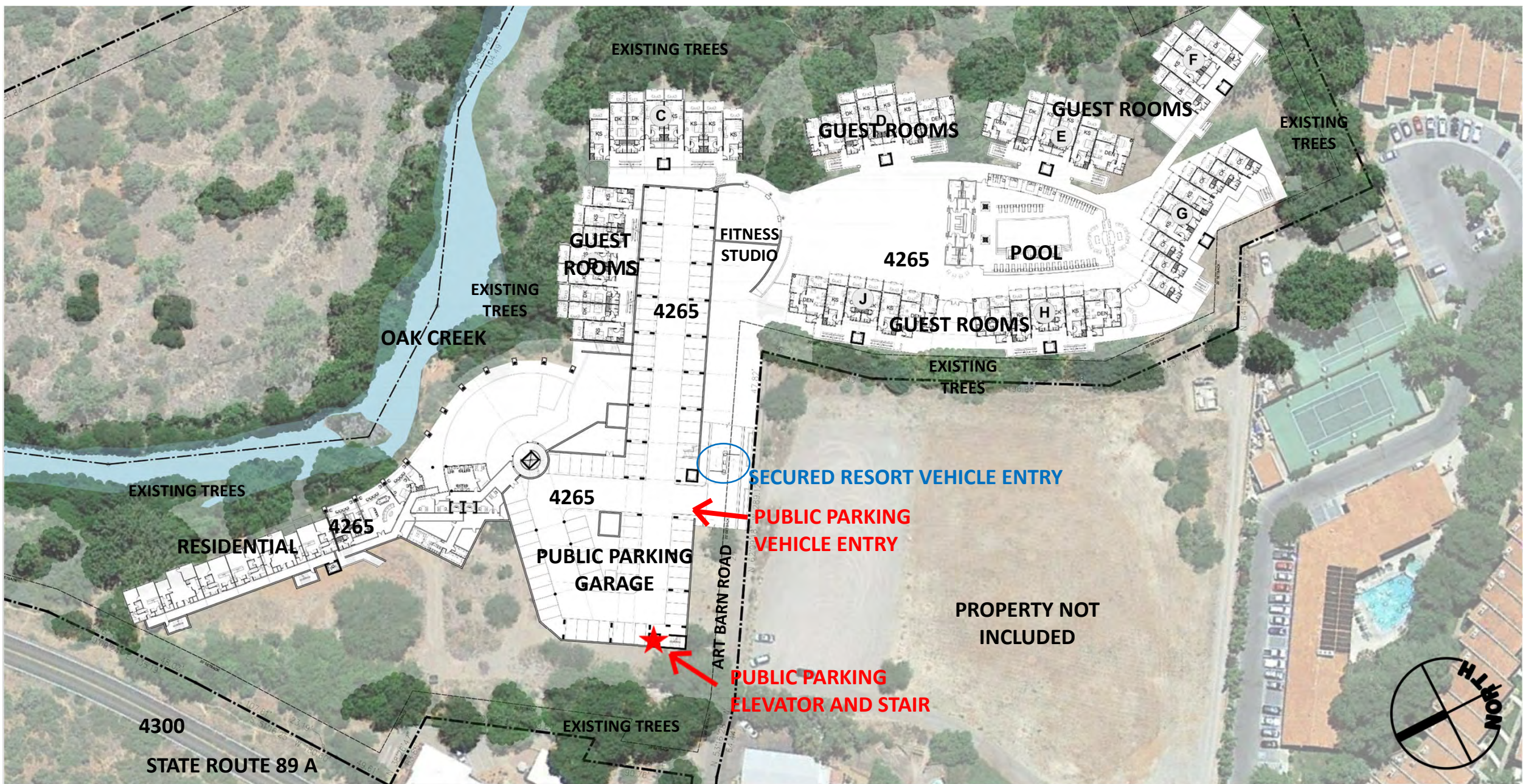


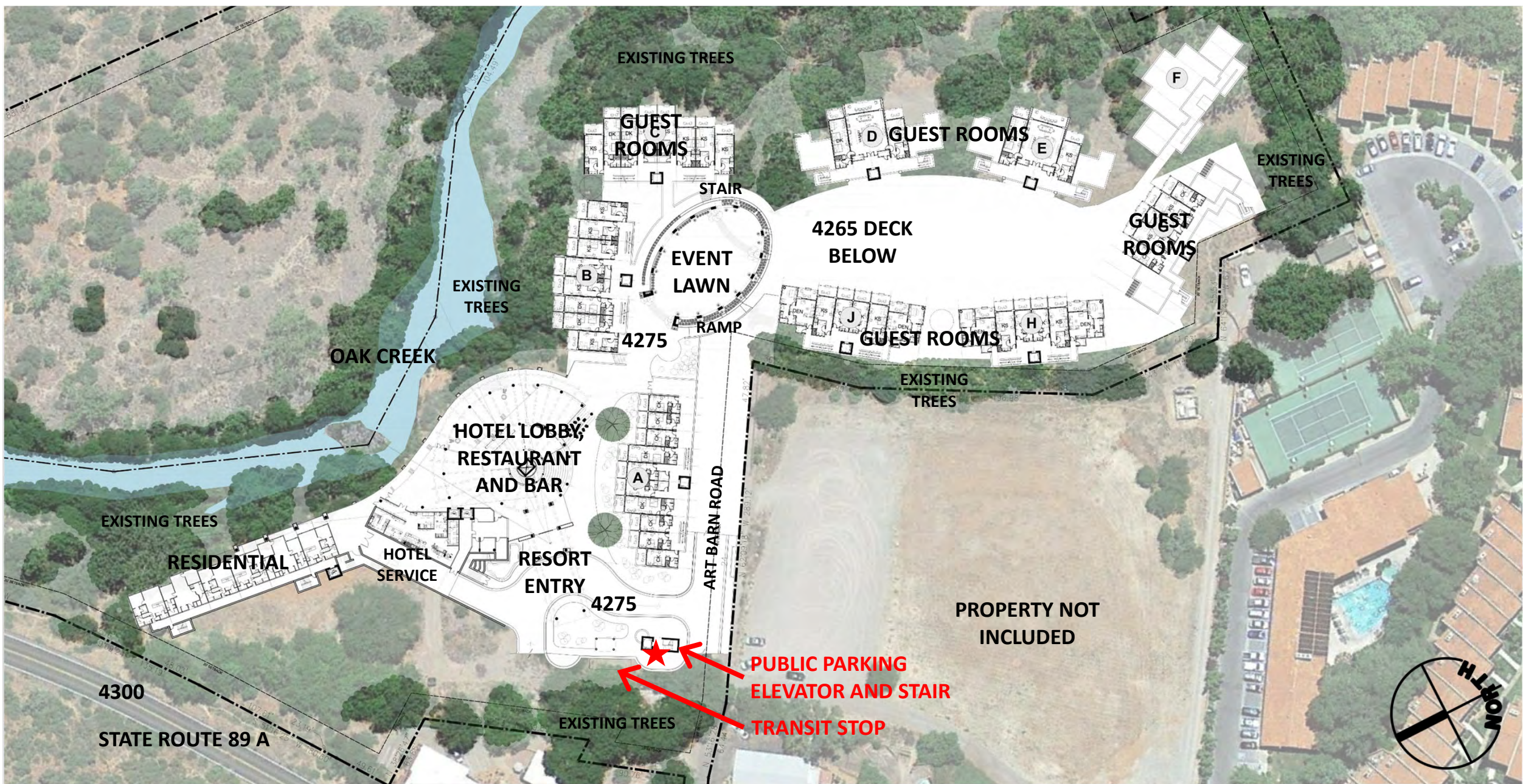


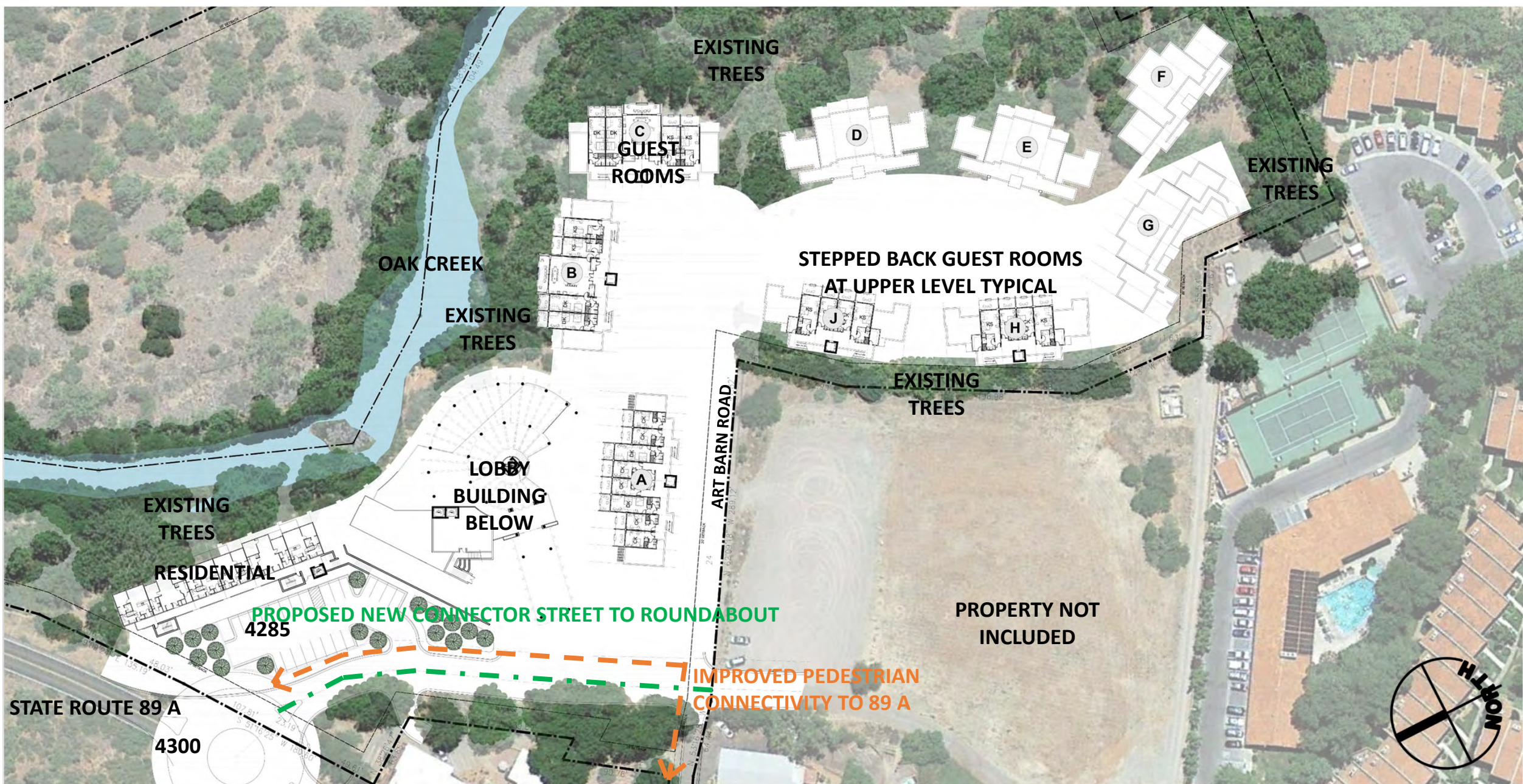












EXISTING TREES

**GUEST ROOMS**

EXISTING TREES

OAK CREEK

**STOPPED BACK GUEST ROOMS AT UPPER LEVEL TYPICAL**

EXISTING TREES

EXISTING TREES

EXISTING TREES

**LOBBY BUILDING BELOW**

ART BARN ROAD

RESIDENTIAL

**PROPOSED NEW CONNECTOR STREET TO ROUNDABOUT 4285**

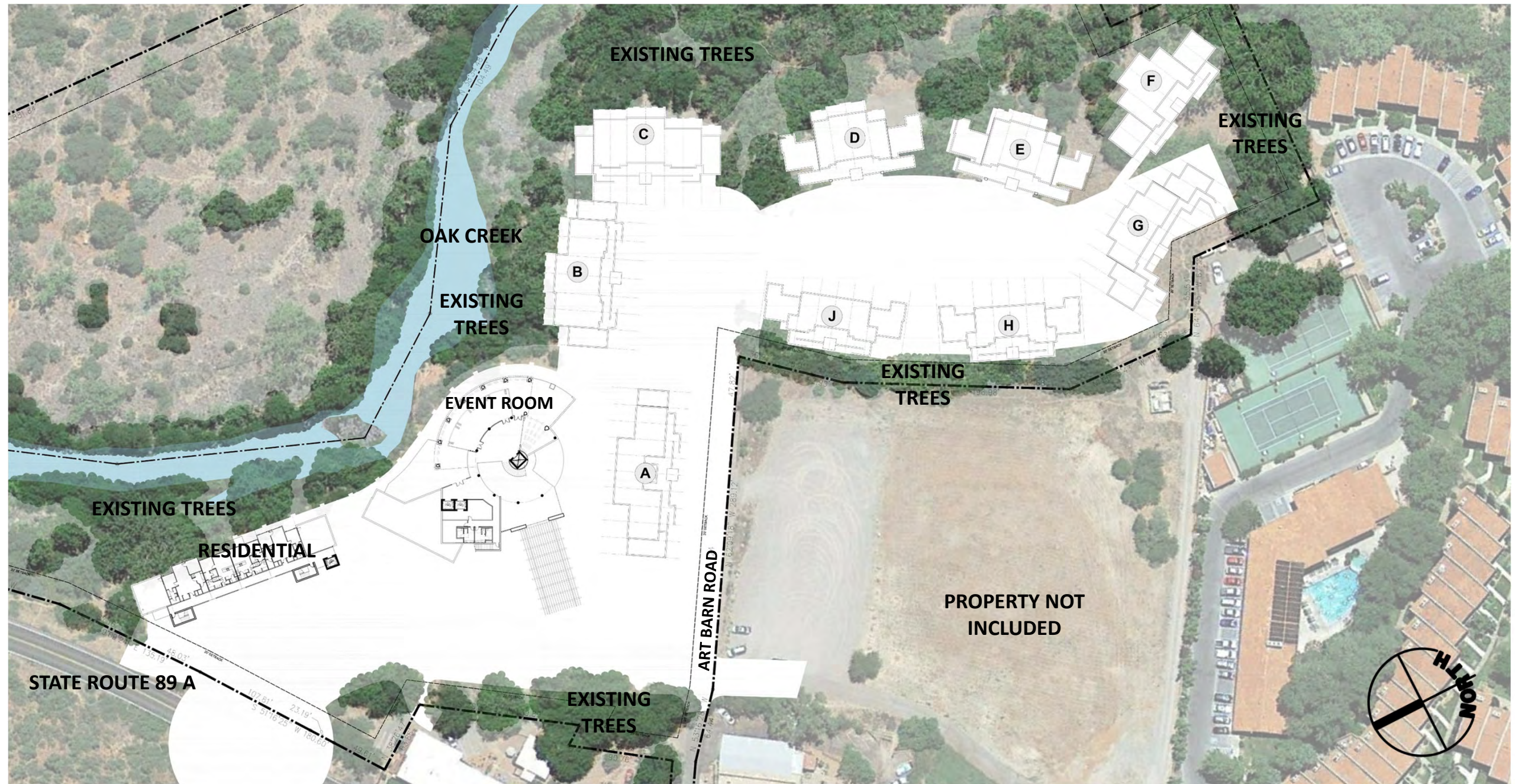
PROPERTY NOT INCLUDED

**IMPROVED PEDESTRIAN CONNECTIVITY TO 89 A**

STATE ROUTE 89 A

4300





EXISTING TREES

EXISTING TREES

OAK CREEK

EXISTING TREES

EXISTING TREES

EXISTING TREES

RESIDENTIAL

EVENT ROOM

PROPERTY NOT INCLUDED

EXISTING TREES

STATE ROUTE 89 A

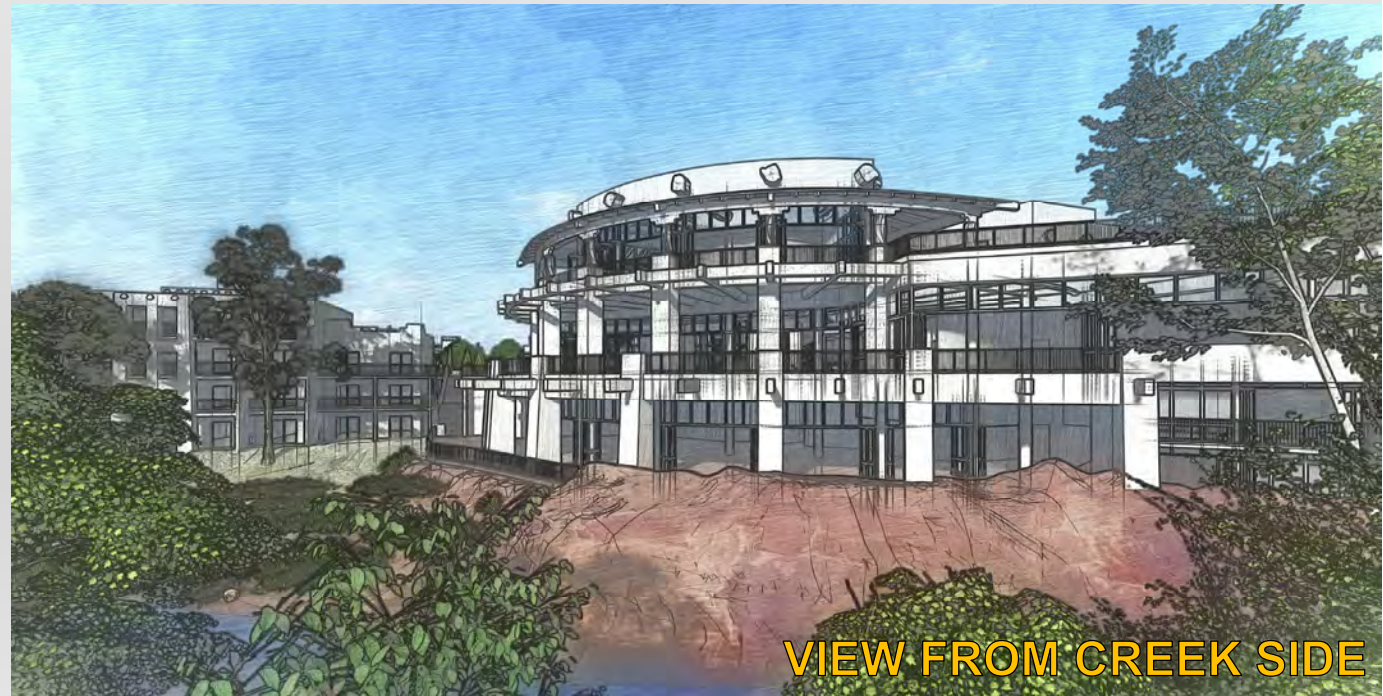
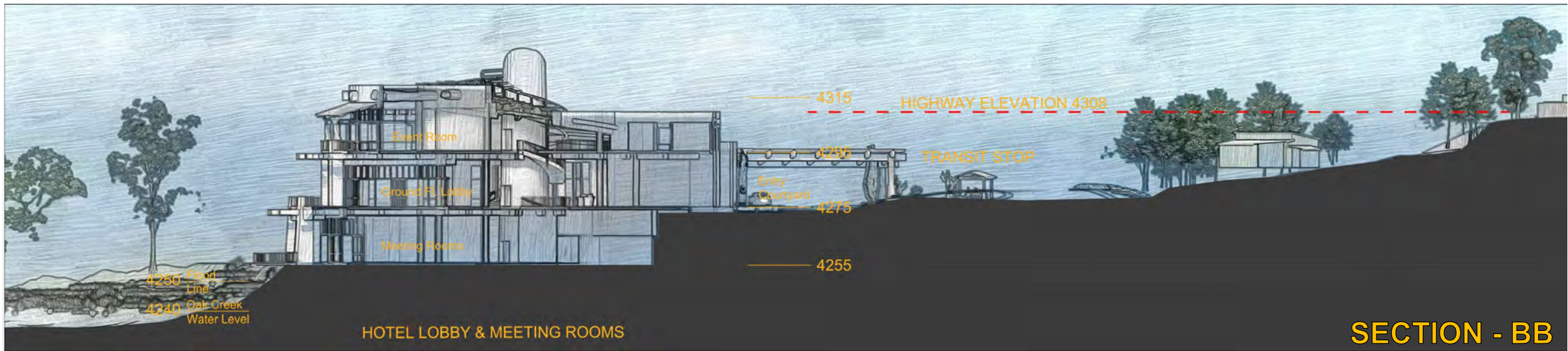
ART BARN ROAD



# TAB 6



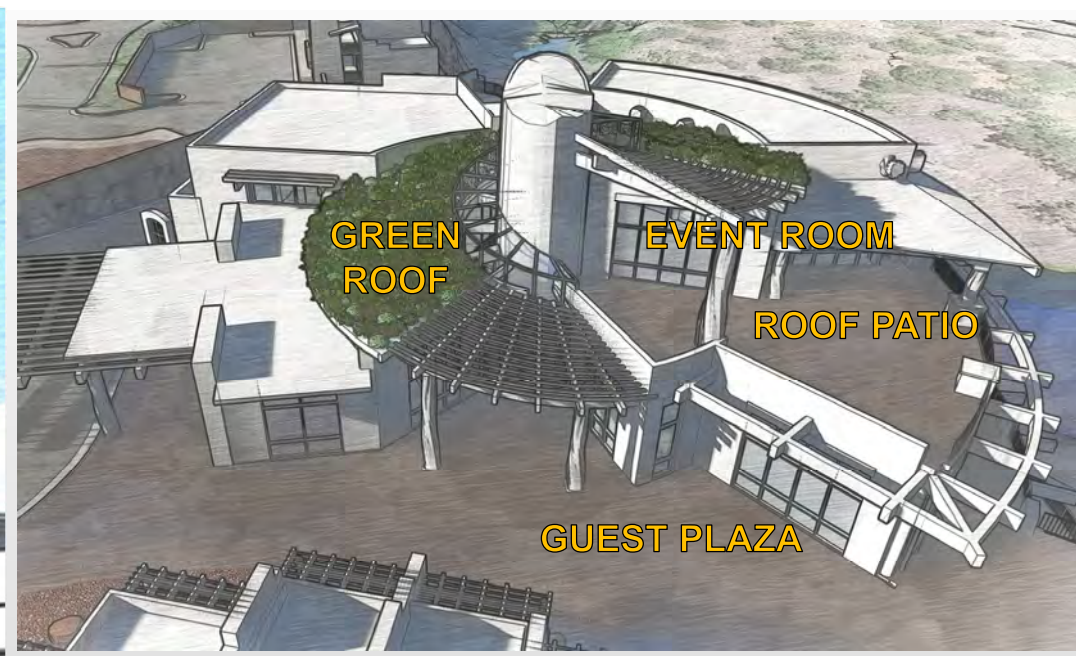
# TAB 7







GUEST PLAZA



GREEN ROOF

EVENT ROOM

ROOF PATIO

GUEST PLAZA



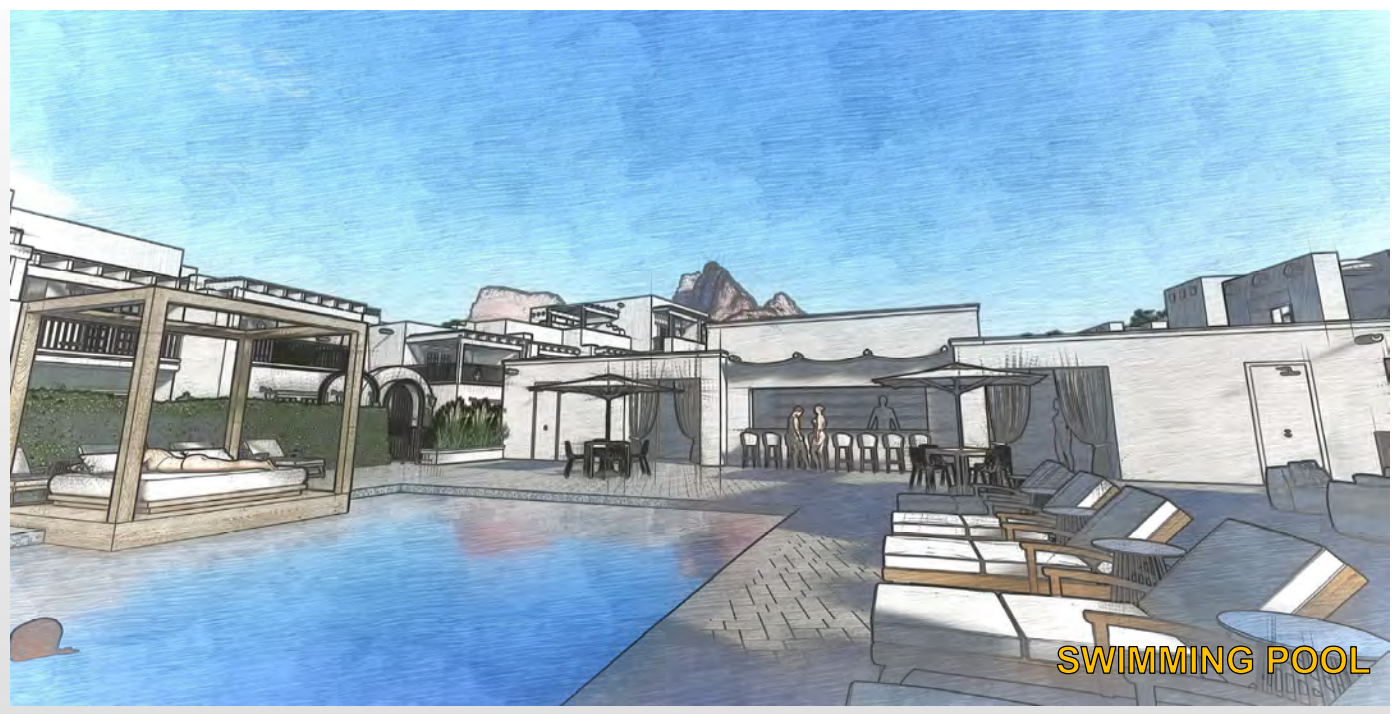
PORTE COCHERE



# TAB 8



GUEST AMENITY DECK



SWIMMING POOL



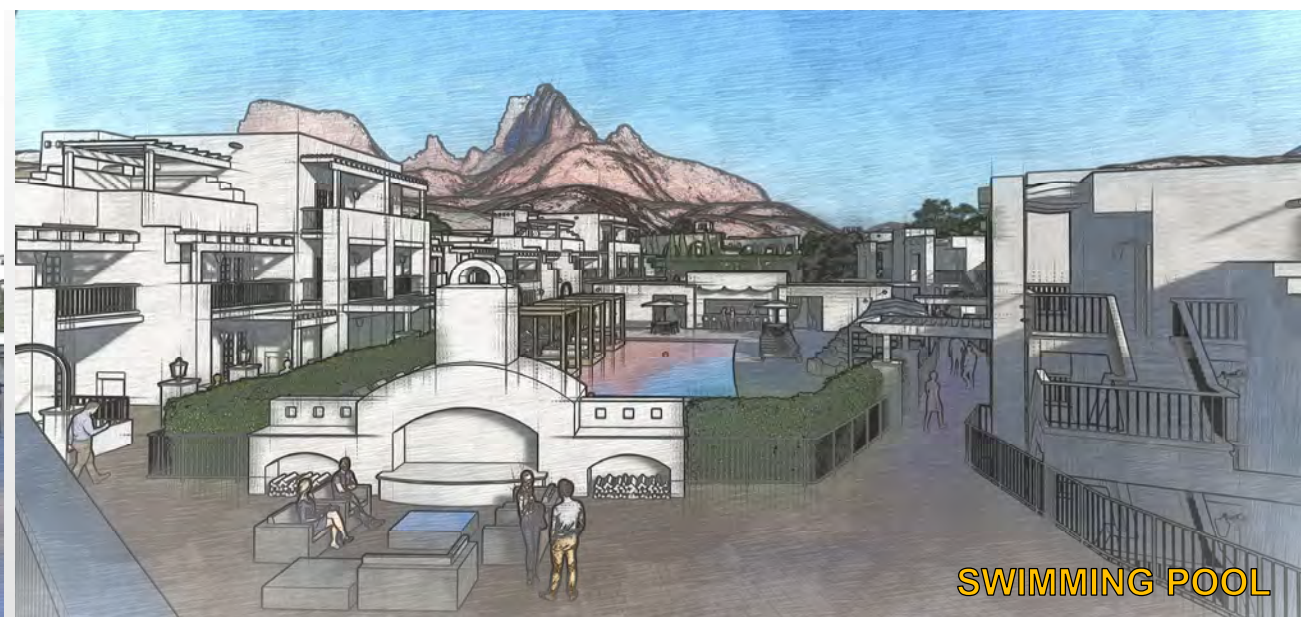
EVENT LAWN



GUEST BUILDINGS ON POOL DECK



GUEST UNITS



SWIMMING POOL



POOL HOUSE



FITNESS STUDIO

# TAB 9



Stepped Back Guest Rooms  
at Top Floor Typical

Existing Trees

Lobby Building

Guest Plaza

Event Lawn

Existing Trees

Guest Buildings are mostly  
hidden by existing Trees

Existing Trees

COMMENTS	RESPONSES
Received from City Staff, City Council, site tours, local stakeholders and Planning and Zoning Members.	Based upon these comments we have developed these solutions and have pursued this direction.
A high degree of sustainability is important for this and all developments in Sedona	<ul style="list-style-type: none"> <li>We are working to explore as many options as possible for this project to feature a multitude of environmentally friendly elements and sustainable practices. [Sustainability practices outline]</li> </ul>
City parking needs are underserved at the North end of Uptown.	<ul style="list-style-type: none"> <li>We will provided public parking within the project and will deliver easy pedestrian access from that parking into Uptown.</li> </ul>
Traffic is a concern in Uptown.	<ul style="list-style-type: none"> <li>Hotels are a low traffic generator compared with other uses (retail, residential etc.). The resort location will support lower auto utilization because so many of our guests will walk to Uptown and not drive.</li> <li>We will incorporate a transit stop within the development to be utilized by private and public transit systems. It will be convenient to the public parking provided in the development.</li> <li>The parking study provided supports the benefits of our traffic mitigation efforts provided within the development.</li> <li>We will deliver a connector road on our property, East of the buildings between us and 89 A. This road will connect to the Northern most round-about and support needed circulation off 89A at the north end of Uptown.</li> </ul>

COMMENTS	RESPONSES
Received from City Staff, City Council, site tours, local stakeholders and Planning and Zoning Members.	Based upon these comments we have developed these solutions and have pursued this direction.
Public access to Oak Creek is important.  Public access to a connecting trail from Uptown would support lower traffic and allow for visitors to have direct access to an Oak Creek crossing.	<ul style="list-style-type: none"> <li>We will provide venues that allow residents and visitors the chance to enjoy Oak Creek while leaving the vast majority of the creek and surrounding beauty untouched.</li> <li>The public can be accommodated access to Oak Creek along with and a link to an interconnecting trail system via an access easement agreement jointly provided, funded and agreed upon by the resorts East of 89 A and downtown. This will require support from adjacent land owners and coordination with local and federal agencies having land jurisdiction.</li> </ul>
Preserve as much natural habitat as possible.  Conservation of the Creek habitat is important.	<ul style="list-style-type: none"> <li>Because our development is so concentrated the majority of our site will retain it existing natural habitat and beauty.</li> <li>Tree study shows how much of the Cottonwood and Sycamore canopy that will be retained.</li> <li>Environmental impact analysis shows the benefits of concentrating the development away from the most sensitive areas.</li> </ul>
