

Project Application

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City Of Sedona

Community Development Department

102 Roadrunner Drive Sedona, AZ 86336
 (928) 282-1154 • www.sedonaaz.gov/cd

Application for (check all that apply):

- | | | | |
|---|--|--------------------------------------|---|
| <input checked="" 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 checked="" type="checkbox"/> Development Review | <input type="checkbox"/> Subdivision | <input type="checkbox"/> Minor Modification |
| <input type="checkbox"/> Zone Change | <input type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Variance | |

Project Information	Project Name	Oak Creek Resort		
	Project Address	100 Schnebly Hill Drive	Parcel No. (APN)	401-18-031D (8 Parcels see below)
	Primary Contact	Tony Wrzosek	Primary Phone	949-271-1109
	Email	anthony.wrzosek@rdodevelopment.com	Alt. Phone	949-271-1100
	Address	520 Newport Center Drive, Suite 600	City/State/ZIP	Newport Beach, CA 92660
Office Use Only	<i>Application No</i>		<i>Date Received</i>	
	<i>Received by</i>		<i>Fee Paid</i>	

Project Description	New 92 room resort hotel with amenities including pool, restaurant, spa, and meeting space. Development includes parcels: 401-18-002C, 401-18-001A, 401-18-031D, 401-18-031G, 401-18-031B, 401-11-001C, 401-11-002F, and 401-12-016C.
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Additional Contact Information: Please complete the following for all companies/people authorized to discuss the project with the City. Please attach additional sheets if necessary.

Contact #1	Company	RD Olson Development	Contact Name	Robert Olson
	Project Role	Owner / Developer	Primary Phone	949-271-1101
	Email	bob.olson@rdodevelopment.com	Alt. Phone	949-271-1100
	Address	520 Newport Center Drive, Suite 600	City/State/ZIP	Newport Beach, CA 92660
Contact #2	Company	Delawie	Contact Name	Frank Ternasky
	Project Role	Architect	Primary Phone	619-299-6690
	Email	fternasky@delawie.com	Alt. Phone	619-922-3508
	Address	1515 Morena Blvd.	City/State/ZIP	San Diego, CA 92110
Contact #3	Company	Sefton Engineering Consultants	Contact Name	Luke Sefton
	Project Role	Civil Engineer	Primary Phone	928-202-3999
	Email	LS@sefengco.com	Alt. Phone	928-646-3494
	Address	40 Stutz Bearcat Drive	City/State/ZIP	Sedona, AZ 86336

Principals

Michael L. Asaro, AIA, LEED AP
Paul E. Schroeder, AIA, Associate DBIA
Frank Ternasky, AIA, LEED AP
Greg McClure, AIA, LEED AP BD+C

April 25, 2022

RD Olson Development
OAK CREEK HERITAGE HOTEL
150 Schnebly Hill Road
Sedona, AZ 86336

Re: Development Project Letter of Intent - **Revised**

Our vision for the Oak Creek Heritage Hotel is to develop this stunning 11.58-acre site into a boutique hotel for guests to enjoy the multi-seasonal beauty of the Sedona area and the unique character and identity of the Schnebly community. The goal is to create a serene environment where guest and locals can refresh, revive, and reconnect. The resort will be offering creek and rock formation view guestrooms with a signature restaurant, wellness spa, and small meeting facilities.

The property is located on parcels bounded by Schnebly Hill Road, Oak Creek, Bear Wallow Lane, and the south commercial district along Highway 179. The proposed design has 80 guestrooms, a 60-seat restaurant, 6 treatment room spa, and meeting space divisible into 1,000 square foot rooms. The hotel is not yet branded.

Project Summary:

Total Site Area	11.58 Acres (494,948 SF)
Site Area outside of floodway	6.81 Acres (296,644 SF)
Allowable Hotel Guestroom Units (8/ac.)	92.64 Guestrooms
Proposed Hotel Guestroom Units	80
Number of buildings on site	22
Number of guestroom Buildings	14
Support Buildings on site	8
Lobby Building	6,230 SF (4,270 SF Footprint)
Spa & Fitness Building	5,330 SF (3,080 SF Footprint)
Restaurant Building	6,430 SF (4,430 SF Footprint)
Meeting Room Building	4,335 SF
Back-of-House Building	4,604 SF (2,424 SF Footprint)
Greenhouse Pavilion	750 SF
Pool Bar / Storage Shed	380 SF
Pool Restrooms / Equip.	380 SF
Total Building Coverage	49,184 SF
Building Coverage Allowed	25%
Building Coverage Proposed	9.9%
Provided Parking Space	108
Shared Parking Analysis, Peak Hour Demand	108

Utilizing the Area's History and Character:

We have followed the Schnebly Community Focus Area Plan for the site planning and massing of the structures. We want to reinforce the rural and agricultural history of the site by creating a landscaped open space along Schnebly Hill Road. This enhanced setback will create a spacious buffer as pedestrians or car traffic move along that section of the road. Landscape concepts include adding native types of agricultural planting within these areas maybe as orchards, gardens, or vineyards to strengthen our concept.