Public gathering spaces would be favorable in this development.	<ul style="list-style-type: none"> <li>The project will provide a large variety of spaces and activities which would be available for public use. Our lobby, patio, bar, restaurant, event spaces and meeting rooms would be open to the public as well as to our guests. We have even provided parking to encourage this.</li> </ul>



COMMENTS	RESPONSES
Received from City Staff, City Council, site tours, local stakeholders and Planning and Zoning Members.	Based upon these comments we have developed these solutions and have pursued this direction.
Be thoughtful about the placement of the buildings.	<ul style="list-style-type: none"> <li>We have placed our parking and buildings down into the existing grades. This allows us to keep the majority of parking below perceived existing grades and well below the elevation of 89 A.</li> </ul>
Maintain the view corridors	<ul style="list-style-type: none"> <li>We will maintained the present view corridors from 89A and from the intersection of Art Barn Road and 89 A.</li> <li>We understand that views from Uptown toward the mountains are important both for visitors and residents. Our design will be built down into the site and the majority of our development will be below the elevation of 89 A. We will therefore not be compromising any views to the mountains.</li> </ul>
Preserve as much open space as possible.	<ul style="list-style-type: none"> <li>This site consists of over 19 acres. The new development will only impact portions of 6 acres. This will allow us to keep the majority of the site in its natural state.</li> </ul>
Pedestrian connectivity is important.  Walkability is a concern.	<ul style="list-style-type: none"> <li>We plan to provide enhanced sidewalks connecting our property to 89 A and to Uptown.</li> <li>Our project as a whole will be very walkable. We have separated the vehicular traffic from the pedestrian traffic onto different levels.</li> </ul>

COMMENTS	RESPONSES
Received from City Staff, City Council, site tours, local stakeholders and Planning and Zoning Members.	Based upon these comments we have developed these solutions and have pursued this direction.
Workforce Housing is important.	<ul style="list-style-type: none"> <li>We will provide housing on our site which will provide close accommodations for employees and others who qualify reducing traffic and benefiting the housing needs in the community.</li> </ul>
Dark Sky measures are required.	<ul style="list-style-type: none"> <li>We will provide only lighting that is Dark Sky compliant.</li> </ul>
Breaking down the building masses and stepping back the facades is important.	<ul style="list-style-type: none"> <li>This is accomplished through thoughtful design utilizing what the site provides vs. forcing development on the site.</li> </ul>

**Archer Sedona Sustainability Measures**

**1**

**Design Measures**

Specify an InnComm energy management system to control lighting and HVAC systems in the guestrooms. The system will utilize a wireless thermostat with occupancy-based temperature and humidity control via a built-in motion detector to detect movement in the guest room to activate the lights and HVAC system. The system also utilizes a motion detector in the guest room bathroom to detect movement. The entrance door hardware will communicate with the thermostat to alert the system as to when guests have either entered or exited the room. The system will be networked to allow hotel staff to activate the room upon guest check-in.

Design and construct a saltwater pool for the resort. The use of saltwater eliminates the need for chlorine and/or brine chemicals, thus eliminating the need for chemical storage and possible chemical spills related to chlorine/brine.

Specify the use of low flow plumbing fixtures to limit water discharge to the following rates: 1.75 gpm for guest room bathtubs and showers, 1.0 GPM for guest room lavatories, 1.25 GPM for guest room sinks, 1.0/1.6GPM for guest room tank-type toilets, 0.5 GPM for public lavatories, 1.28 GPM for public flush-valve toilets.

Incorporate high-performance glazing in the building design. Specify glass for all window systems, storefront and curtainwall systems to provide energy efficiency by reducing energy consumption and pollution through lower heat loss, lower air leakage.

Design Eco-friendly desert landscaping to reduce irrigation, eliminate invasive plants and include native plants.

Design and specify lighting systems to utilize high performance LED lighting fixtures. Utilize as many Energy-Star rated fixtures as possible. LED bulbs use as much as 75% less energy than incandescent bulbs, and last 25 times longer. Our Architect will employ a third party lighting expert to design and specify the lighting systems.

Design and specify all outdoor lighting per Land Development Code 5.8 standards for exterior lighting. Dark Sky Measures will be attained through shielding of fixtures, specifying proper spectrum of lighting, and specifying proper amount of light.

Specify low or no VOC-emitting (volatile organic compound) paints/adhesives/vinyl wall coverings, etc. to be used throughout the project.

Provide bike racks in the parking garage, at the shuttle stop, outside of the guest room buildings, and outside of the workforce housing building for guests/tenants and patrons use. In cooperation with city bike share program

Design the building envelope system per ANSI, ASHRAE, and EPA criteria to control the amount of moisture that enters the building, and to treat the moisture that enters so that it quickly dries.

The HVAC systems will be designed so that buildings will operate in a positive pressure state to prevent moisture and odor from entering the buildings through doors, windows, and openings.

Design, incorporate and specify permeable pavement (aka: pervious or porous) systems for walking and parking areas to aid in re-charging groundwater levels and prevention of rainwater runoff. The technology creates more efficient land use by eliminating the need for retention ponds, swales, and other stormwater management devices.

Provide filtered water bottle filling stations to allow guests to refill their reusable water bottles with clean, healthy water. The units will incorporate hands-free operation, anti-microbial protection, and a real-time display showing the number of 20-ounce plastic bottles have been saved from waste by using refillable bottles.

**2**

**Operations Measures**

Hotel guests will be encouraged to participate in recycling by informing them of our recycling practices at time of check-in and with visual reminders. Recycling stations accessible to hotel guests will be conveniently located in areas normally used by guests. Collection locations and types of receptors for guests will be at a minimum: Guest Rooms – 2-Stream wastebaskets; Guest Laundries – 2-Stream station; Meeting rooms - 2-Stream stations in each meeting room; Public Gathering areas throughout- 2-Stream stations

Utilize 'Green' cleaning products for housekeeping.

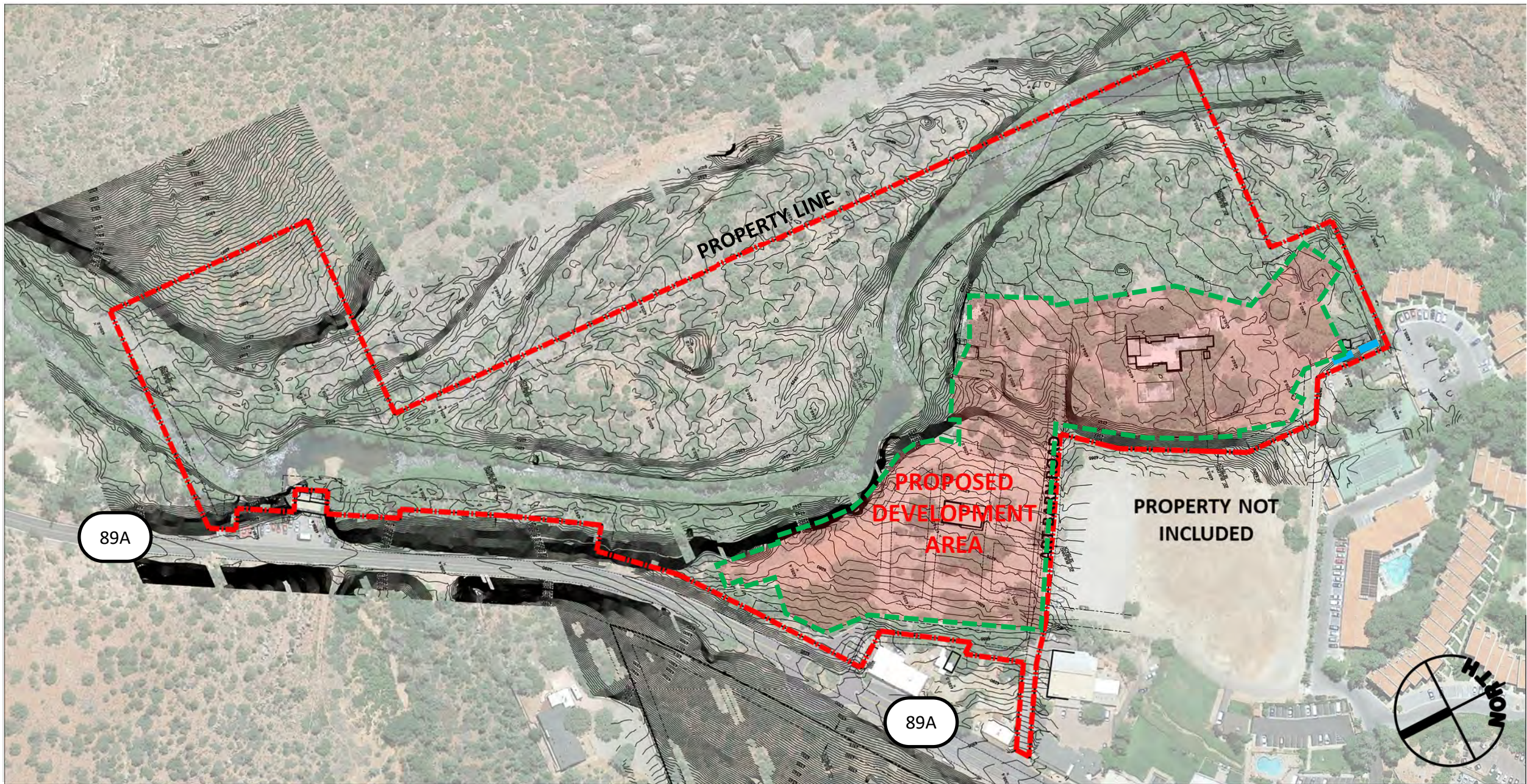
Utilize 'Green' bedding and pillows of down-feather fill combination and cotton

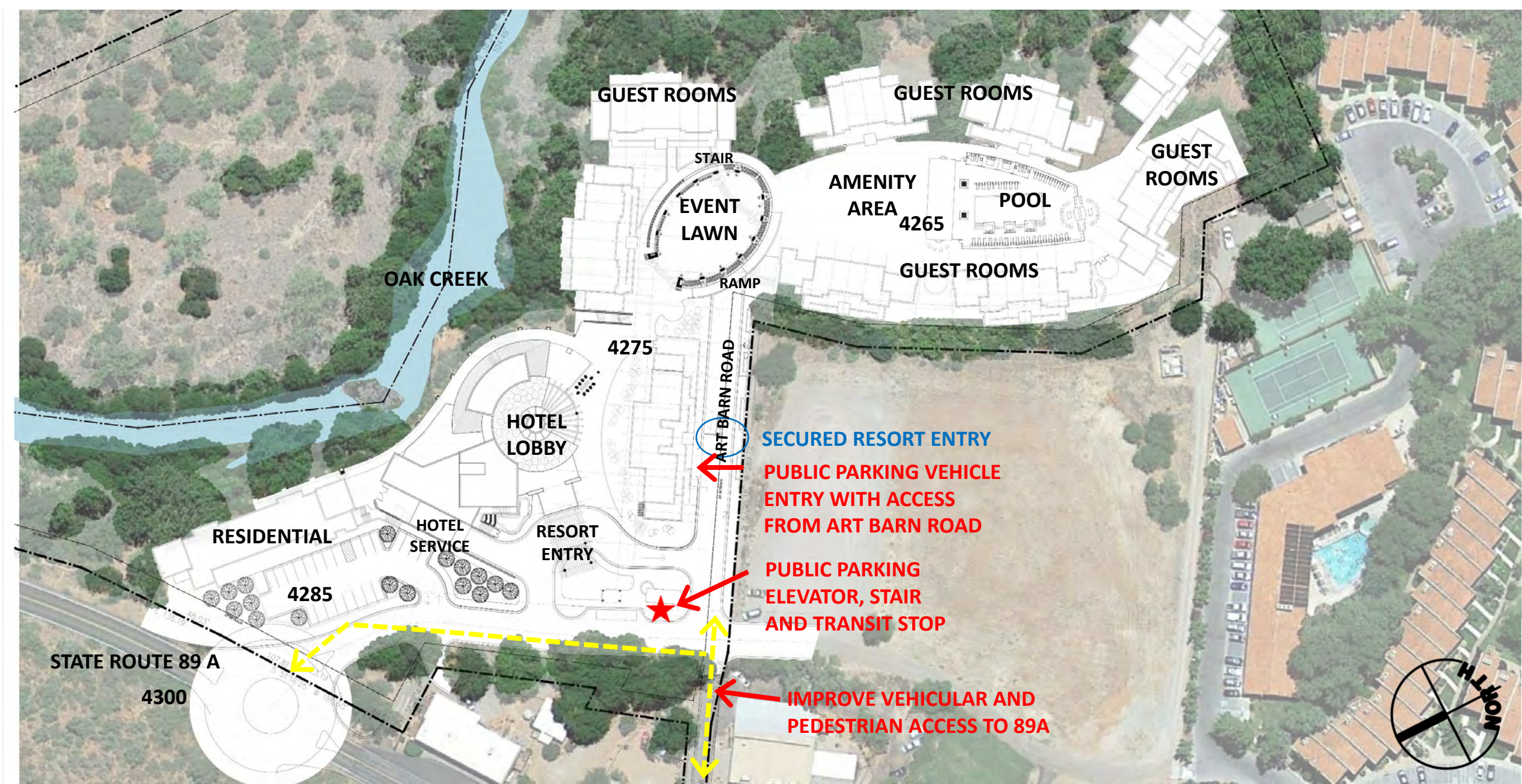
Offer napkins made of recycled materials for employees in break areas

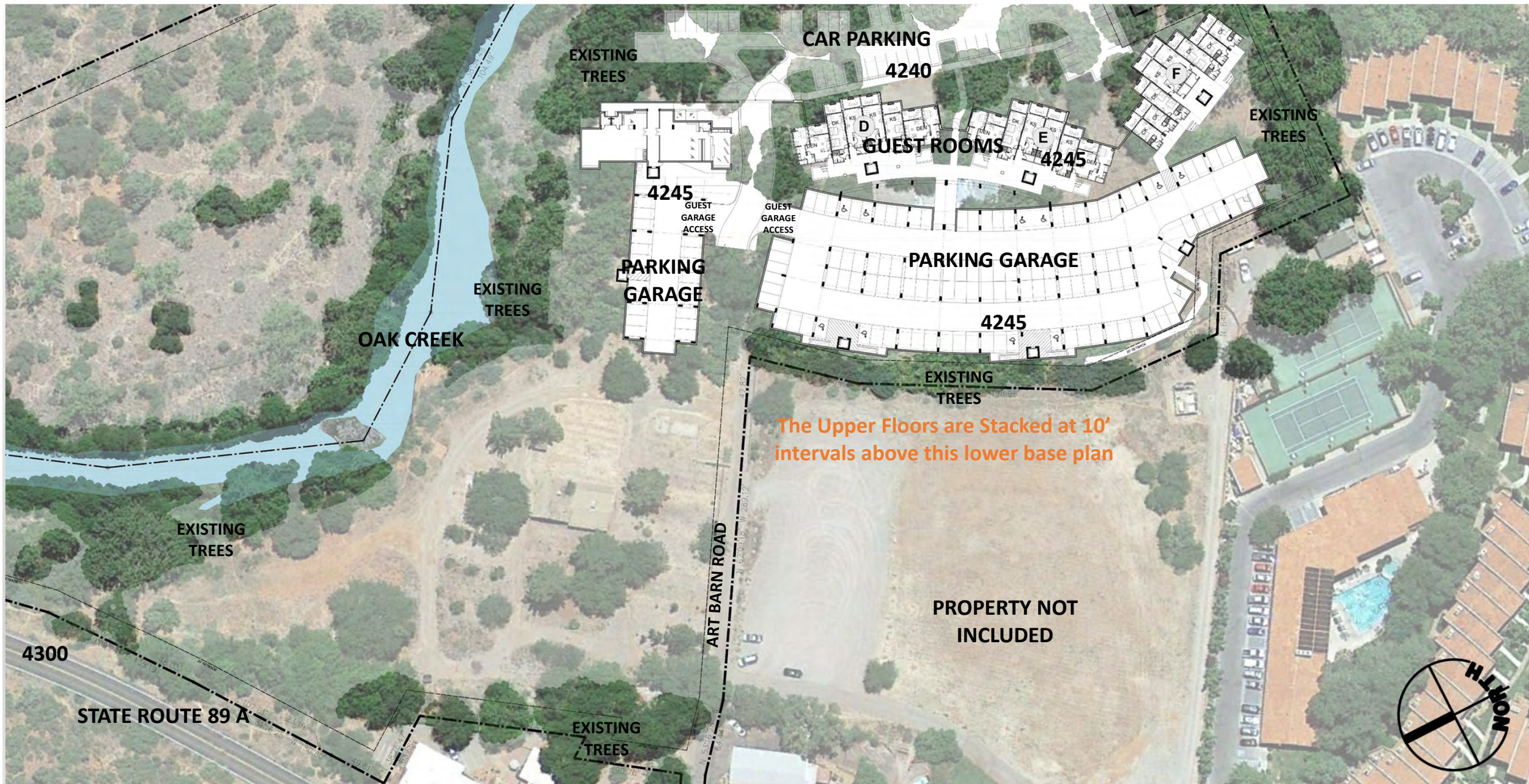
Issue guest room folios and billing documents to guests via e-mail to reduce the use of paper products.

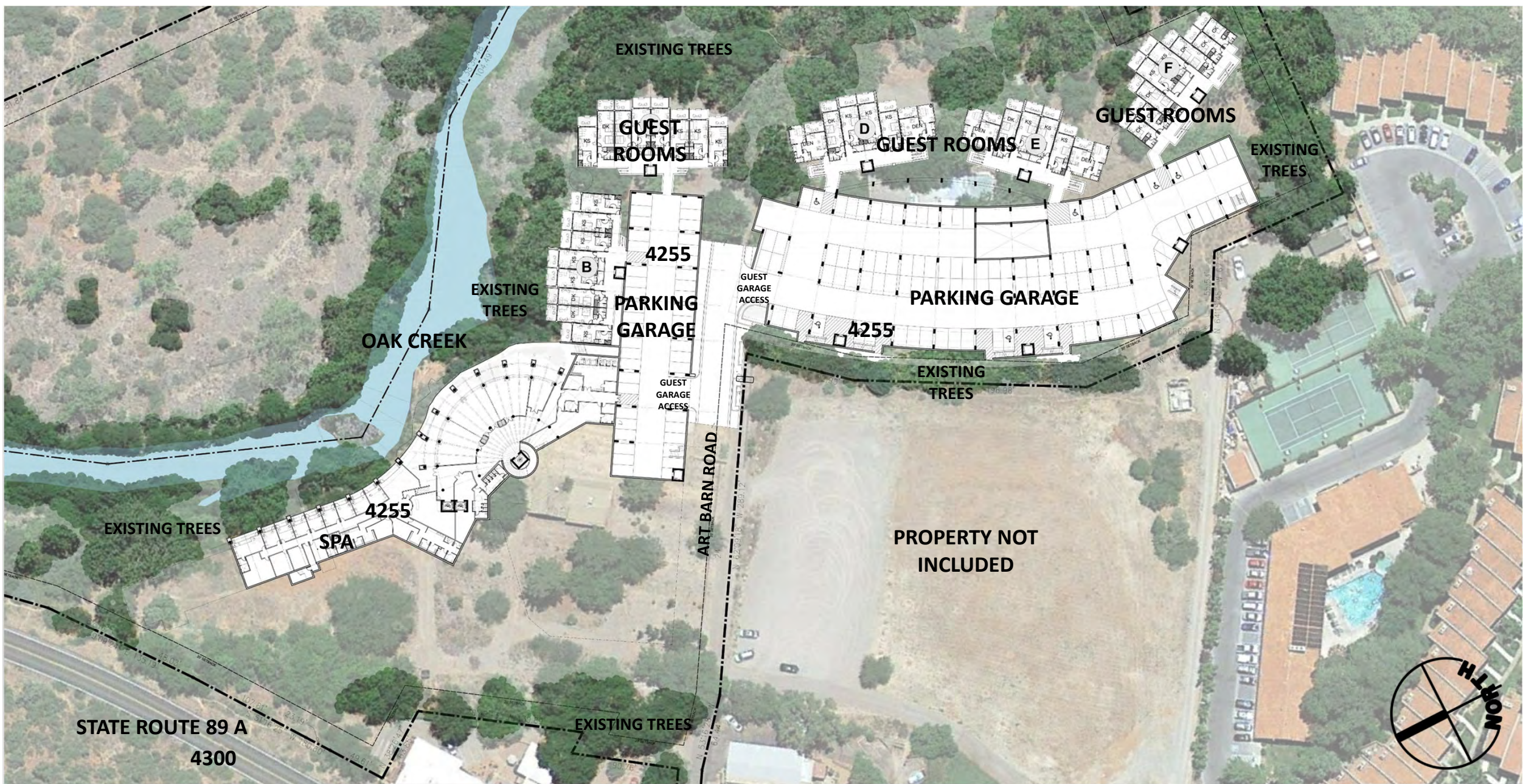
	Partner with CINTAS for uniforms and uniform care. They use recycled polyester made completely of post-consumer waste
	All properties, the corporate office, and satellite offices are encouraged to recycle printer ink and toner cartridges
	Provide HR information and benefits plans electronically, both via e-mail to employees, as well as accessible through the corporate web site.
	Housekeeping staffs have been trained to identify and report leaks, drips, running faucets and toilets they find during servicing and inspection of rooms
	Hotel maintenance staff performs annual dye testing of toilet flapper valves to detect leaking valves
	Spa treatments that feature local and indigenous ingredients, natural products, with a special connection to the destination
	Provide kiosks in the hotel that makes available literature on sustainability to guests.
	Specify that manufacturers use low or no VOC-emitting materials in purchased furniture and case goods as much as is practical
	Utilize dormakaba brand 100% recycled polyvinyl chloride (PVC) key cards for guest room locks. Also participate in dormakaba's keycard return program that encourages recycling by offering hotels used key card disposal options.
<b>3</b>	<b>Food &amp; Beverage Measures</b>
	Eliminate single-use plastic water bottles in guest rooms through the use of Proud Source alkaline spring water bottled in infinitely recyclable aluminum cans with BPA-free liners.
	Source food/coffee/snacks from local vendors to help promote local businesses
	Incorporate compostable to-go containers to help eliminate the use of single-use items
	Incorporate compostable break room and in-room coffee and beverage cups to help eliminate the use of single-use items
	Incorporate reusable dishes, drinkware, utensils to help eliminate the use of single-use items
<b>4</b>	<b>Amenities Measures</b>
	Utilize bulk dispensers for soap, shampoo, conditioner in guest rooms and public space restrooms. Bulk dispensers eliminate single-use plastic containers, thus reducing landfill waste.
	Utilize an eco-friendly dry cleaning service such as Western Laundry & Dry Cleaning. Eco-friendly dry cleaning includes wet cleaning, utilizing recycled-material tags, plastic reusable laundry bags and garment bags, and utilizing eco-friendly dry cleaning solvents when needed.
<b>5</b>	<b>Energy/Transportation Measures</b>
	Encourage vendors to use hybrid vehicles as much as possible
	We currently employ Burton Energy Group to monitor energy (electric/water/nat gas) usage to detect leaks and wasteful patterns in all of our properties
	Specify and utilize energy-efficient HVAC equipment
	Utilize Energy Star appliances and lighting
	Hotel maintenance staff will utilize battery operated power tools instead of corded tools
	Contribute to alleviating vehicle traffic concerns and minimize commuting on Rte 89A via delivery of adequate parking on site, development of connector road, the addition of a transportation hub near the on-site public parking to allow guests to take public and shared transportation to various sightseeing areas.
	Provide work force housing on site to help reduce traffic
<b>6</b>	<b>Recycling/Conservation Measures</b>
	Practice Sedona.Safe.Clean.Ready (This is a very strict set of guidelines that address COVID-19 prevention practices)
	Incorporate a trash management program that includes 3-stream recycling. Patriot Disposal Inc. has established a Materials Recovery Facility that incorporates recycling into their services.

Implement an Integrated Pest Management Plan to follow an environmentally sensitive approach to lawn care, pest management, and other aspects system of controlling pests (weeds, diseases, insects, rodents or others) in which pests are identified, action thresholds are considered, all possible control options are evaluated and selected controls are implemented. Control options – which include biological, cultural, manual, mechanical and chemical methods – are used to prevent or remedy unacceptable pest activity or damage. Choice of control options is based on effectiveness, environmental impact, site characteristics, public health and safety	
Employ local weed control firms to control invasive species while protecting native species through pre-emergent applications, post-emergent applications, and selective vegetation management.	
Participate in ONE TREE PLANTED program	
<b>7</b>	<b>Reducing Greenhouse Gases</b>
To minimize the risk of freon leakage in refrigeration and air conditioning systems, utilize pre-charged line sets with flared mechanical joints instead of brazed or soldered pipe fittings.	
To reduce the need for purchased bottled compressed gases, specify mechanical fittings instead of soldered or brazed joints in the piping. This will reduce the use of gases during construction as well as follow-up maintenance and repairs during the life of the hotel.	
A further benefit to providing work force housing on the property will be the reduction of Employee Commuting Emissions from their vehicles and/or from public transportation vehicles.	
To promote the reduction of Product Transport Emissions, we will request that vendors use electric vehicles as much as possible.	
Waste Emissions EV vendors	
<b>8</b>	<b>Local Agencies/Programs</b>
Engage Keep Sedona Beautiful, Inc.	
Engage Sedona Compost	
Engage Red Rock Trail Fund	
Engage Verde Valley Cycling Coalition	
Engage sedonarecycles.org	
<b>9</b>	<b>Hotel Construction Measures</b>
Repurposing site materials through the use of rock that will be removed during demolition in landscaping of the property.	
Specify that all contractors engaged in the construction of the property utilize battery operated power tools in their work.	
Specify that all contractors engaged in the construction of the property utilize battery operated personnel lifts in lieu of fuel-powered equipment	
Specify and implement a Construction Waste Management program that requires a minimum of 50% of all construction materials be disposed of via recycling, not taken to a landfill	
Specify and implement a Construction Indoor Air Quality program that requires all open air ducts be covered at all times, all openings on air moving equipment be sealed, all filters to be MERV-8 and changed at prescribed intervals, all mechanical rooms to be kept clean	
Specify an Integrated Pest Management Plan for pest treatment during construction that requires that eco-friendly products be used to treat subterraneous surfaces prior to placement of concrete slabs	
Specify a Recycled Content program that requires 10% of the building products utilized in the construction of the hotel be recycled materials.	

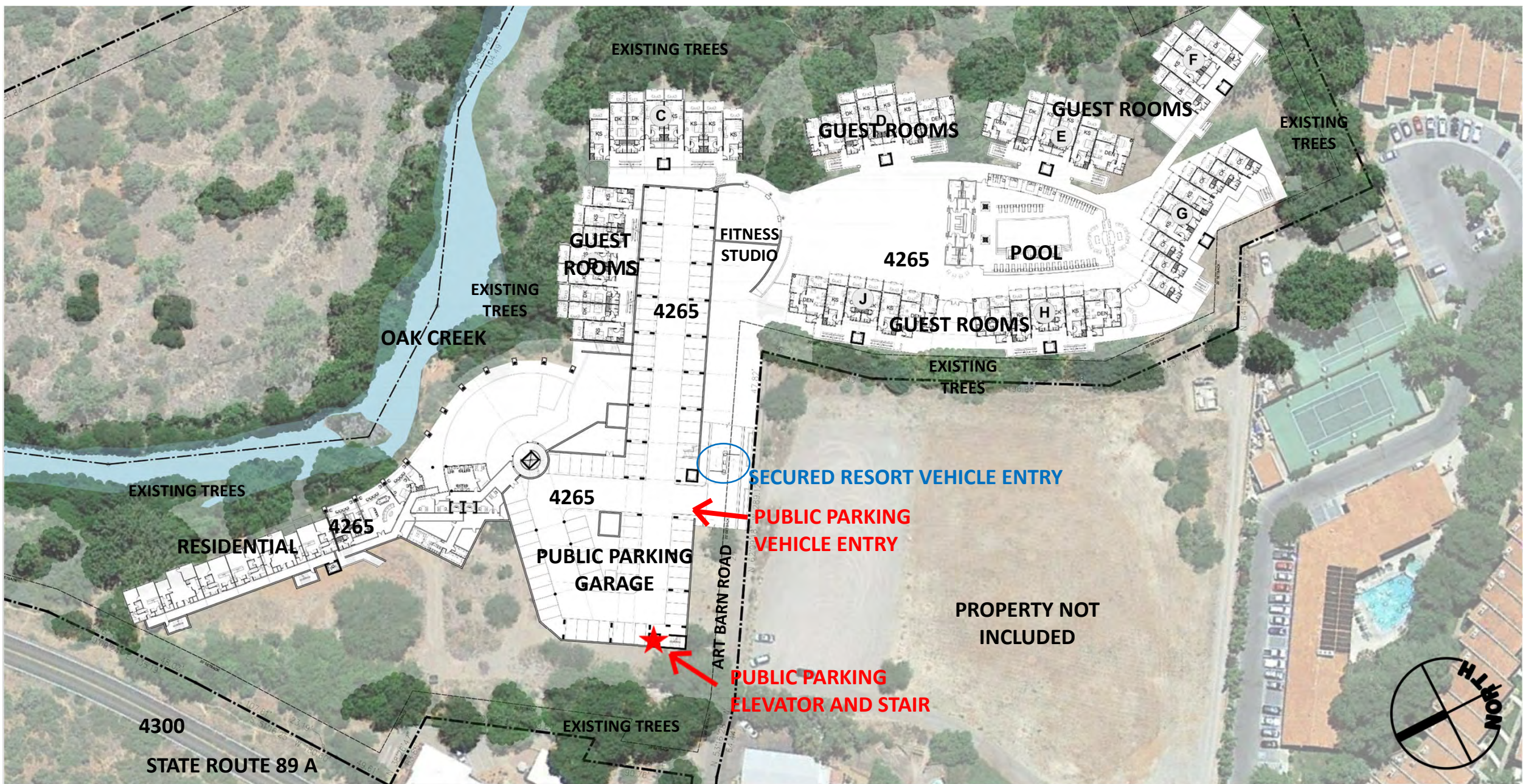


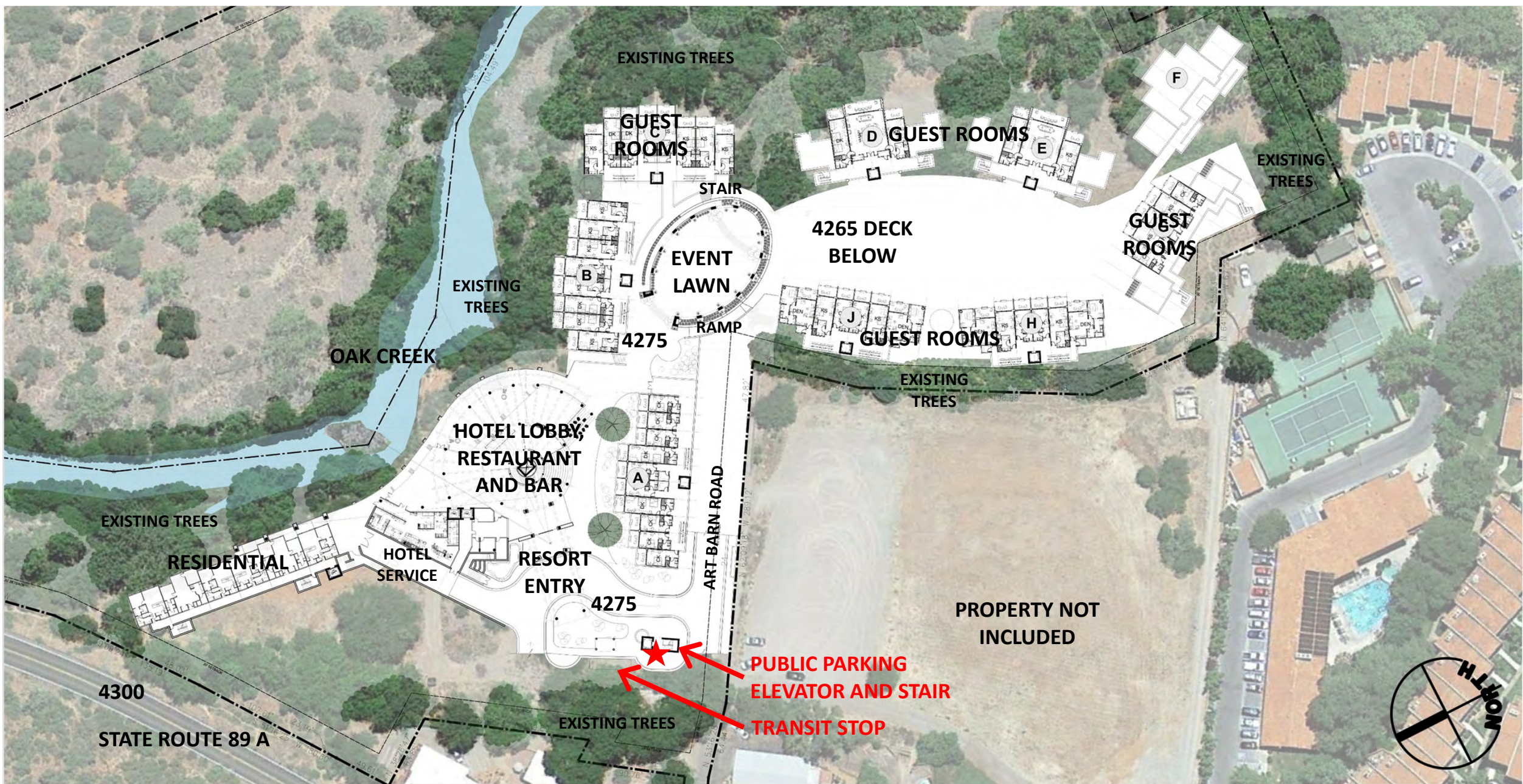












EXISTING TREES

GUEST ROOMS C

D GUEST ROOMS

GUEST ROOMS F

EXISTING TREES

STAIR

4265 DECK BELOW

EVENT LAWN

EXISTING TREES

OAK CREEK

4275

RAMP

GUEST ROOMS H

EXISTING TREES

HOTEL LOBBY, RESTAURANT AND BAR

A

ART BARN ROAD

EXISTING TREES

RESIDENTIAL

HOTEL SERVICE

RESORT ENTRY

4275

PROPERTY NOT INCLUDED

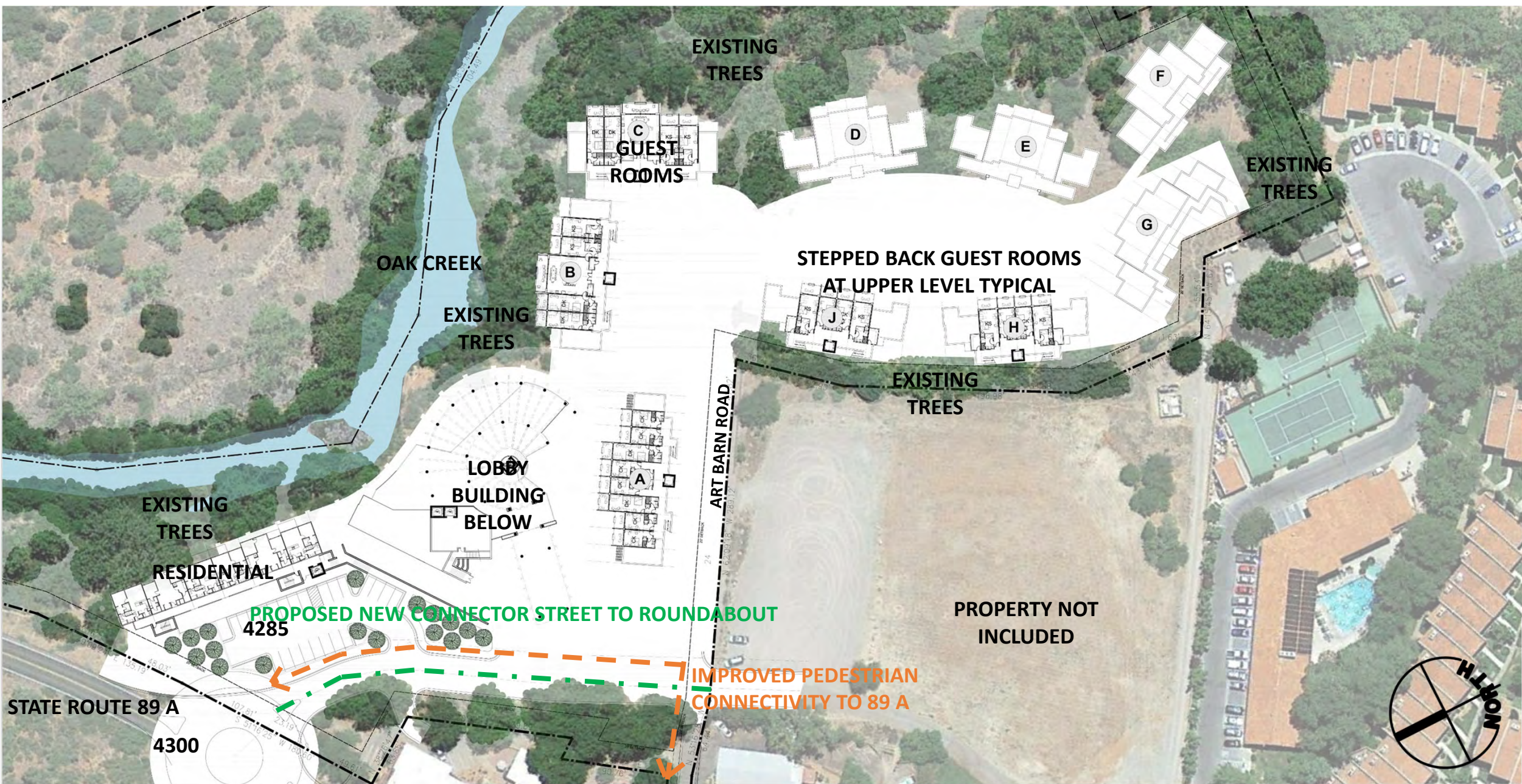
PUBLIC PARKING ELEVATOR AND STAIR  
TRANSIT STOP

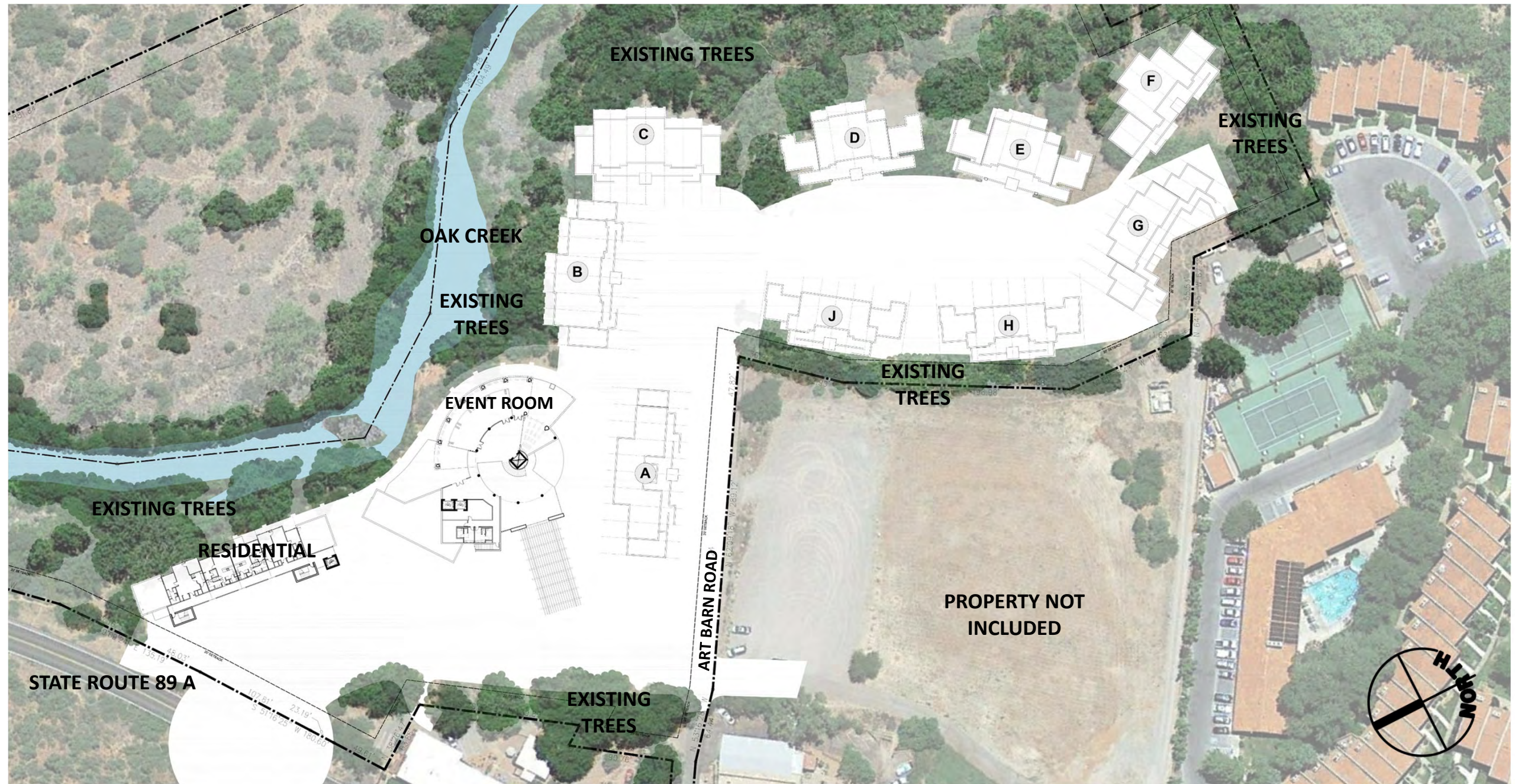
4300

STATE ROUTE 89 A

EXISTING TREES







EXISTING TREES

EXISTING TREES

OAK CREEK

EXISTING TREES

EXISTING TREES

EXISTING TREES

RESIDENTIAL

EVENT ROOM

PROPERTY NOT INCLUDED

EXISTING TREES

STATE ROUTE 89 A

ART BARN ROAD

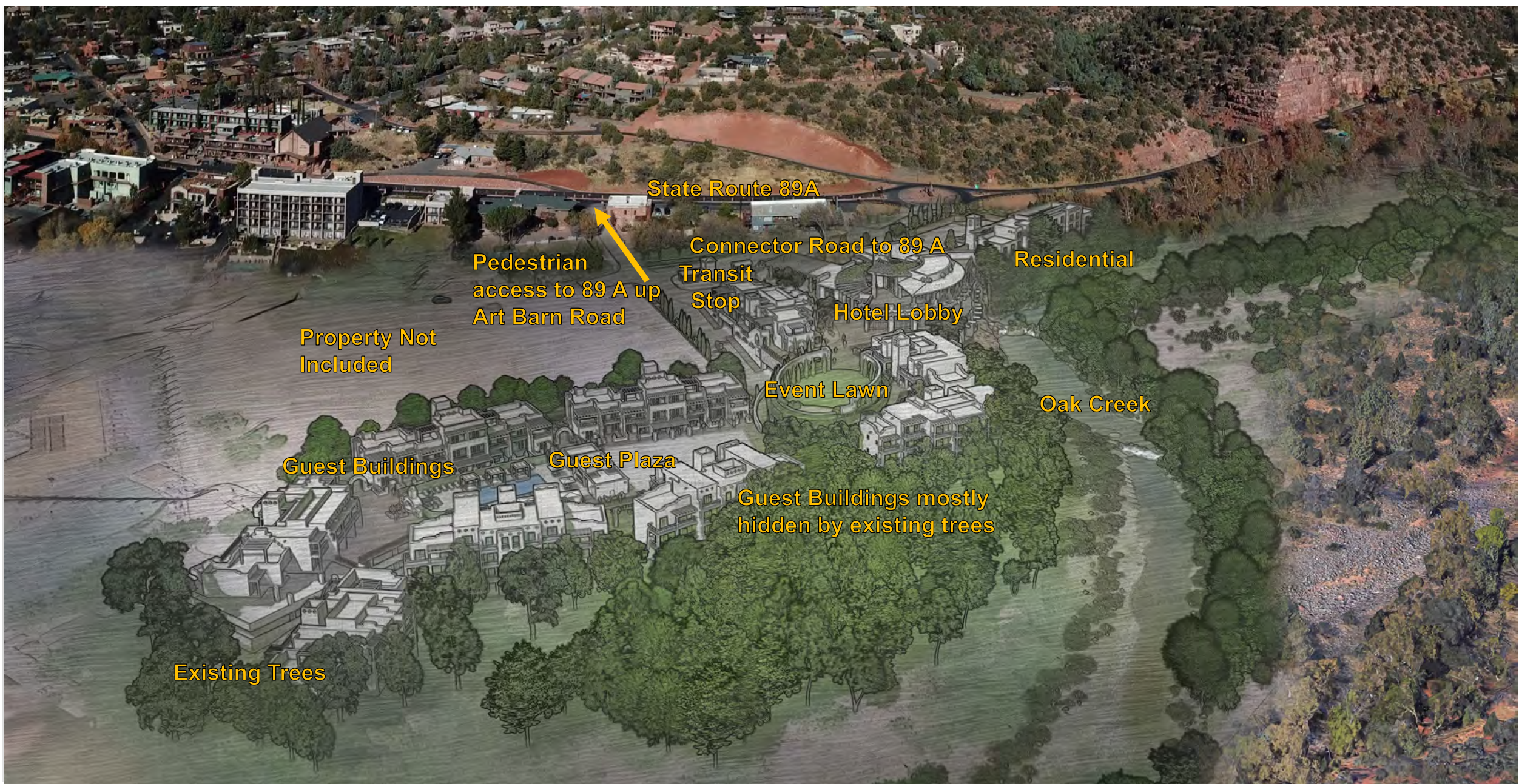






# ARCHER SEDONA





State Route 89A

Connector Road to 89 A

Residential

Pedestrian  
access to 89 A up  
Art Barn Road

Transit  
Stop

Hotel Lobby

Property Not  
Included

Event Lawn

Oak Creek

Guest Buildings

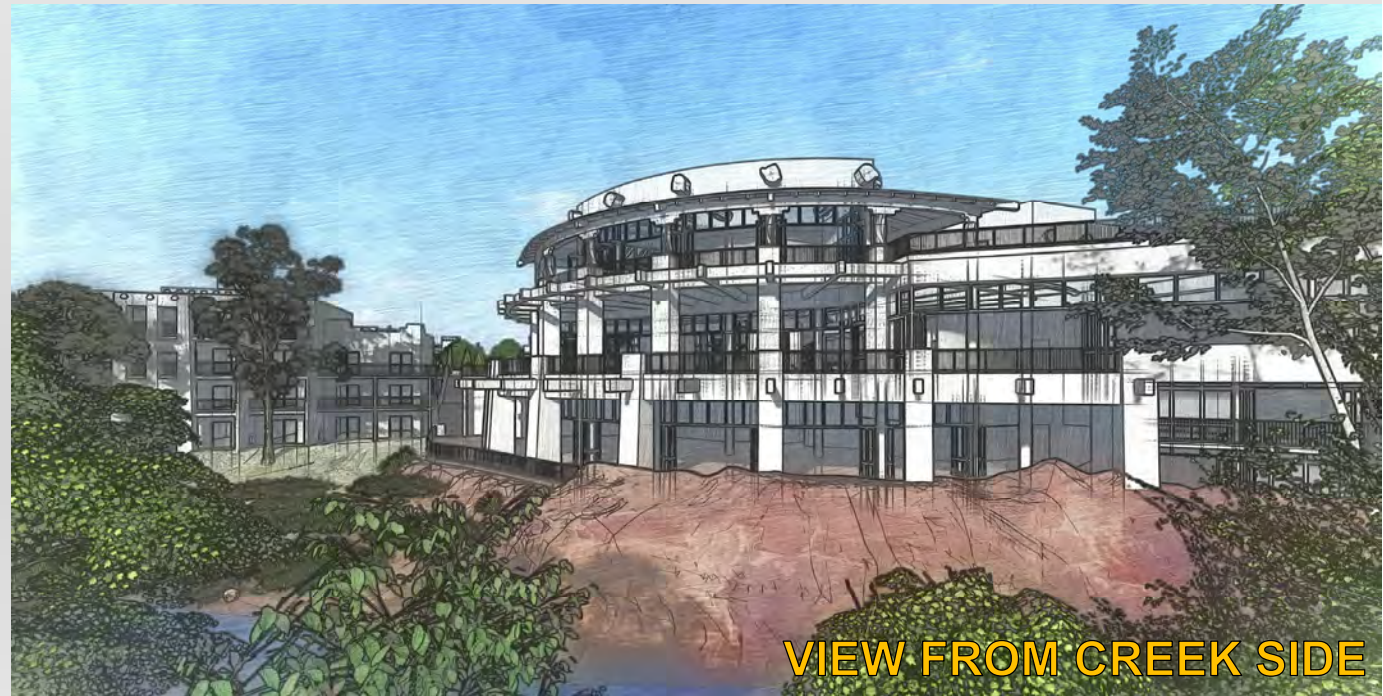
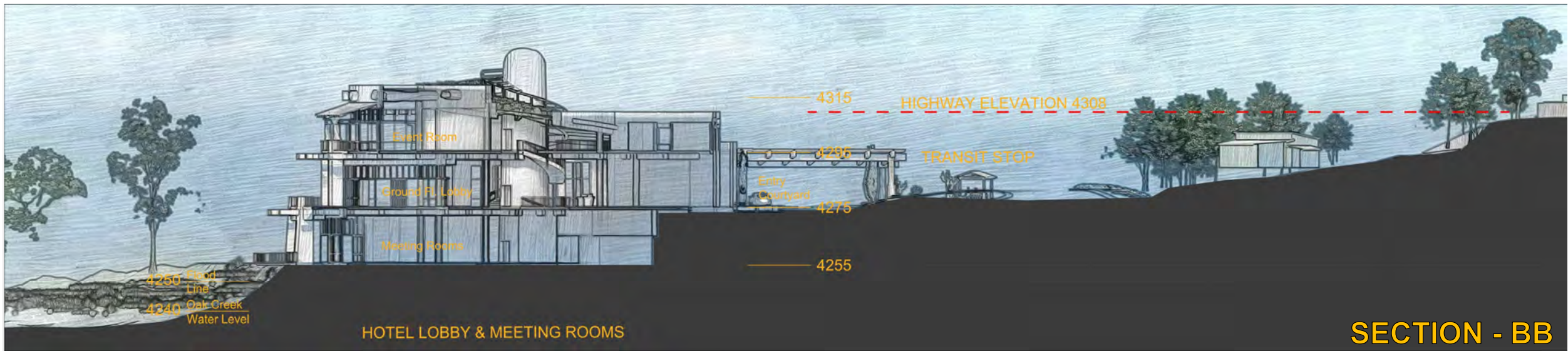
Guest Plaza

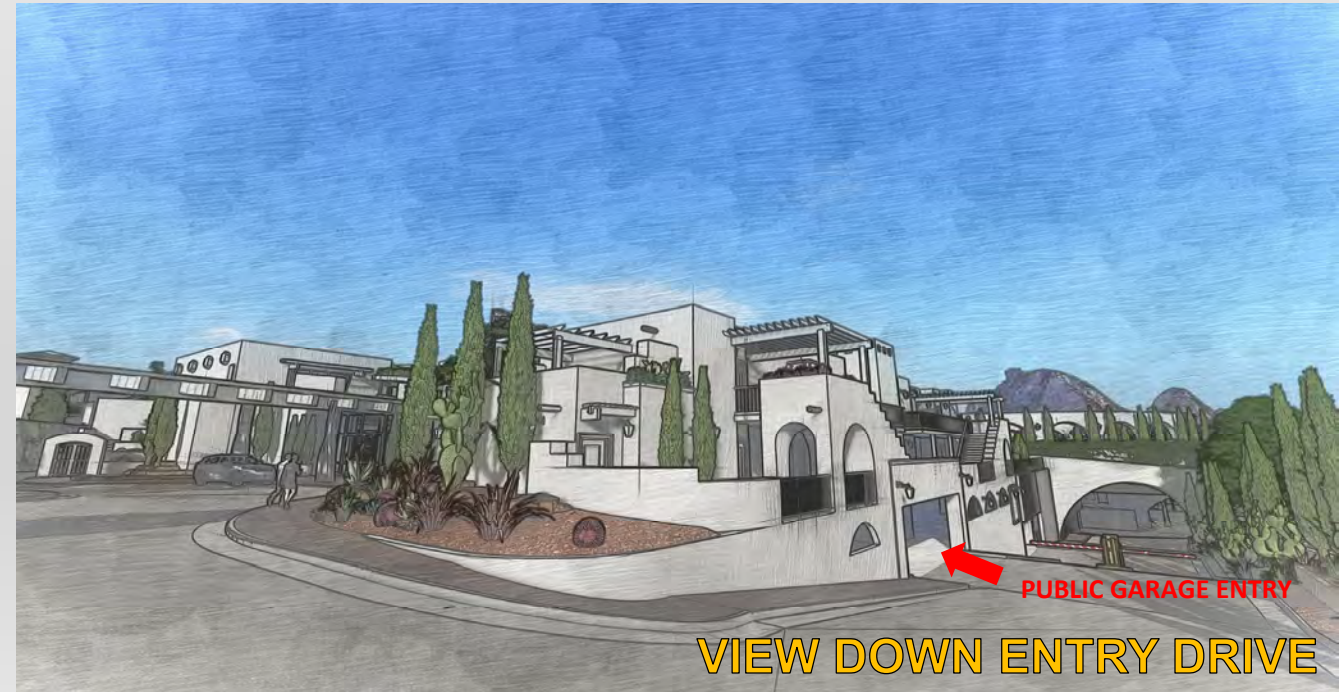
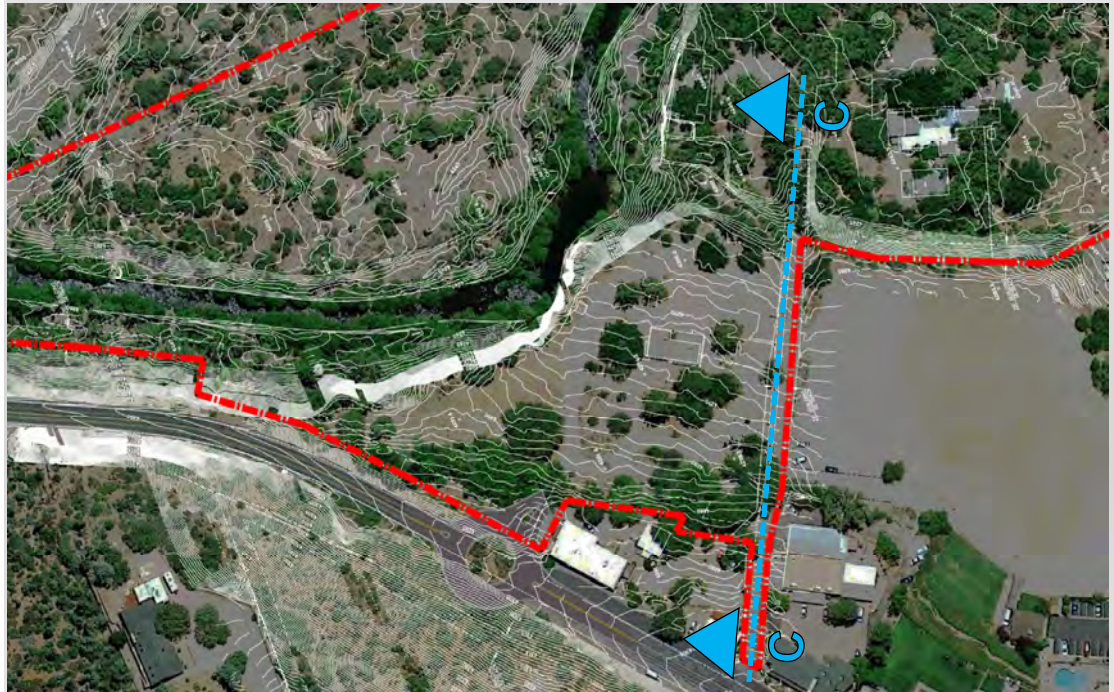
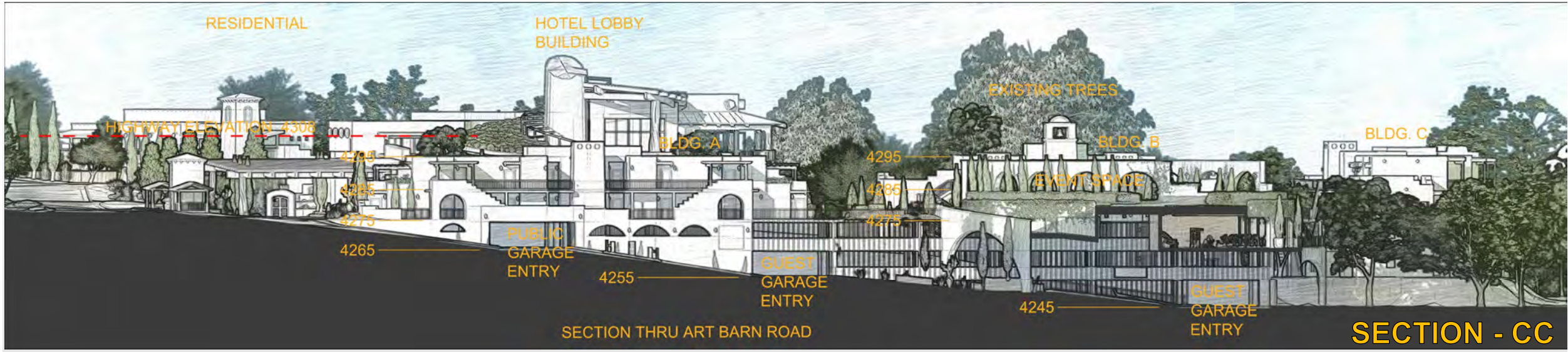
Guest Buildings mostly  
hidden by existing trees

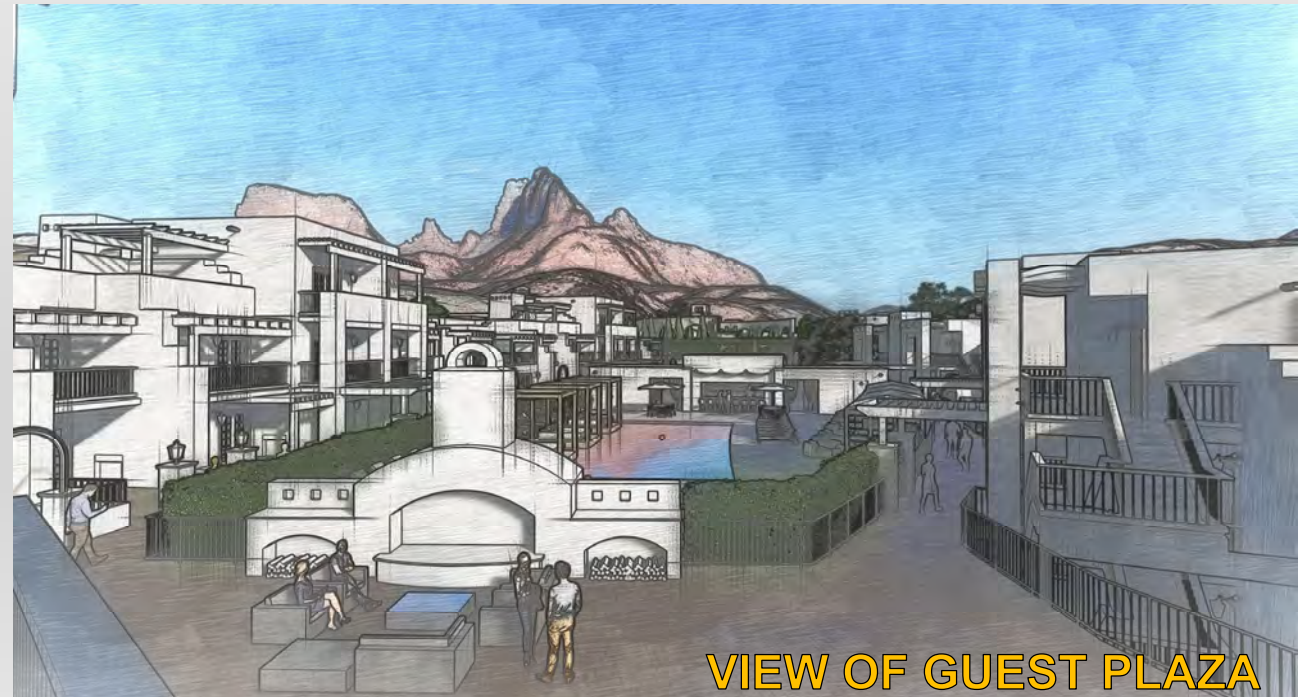
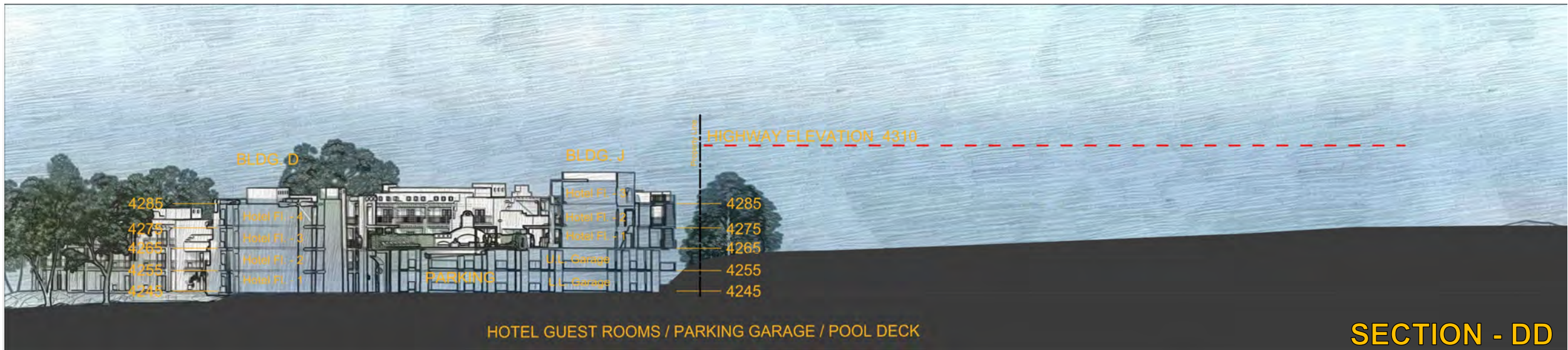
Existing Trees

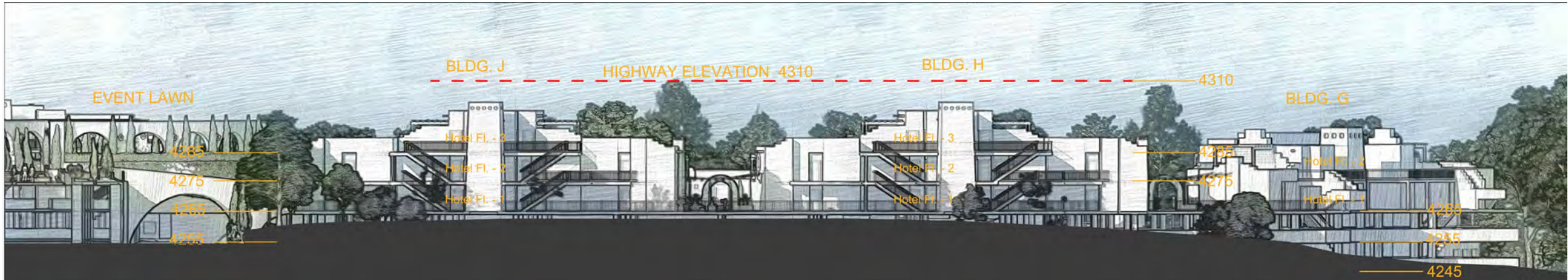






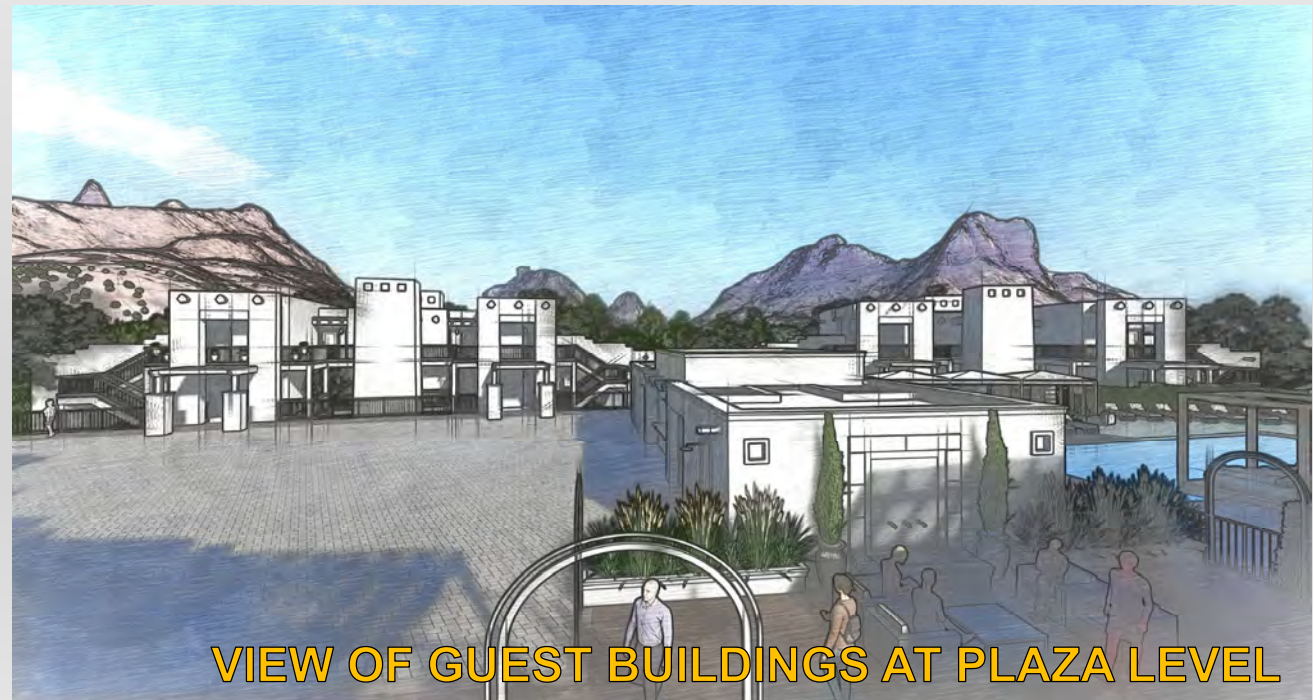




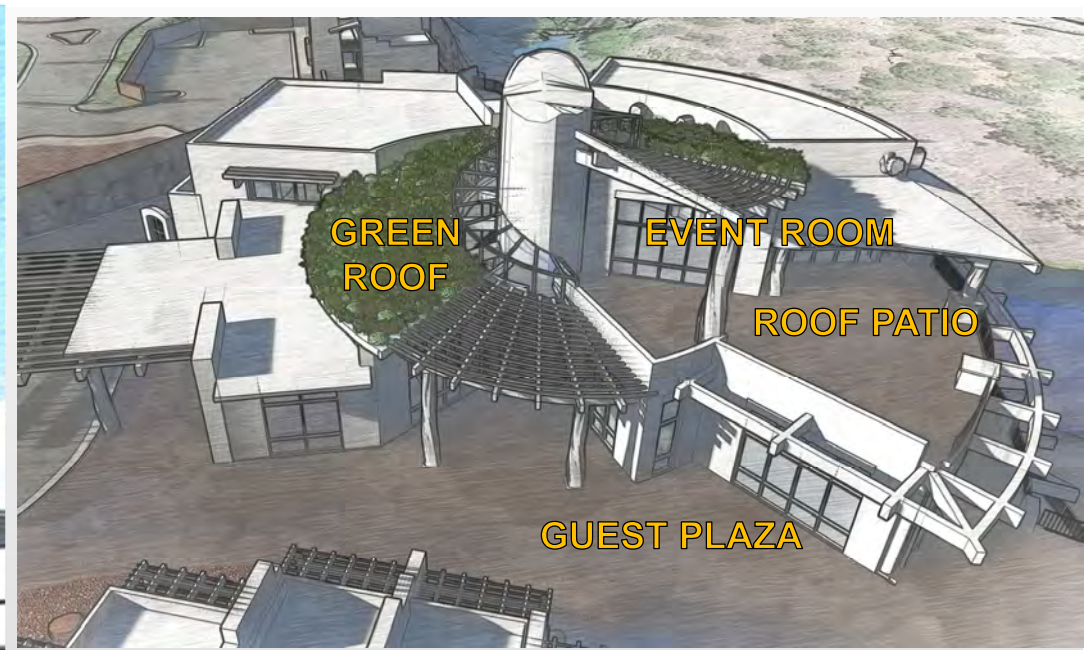


HOTEL GUEST ROOMS / PARKING GARAGE / POOL DECK

SECTION - EE



VIEW OF GUEST BUILDINGS AT PLAZA LEVEL







GUEST AMENITY DECK



SWIMMING POOL

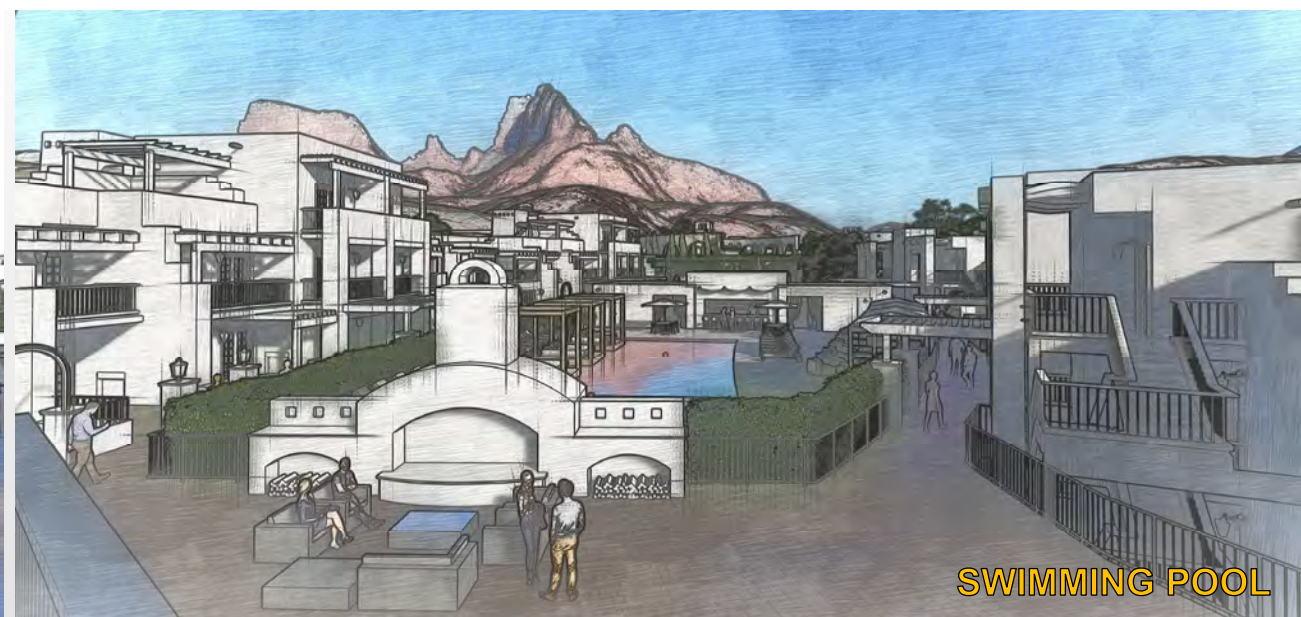


EVENT LAWN



GUEST BUILDINGS ON POOL DECK







GUEST BUILDING A



RESIDENTIAL



EVENT LAWN



RAMP TO PARKING



Stepped Back Guest Rooms  
at Top Floor Typical

Existing Trees

Lobby Building

Guest Plaza

Event Lawn

Existing Trees

Guest Buildings are mostly  
hidden by existing Trees

Existing Trees



Residential

Existing Trees

Existing Trees

Oak Creek



Each Guest Building has mountain facing views and exterior balconies or patios

Each Guest Building is less than 150' long and has a minimum separation of 20' from adjacent Guest Buildings

Each Guest Building has its own Elevator, 2 Stairs and Direct Access to Garage Levels and Amenity Floors

The Center of the Lobby Building Reflects the Design of Early Tribal Homes. The spiral speaks to the famous Sedona Vortexes and Mountain profiles

Mechanical Screens on Upper Roof Typical

Stepped Back Residential Units at the Top Floor

As you can see, each Guest Room Building composition and footprint creates abundant articulation on each elevation

Stepped Back Guest Rooms at Top Floor Typical

Stepped Back Guest Rooms at Top Floor Typical



June 3, 2021

**Via Hand Delivery**

Cari Meyer  
City of Sedona  
102 Roadrunner Drive  
Sedona, AZ 86336

**Re: Archer Hotels / Building Heights Analysis**

Dear Cari:

Thank you for visiting with us recently to discuss the proposed building heights for the Archer Hotel site. The purpose of this letter is to provide clarity of building location, existing natural grade, proposed building heights, and desired height modifications.

Three sets of exhibits are provided to supplement this written analysis:

- 1) Existing Topography with Roof Heights (A-10): This exhibit illustrates the location of buildings, the notation of the actual elevation (**in red**), and a notation (**in green**) showing how many feet above the allowed maximum building height (22') each point of the buildings will be.
- 2) Cross Section Exhibit (A-11): This exhibit shows a cross section of each building relative to its natural grade (**in red**), and its permitted building height by right (**in green**).
- 3) Architectural Renderings: To help illustrate how the building might conceptually fit into the slope grade.

**BUILDING HEIGHT**

The complexity of the subject parcel requires a creative development approach to ensure some key objectives. The applicant is requesting additional height to support the achievement of these objectives.

First, it is important to leave much of this beautiful parcel undeveloped. The proposal will concentrate the development on six acres leaving the natural beauty of the remaining thirteen acres undisturbed.

Second, the applicant is striving to limit development to areas previously developed and disturbed leaving most of the undeveloped portions of the site alone.

Finally, we have vowed to keep all view corridors open from 89A and from neighboring parcels as if we were developing mostly within the 22' height limitation. This is achieved by utilizing the significant grades on the site to accommodate many portions of the development below the perceived grade. The portions of the development above the neighboring perceived grade will appear as a combination of two-story buildings with limited stepped back portions of some buildings at three stories.

A benefit of the extra height allows the developer to create a community parking garage while hiding the (unattractive) parking below the (more attractive and articulated) guest room buildings above.

Below is a height narrative around each building proposed in the development. Please reference the corresponding exhibits which indicate the current elevation and the actual height increase above code allowances. Lastly, the corresponding cross sections help illustrate the slope of the property and the way the buildings have been designed to consider that slope.

**BUILDINGS H and J (See cross section D)**



Buildings H and J are proposed to be 50' at the middle section of the structure and 40' at the stepped back portion of the structure which is 18'-31' above max building height.

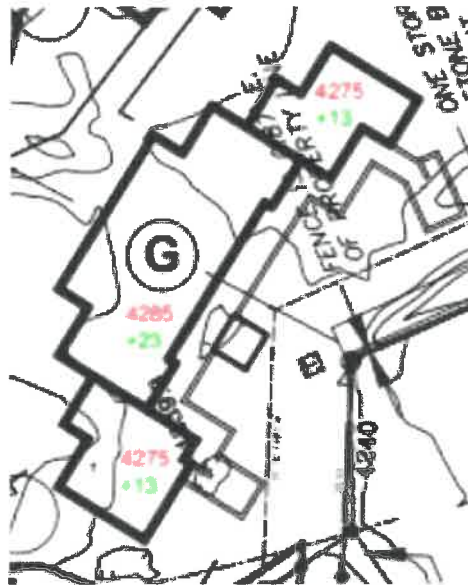
Fortunately, the perceived height is much less because of the great amount of existing fall along the joint property line. Thus, Buildings J & H will appear primarily as two stories above that grade with a stepped back, and reduced, partial 3<sup>rd</sup> story.

The request for additional height is justified the perceived visible height will only be 30' for the middle section of the structure and 20' for the stepped back portion of the structure. This is due to the sloping site which will house two-levels of the guest parking garage.



Additionally, we are reducing the visual impact of these buildings by stepping them down at each end to provide for a better view corridor and to reduce the perceived massing. The existing trees and foliage along the steep slope just inside the property line will be retained and will cover much of the new exposed buildings.

**BUILDING G (See cross section D)**

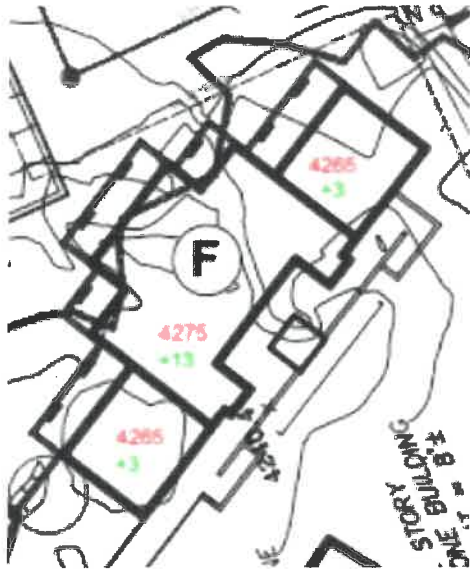


At the South end of that same property line the natural grade begins to fall off. In response to that, Building G is two-story in height with only a partial second floor that is stepped back on each end.

Building G is proposed to be 40' at the middle section of the structure and 30' at the stepped back portion of the structure, which is 13'-23' above max building height. However, at this end of the property line the natural grade begins to fall off. As a result, Building G is two-story in height, above the two parking levels, with only a partial second floor that is stepped back on each end.

The reason for this variance is the perceived visible height will only be 30' for the middle section of the structure and 20' for the stepped back portion of the structure because of the benefits of the sloping site which will house two-levels of the guest parking garage. Additionally, we are reducing the visual impact of this building by stepping it down at each end to provide for a better view corridor and to reduce the perceived massing. The existing trees and foliage will be retained and will cover some of the new exposed building.

## **BUILDING F**



Building F sets on grade at 4245 elevation and is primarily a two-story building with a partial stepped back third floor. This building does not set above the garage, but to the East of it.

Building F will have building heights of 30' at the middle section of the structure and 20' at the stepped back portion of the structure which is only 3'-13' above max building height.

The extra height is justified because the visible height will only be 20' for the middle section of the structure and 10' for the stepped back portion of the structure because of the benefits of the sloping site. This building will sit east of Building G which will substantially hide Building F from the West.

Additionally, we are reducing the visual impact of this buildings by stepping it down at each end to provide for a better view corridor and to reduce the perceived massing. The existing trees and foliage will be retained and will cover much of the new exposed building.

**BUILDINGS D and E (See cross section D)**



Guest Buildings D and E are located East of the two-level guest parking garage. They will appear as only 1 story above the perceived grade elevation of 4265 with a stepped back and partial 2<sup>nd</sup> story.

Buildings D and E will have building heights of 40' at the middle section of the structure and 30' at the stepped back portion of the structure which is 10'-22' above max building height.

The extra height is justified because the visible height will only be 20' for the middle section of the structure and 10' for the stepped back portion of the structure because of the benefits of the sloping site which will house two-levels of the guest parking garage.

Additionally, we are reducing the visual impact of these buildings by stepping them down at each end to provide for a better view corridor and to reduce the perceived massing. These buildings will be substantially hidden by the adjacent garage which is built into the slope.

**BUILDINGS B and C (See cross section D)**



Buildings B and C are similar to the condition of Building D and E sitting behind and screening a two-story garage. They will appear as a one-story building with a partial second floor which is stepped back.

Buildings B and C will have building heights of 40' at the middle section of the structure and 30' at the stepped back portion of the structure which is only 13'-26' above max building height.

The extra height is justified because the visible height will only be 20' for the middle section of the structure and 10' for the stepped back portion of the structure because of the benefits of the sloping site which will house two-levels of the guest parking garage.

Additionally, we are reducing the visual impact of these buildings by stepping them down at each end to provide for a better view corridor and to reduce the perceived massing.

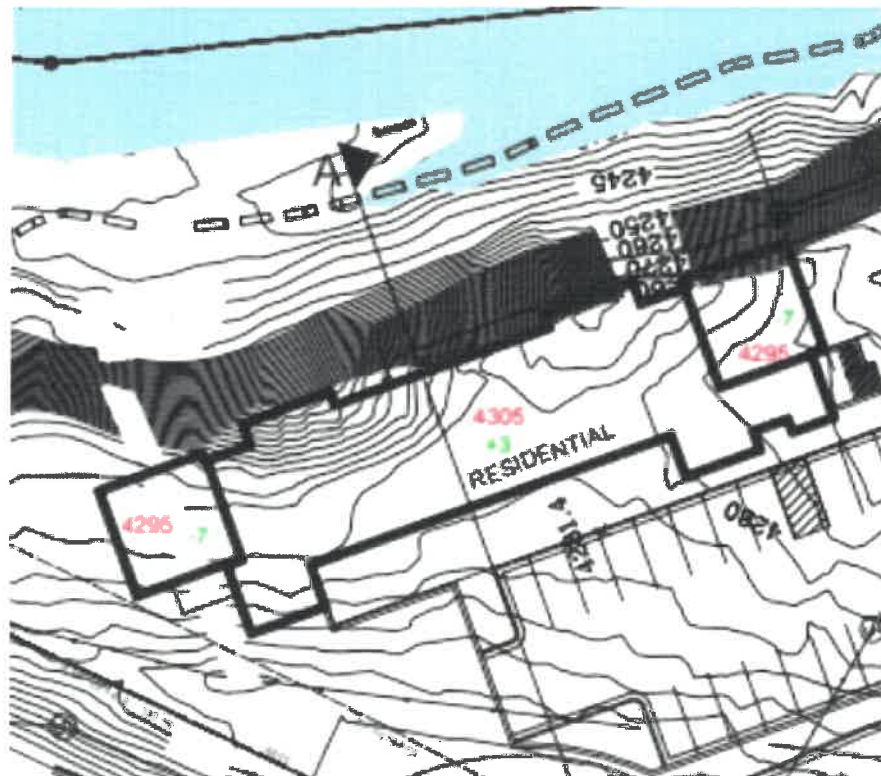
**BUILDING A (See cross section C)**



Building A is primarily a two-story building which has a reduced upper floor which is stepped back.

Building A will have building heights of 30' at the middle section of the structure and 20' at the stepped back portion of the structure which is only 3' above max building height. The reason for this variance is to allow for the two levels of structured parking below which are being built down into the existing grade. The perceived visible height will only be 30' for the middle section of the structure and 20' for the stepped back portion of the structure. Additionally, we are reducing the visual impact of this building by stepping it down at each end to provide for a better view corridor and to reduce the perceived massing.

**RESIDENTIAL BUILDING (See cross section A)**



The Residential building entry level sets at elevation 4285, some 15' below the traffic circle, and will also be perceived as two stories in height in the center of the building and 10' at the stepped back ends of the building. There will be two additional floors below the entry elevation at 4285grade.

The Residential Building will have building heights of 50' at the middle section of the structure and 40' at the stepped back portion of the structure which is only 3' above max building height. The reason for this variance is the perceived visible height will only be 20' for the middle section of the structure and 10' for the stepped back portion of the structure because of the benefits of building down into the sloping site. Additionally, we are reducing the visual impact of this building by stepping it down at each end to provide for a better view corridor and to reduce the perceived massing.

**LOBBY BUILDING (See cross section B)**



The main Lobby Building floor will set down into the slope at elevation 4275, 10' below the Residential building perceived grade elevation. The meeting room level 4255 elevation will be completely below the perceived grade as the lobby floor will match the existing 4275 grade elevation. The building will be two-stories above the perceived grade with a stepped back and partial third floor.

The circular Lobby Building will have building heights of 60' at the middle section of the structure and 40' at the stepped back portion of the structure which is 10'-49' above max building height. The reason for this variance is the perceived visible height will only be 40' for the stepped back middle section of the structure and 20' for the larger portion of the structure because of the benefits of the sloping site. Additionally, we are reducing the visual impact of these buildings by stepping them down at on the East and South elevations to provide for a better view corridor and to reduce the perceived massing.

**Conclusion**


In conclusion, the complexity of the site and the sloping grades require a creative development approach that supports additional height. While building heights exceed the maximum permitted by code, in most instances, the actual perceived building height is less

because of the significant grade changes, site depressions and tree foilage which affect the site. We recognize this information is best understood in its site context and we look forward to the site visit on June 15<sup>th</sup> to provide greater clarity on our proposal and associated heights.

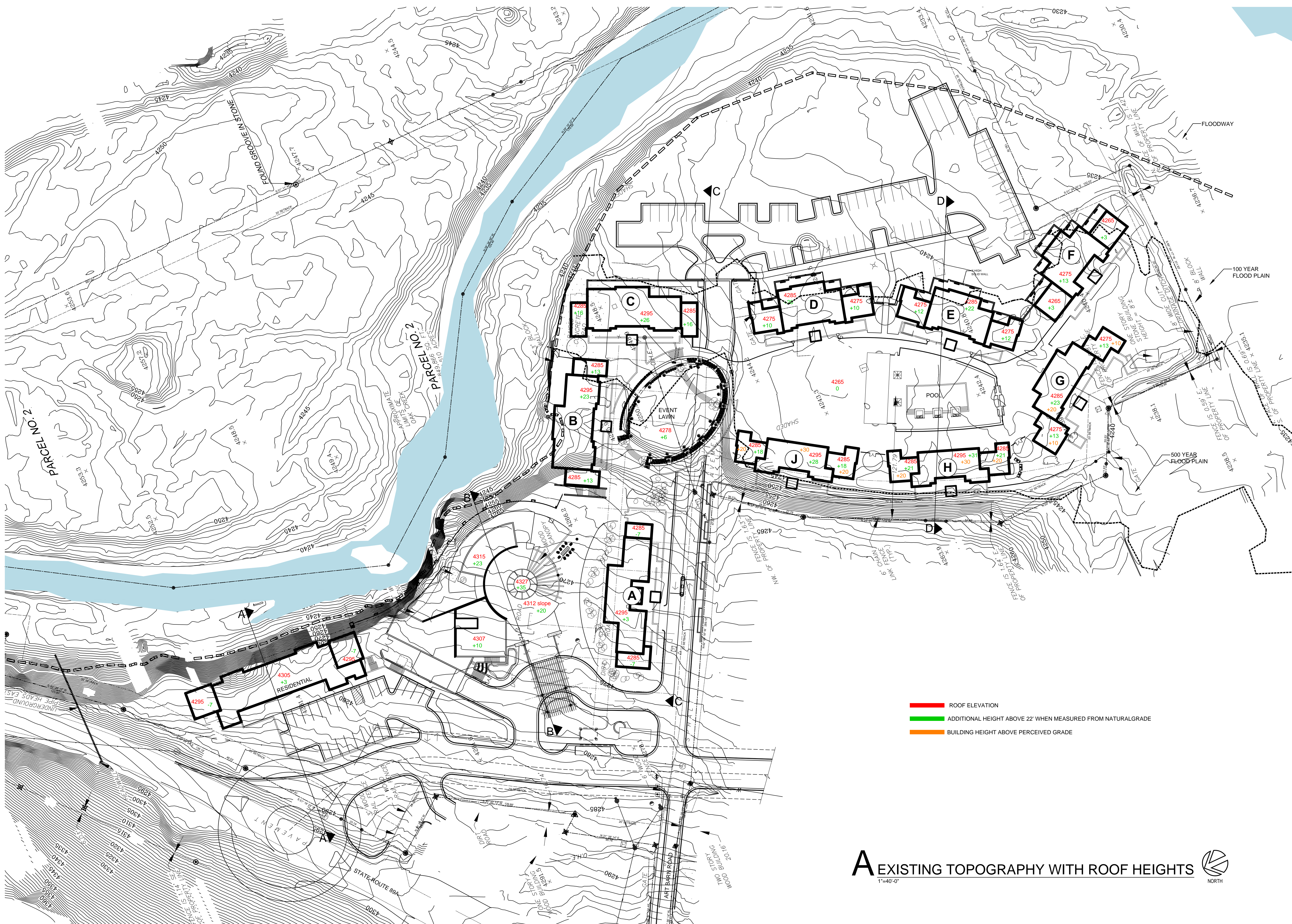
Thank you for your attention to this matter and, as always, I appreciate your assistance. Please do not hesitate to contact me at 602-230-0600 or at [adam@witheymorris.com](mailto:adam@witheymorris.com) if you have any questions or if you need any additional information.

Very truly yours,

Withey Morris P.L.C.

By   
Adam Baugh





**A** EXISTING TOPOGRAPHY WITH ROOF HEIGHTS  
 1"=40'-0"



PRINTS ISSUED

DATE	PURPOSE	NO.
6/3/21	CONCEPTUAL DESIGN REVIEW	

ARCHER RESORT  
 SEDONA, AZ



Architecture • Engineering • Planning • Interior Design • Landscape Architecture

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 345 Riverview Wichita, KS 67203  
 T 316.268.0230 F 316.268.0205

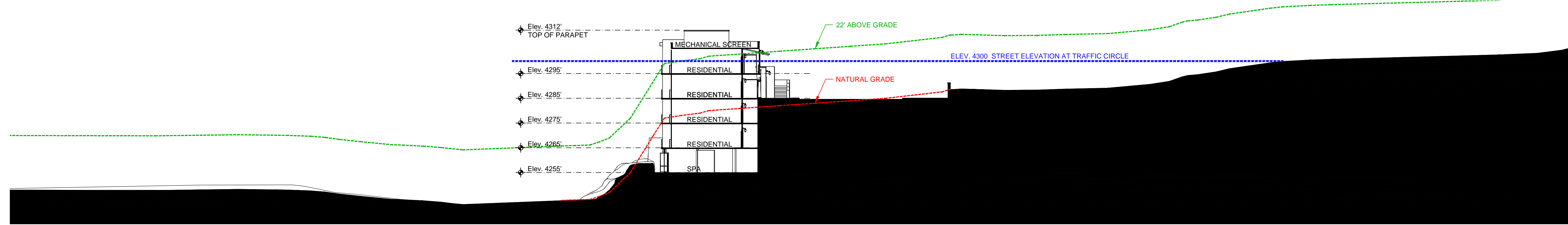
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 DRAWN: ?? / ??  
 CHECKED: ?

PROJECT NUMBER:  
**20246**

SHEET TITLE:  
 EXISTING TOPOGRAPHY  
 WITH ROOF HEIGHTS

SHEET NUMBER:  
**A-10** OF

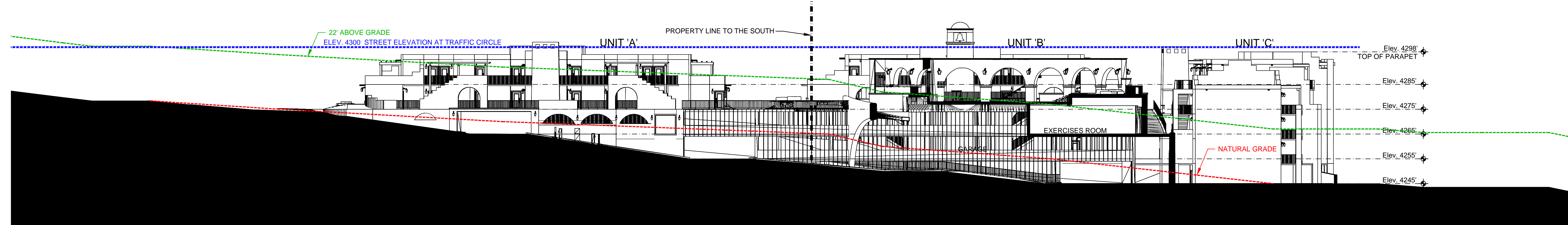
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 1"=20'-0"



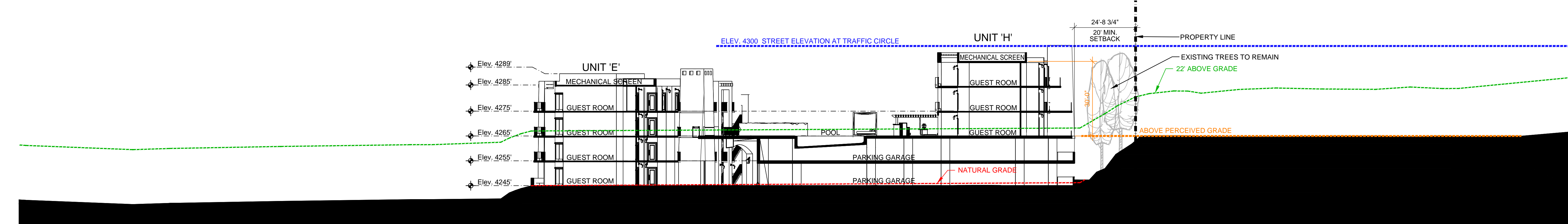
**B** SITE SECTION - BB  
 1"=20'-0"



**C** SITE SECTION - CC  
 1"=20'-0"



**D** SITE SECTION - DD  
 1"=20'-0"



ARCHER RESORT  
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CONTACT: ?  
 DRAWN: ?? / ??  
 CHECKED: ?

PROJECT NUMBER:  
**20246**

SHEET TITLE:  
 SITE SECTIONS

SHEET NUMBER:  
**A-11** OF \_\_\_\_\_



## City of Sedona Community Development Department

102 Roadrunner Drive Sedona, AZ 86336

(928) 282-1154 • [www.sedonaaz.gov/cd](http://www.sedonaaz.gov/cd)

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### PZ21-00006 (ZC, DEV) Archer Hotel, Conceptual Review Planning Comments, May 20, 2021

#### 1. Conceptual Review

- a) The application has been submitted for conceptual review. The following comments contain items that are deficient for a conceptual submittal and must be addressed prior to scheduling a conceptual public hearing and comments that are intended to serve as a guide as you assemble the submittal packet for the Comprehensive Review and do not need to be addressed prior to your conceptual hearing. Please contact staff if you have questions regarding what will be required to continue with the conceptual review.
- b) While Staff has made an effort to bring up items that stand out as impacting the overall project, the following comments should not be viewed as a comprehensive and detailed evaluation of the proposal. The applicant and their representatives should carefully review all applicable code sections and ensure the plans submitted clearly show compliance. Additional comments may be generated once the plans are resubmitted.
- c) Contact the following Staff members if you have any questions regarding what will be required:
  - i) Cari Meyer, Planning Manager, [cmeyer@sedonaaz.gov](mailto:cmeyer@sedonaaz.gov), (928) 203-5049, for questions regarding development standards, submittal requirements, and the review process.
  - ii) Cynthia Lovely, Principal Planner, [clovely@sedonaaz.gov](mailto:clovely@sedonaaz.gov), (928) 203-5035, for questions regarding the Uptown CFA or other long-range plans (Community Plan, GO! Sedona Pathways Plan, Transportation Master Plan, etc.).
- d) The following comments reference sections of the Land Development Code (LDC) and Design Review, Engineering, and Administrative Manual (Manual). These documents are available for review at the following links:
  - i) LDC: <https://sedona.municipal.codes/SLDC>
  - ii) Manual: <https://www.sedonaaz.gov/home/showdocument?id=38278>

#### 2. Letter of Intent (LOI)

- a) Conceptual Review: In order to get the most out of a conceptual review, the LOI should address the areas where the applicant is requesting specific feedback on the proposal
- b) Zone Change/Community Plan Amendment: The LOI must discuss how the proposal meets identified community needs and what community benefits are provided to mitigate the impact of the zone change. The LOI must refer to specific sections of the Community Plan, Community Focus Area Plan, and other adopted plans of the City.
- c) Development Review Application: The LOI should discuss how the project addresses the requirements of the Land Development Code and any additional guidelines contained in the Administrative Manual. All applicable sections must be addressed, please refer to specific sections of these documents in the LOI.
- d) Page 4: Site Overview

- i) The LOI states the entire site is 19 acres. Provide a breakdown of the area in each Community Plan/Future Land Use Map Designation – how much of the site is Multi-Family Medium/High Density Residential vs. Commercial/Lodging vs. Parks.
  - ii) The correct Community Plan designation for the multi-family portion of the property is Multi-Family Medium/High Density, not Multi-Family High Density.
  - iii) The LOI states that the development will occur on 6 acres. Specify the current Community Plan and Zoning designations for that portion of the property.
  - iv) Include proposals or plans for the remaining 13 acres of the property. If it is intended to be left as open space/undeveloped, state that and propose any needed Community Plan (such as amendments to the Commercial/Lodging portion of the property) and/or zoning changes needed to ensure those intentions are carried forward.
  - v) Provide more information regarding what is intended by stating that the project “presents a unique opportunity for responsible and sustainable lodging/hospitality development.” See additional comments under Sustainability. For more information or suggestions, contact McKenzie Jones, Sustainability Coordinator, at (928) 203-5060 or [mjones@sedonaaz.gov](mailto:mjones@sedonaaz.gov).
- e) Page 5: Request
- i) This application will require a Minor Community Plan Amendment to change the Multi-Family Medium/High Density designation to Commercial/Lodging. Include that as part of the request and update LOI to address the Minor CPA application.
- f) Page 6: 4265 Elevation Level
- i) This section states the access to the parking garage is off of Art Barn Road. The primary access to all elements of the site should be off of the roundabout and the new road.
- g) General Comments on LOI
- i) Provide a summary of the project, including number of lodging units, number/size of housing units, non-lodging uses (including square footage), number of parking spaces, number of employees expected, etc.
  - ii) Organizing the LOI by elevations is confusing and appears misleading, as it does not allow the reader to evaluate each component of the proposal.
  - iii) Provide an explanation of how the creek banks and cliffs will be preserved during and after construction given the proposed location of the buildings.

### 3. Project Drawings

- a) Show floodplain and floodway on site plan
- b) Show topography lines, specifically indicating cliff edges.
- c) Buildings are shown in white. As white buildings are not permitted in Sedona, consider showing them in a darker color.
- d) Consider whether the total number of buildings may be reduced/consolidated.
- e) Consider providing a greater setback between the buildings and the floodway and the creek. Consider moving the event lawn and guest plaza to the creek side of the buildings.

- f) Consider whether the multi-family residential can be moved to the street side of the parking lot in order to screen the parking lot from the highway.

#### 4. Heights

- a) One key component of this project is making sure that the applicant, staff, and decision makers, have a clear understanding of the proposed heights of this project. The project documents, as submitted, do not provide enough detailed information for staff to review/provide feedback on. Please provide the following:
- i) Approximate top of roof heights for all buildings, overlaid on a contour map showing existing topography of the site. Roof heights and topography lines should be in the same format to allow for review of height above existing/natural grades.
  - ii) Reference points for elevation heights of existing site grades/features. For example, the LOI discusses various elevation levels, but never clearly states the elevation of the roadways (89A or Art Barn Lane), existing grades at property lines, etc.
  - iii) Total increase in height proposed above the City's standard height requirements and where those heights will be. Please keep in mind the City measures all heights from natural grade.
  - iv) Any mitigation measures for heights, including building design/color to reduce the visual appearance of the buildings or whether heights will be held to less than permitted in areas that have a greater impact on neighboring properties.
  - v) Any other information needed to allow Staff and the Commission to provide feedback on the requested heights.
- b) The only height information provided is the elevation level at which each level starts. In order to provide height feedback, there should be information regarding the total height of the building above these levels and where those are located on the site.

#### 5. Circulation, Traffic, Roadway Connections, Parking, etc.

- a) The CFA Plan that the Planning and Zoning Commission recommended that City Council approve on May 18, 2021, includes a requirement that lodging projects within the Uptown CFA area provide a traffic impact analysis at the conceptual review phase of the project. This was added as traffic concerns are almost always the largest item of discussion and concern, so having the traffic data and recommendations early in the development phase of a project can be beneficial in the review.

When the timing of this project was first discussed with the applicant, it was made clear that any changes to the recommendations in the CFA plan could change the review timeline. In order to move forward with the conceptual review, a traffic impact analysis must be submitted and reviewed by staff.

- b) Art Barn Road: provide a summary of changes and improvements proposed. Some that have been discussed are converting to one way (southbound/in only) and adding sidewalks for pedestrian access.
- c) Loading Zones (CFA Strategy): The proposal includes a transit stop, but also needs to accommodate loading zone for resort shuttle and Jeep and Trolley tours. Recommend shade, benches, maps (see wayfinding section) at the transit stop/loading zone – the goal is to make taking transit appealing, convenient and comfortable.

**d) Street Connectivity (CFA Strategy)**

- i) Sharing driveways and roads: The design of future connection road and redesign of the Art Barn Rd needs to be coordinated with Ensemble, the Sedona Art Center, and La Petite Hotel.
- ii) Arroyo Roble Link: Proposal states “leaves open the possibility” – this is a requirement of the CFA and the project documents need to reflect that/take any uncertainty out.
- iii) Art Barn Rd: Improving traffic flow is a goal, thus if Art Barn Rd was one-way southbound, it would reduce the number of vehicles in the roundabout. If Archer does not want guests to enter this way, then it could be restricted to right turn only on Arroyo Roble connector. Coordinate with SAC and La Petite.

**e) Complete Streets (CFA Strategy)**

- i) The new connector road and Art Barn Rd needs to be designed to safely accommodate bicycles and pedestrians (sidewalks, bike lanes).

**f) Provide a parking analysis for the project.**

- i) Provide sufficient information regarding all uses on site to allow a determination of parking requirements to be made.
- ii) If asking for a parking reduction based on guest use of on-site amenities (restaurant, bar, spa, etc.), provide an estimate of guest vs. non-guest use, staffing levels, and any other relevant information. Requests for parking reductions must be accompanied by a parking analysis prepared by a registered engineer.

**g) Parking Garage (CFA Strategy)**

- i) Partner with Ensemble and SAC to develop a parking garage for this area; otherwise explain why there will not be a partnership.

**h) RV and Bus Parking (CFA Strategy)**

- i) Including parking for RVs and buses. This is a code requirement, and the City has had hotel guests ask where they can park their RV while staying at their hotel because the hotel did not have space.

**i) Employee Parking (CFA Strategy)**

- i) Provide more detail on where and how much. For example, will one-level or a portion of the garage be dedicated to employee parking?

**6. Pedestrian Connectivity (CFA Strategy)**

- a) A goal of the CFA is to encourage guests to walk; designs should be intuitive, convenient, and appealing.
- b) The new connector road and Art Barn Rd needs to be designed to safely accommodate bicycles and pedestrians.
- c) Provide a circulation plan for pedestrians and bicycles: Include a map of the pathways and connections, for example along the new connector, Art Barn Rd, internal pathways, links to paths on adjacent property.

## 7. Bike and Transit (CFA Strategy)

- a) Transit stop noted. Include bike racks throughout the development to be conveniently located, not just in the parking garage. For example, at the apartments, the lobby, next to each building, etc. Expect use by employees, guests, and visitors.
- b) Consider providing complimentary e-bikes for guest use.

## 8. Wayfinding (CFA Strategy)

- a) Provide directional signage for bicycles/pedestrians, including maps to assist and encourage guests to walk or ride. One option is to partner with City to include the city's pedestrian maps of Uptown.

## 9. Housing

- a) Housing component: 22 housing units for a 188-room lodging project equates to an 11.7% housing contribution. The City's DIGAH (Development Incentives and Guidelines for Affordable Housing) recommends a minimum contribution of 12%.
- b) Housing: Provide more information regarding how the proposed housing component of the project will meet the DIGAH standards. In addition, provide detail on any proposed restrictions on the units to ensure they meet the City's housing needs. Restrictions that have been proposed for other units include affordability covenants/income restrictions, limitations on short term rentals, minimum lease terms, etc.
- c) Provide additional details regarding the size of the units (square footage and number of bedrooms).

## 10. Sustainability

- a) Provide examples of sustainability practices used at other Lodgeworks properties.
- b) For the following items, provide more information regarding how they will be addressed or incorporated in the proposal:
  - i) Trash and recycling: address sustainable approach to trash and recycling.
  - ii) Include water bottle refill stations in several strategic locations for guests as well as users of the public areas of the parking garage.
  - iii) Encourage reuse of bottles and do not offer guests the typically complimentary, disposable small plastic bottles. Consider offering guests reusable bottles.
  - iv) Landscaping and Irrigation: use native plants and adaptive, drought tolerant plants; low flow irrigation, xeriscape designs and practices.
  - v) EV charging stations: provide in both the guest and the public parking areas.
  - vi) Provide shuttles for guests and employees.
  - vii) Use permeable surfacing

## 11. Creekwalk

- a) The LOI seems to indicate that the creekwalk will only be provided if adjacent property owners also dedicate a creekwalk. Based on the CFA recommendations, a creekwalk through this property must be provided regardless of whether or not adjacent property owners dedicate a

creekwalk at this time. The City will continue to work with all properties along the creek to complete the creekwalk.

## **12. Historic Preservation (CFA Strategy)**

- a) There is a historic wellhouse on the property. Show on the plans. Recommend retaining the structure, preserving, possibly restoring, and providing interpretive information on the history. Consider applying for historic landmark or recognition status.
- b) Also consider providing guests with interpretive information about the history of the site, the Jordan's apple orchards, the establishment of Sedona Arts Center, etc. Or partner with Historic Society, SAC, Historic Preservation Commission, etc. to provide the information. Include natural history (see Oak Creek below).

## **13. Oak Creek Conservation (CFA Strategy)**

- a) Explain future use and improvements (if any) to the open space (area across the Creek). List potential conservation and restoration measures. The City suggests partnering with the Oak Creek Watershed Council; the City may reach out to the Watershed Council for them to review the proposal during the next stage of review.
- b) Key to conservation is education of guests and visitors. Provide educational/interpretive information on the significance of the Creek and how the resort is minimizing impacts and how guests and visitors can do their part.
- c) Tree Preservation – show which trees to be removed (already shown?)

## **14. Viewshed (CFA Strategy)**

- a) Screen parking lot (residential component) from highway view
- b) Include renderings from January presentation (what can be seen from highway)

## **15. Future Development/Community Plan Designations**

- a) Provide a summary of the applicant's intentions for the area of the site that is not proposed for development at this time.
- b) If changes to the Community Plan designations are needed for those areas, include in this application.

## **16. Missing Application Materials**

- a) The following are required application materials that were not included in the submittal. Please review the Manual and ensure all required documents are provided. Some items may not be required during the conceptual stage, please contact City staff with any questions. At a minimum, the following items are required:
  - i) Context Plan (Manual Section 1.1.E)
  - ii) Letter of Authorization from Current Property Owner
  - iii) Legal description and ALTA Survey (Manual Section 1.1.H)
  - iv) Topographic map, prepared by a registered surveyor, with a minimum of 1-foot contours (Manual Section 1.2.A(1))





## Public Works Department

102 Roadrunner Drive Sedona, AZ 86336  
(928) 204-7111 • Fax: (928) 282-5348;  
Hanako Ueda, EIT (928) 203-5024

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**PZ21-00006 (ZC, DEV)  
Archer Hotel (Conceptual)  
05/18/2021**

### Engineering Comments

#### Please address all comments by the next submittal:

1. Traffic Impact Study (see City Code Article 14.10. for scope)
2. Please provide a topographic map.
3. Please provide a geotechnical report.
4. Please provide a slope analysis and a geology report for areas with 30%+ slopes on which construction is proposed.
5. Please provide preliminary grading and drainage plans.
6. Please provide a preliminary drainage report.
7. Please provide a sewer design report.
8. Verify parking and roadway design compliance with City Code Article 5.
9. We look forward to working together on a creek walk and street connectivity.
10. This proposal may to exceed the Wastewater Reclamation Plant's allowed committed capacity. P&Z and City Council must approve an increase in current plant capacity in order to approve this project. Please request this expansion as part of the proposal and development agreement.
11. Due to the FEMA floodplain, coordination with Coconino County Flood Control District is required.
12. Any improvements in the 89A right-of-way will require coordination with ADOT.

#### ***Prior to Issuance of Building Permit:***

- Property lies in a floodplain. An elevation Certificate from an Arizona Registered Land Surveyor is required for every building.
- Infrastructure within the ADOT ROW must be approved by ADOT.
- For projects involving grading of more than 5,000 cubic yards, a haul plan, a dust control plan, a topsoil reutilization plan, a stormwater pollution prevention plan, and a traffic control plan shall be required. Each must be acceptable to and approved by the City Engineer. (DREAM 3.1.H.6.i).
- For projects involving grading of more than 5,000 cubic yards, an assurance bond is required per DREAM 3.1.G.1.
- Assurance bonds are required for all development projects.
- Provide Final Grading and Drainage Plans. The Site Plan shall meet the requirements of DREAM Chapter 3.1.
- Provide the Final Drainage Report.
- Applicant shall follow the City of Sedona Land Development Code in its entirety.
- Applicant shall provide a Storm Water Pollution Prevention Plan. SWPPP measures shall be in place prior to the start of construction (DREAM 3.1). Storm water quality measures shall also comply with City of Sedona Code requirements (City Code Chapter 13.5)
- Accessible sidewalks and parking areas will need to meet the current US Dept. of Justice ADA requirements.
- Accessible parking/signage shall meet the requirements of the City LDC and DREAM documents.
- All concrete within the City ROW shall be colored "Sedona Red" (Davis 160 color).

## 40 Art Barn Rd

JACQUIE RERUCHA <mbjacquie@yahoo.com>

Tue 6/1/2021 12:24 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>

I am EXTREMELY apposed to this development!!

My property is located just above this land and with the traffic ALREADY at a standstill (everyday) on 89A it is almost impossible to come in or out of Sedona let alone evacuate!!!! I am VERY fearful of how ANYONE would be able to escape if a fire were to threaten this section of Sedona.

I can only hope that you, and the planning department, have LOOKED at the gridlock of cars approaching from Flagstaff or headed North toward Flagstaff in the Uptown area.. and vote NO.

Please protect our community as well as preserve some areas for open land and SAFETY.

Jacquie Rerucha  
Owner of  
135 Sunrise Ave  
Sedona, Arizona  
86336  
310-722-2247  
mbjacquie@yahoo.com