It is our intent to screen the road visually and acoustically from the hotel and soften the edge along the road while keeping as many street trees and mature trees on the site and around the creek as possible. We do not want to jeopardize the natural habitat created by these Sycamore and other trees within the site providing contrast to the arid uplands that surround Sedona. We feel that is one of our advantages to have a diverse environment within the site.

Our site planning along with working with natural grade is also respecting the creek by stepping back from the floodway on many of the structures not only to accommodate high water but to open views up and down the creek for our hotel and restaurant guests.

The restaurant will be inspired by red rock region of Arizona, a celebration of its terrain and the evergreen vegetation. The cuisine will focus on sustainability that reflects a story of the place and those who came before, carrying on the tradition of bringing people together through food. We also plan to provide our guests with interpretive information explaining the history of the site and a map for a walking tour that will have points of interest and plaques explaining their significance.

Circulation:

To control traffic, we consolidated the public entry into the site into one driveway. All cars will be valet parked from this main turnaround for all functions on the site either by hotel guests or locals. These include the restaurant, spa uses, and for onsite meetings. The site has the great benefit of being in a truly walkable location with its proximity to Tlaquepaque Arts & Crafts Village and the Uptown shopping areas, and recreation areas to the north. This prime location will minimize the number of times a guest will need to use their car. The facility will provide guest with electric golf cart assistance within the property to move about from their rooms to the other amenities if they do not want to walk. The current plan is also to provide bicycles, electric bicycles, and timed hotel shuttles at off peak traffic hours for guests to ride to the backcountry trailheads, into nearby commercial offerings, or into Uptown if walking is not desired.

We have provided another service access only off Schnebly Hill Road to keep traffic from traveling onto Bear Wallow Road. There is an emergency access only entry/ exit on Bear Wallow Road for emergency vehicle only. Any other fire apparatus access required on the site between the buildings would be provided with a 12-foot-wide access path utilizing a widened pedestrian walk and alternate paving materials such as decomposed granite or turf block to get the required width.

Development Strategy:

One strategy we utilized to abide by the development guidelines stated within the Schnebly Community Focus Area Plan was to breakdown the massing of the resort by having different sized guestroom buildings and to create clusters of buildings. These clusters have both guestroom structures and public buildings such as the restaurant, check in building, and the spa. This created smaller zones within the resort for guest to gather and enjoys a variety of environments and views. We also reduced the density of the site structures as you move north along Schnebly Hill Road and transition from the commercial uses near the turn-around to the purely residential uses within the neighborhood. This is done by utilizing 1 and 2 story structures throughout the property. The road also rises as it travels North and allows for the views to remain open over the tops of the structures.

As noted earlier, we are expanding the open space along the road into our site where possible to soften the impact of the overall development. Within the site we are siting the structures as close to natural grade as possible to limit the ground plane disturbance which helps maintain the larger and native planting.

Currently, we show a community benefit by adding a pedestrian pathway along Schnebly Hill road which will facilitate easy access for residence to the north for walking into the commercial areas and Uptown. The path is located along the road as a meandering pathway while trying to limit grading of the site, removing existing street trees, and creating drops and rises in elevations as the paths travel along the site.

Our site has a large area of open space along the creek within the floodway. This area is walkable most of the year and it is our intention to create walking paths in these areas for the hotel guests to enjoy. Our continued goal is to strengthen the link to the agricultural history by widening the minimum open space along the roadway and incorporating agricultural planting and elements. The proposed parking area within the northeast portion of the site will be surfaced with permeable material such as gravel or decomposed granite to maintain the more rural look. The design of the parking lot will introduce fruit trees to create an orchard feel for the parking area to screen the vehicles and respect the site's agricultural history. This also removes cars/parking from the guest experience and a majority of the site is kept walkable, pedestrian friendly, and intimately scaled.

Design Strategy:

Our intent for the architectural design of the hotel structures will be to create simple refined structures that do not compete with the views and the surrounding beauty. These structures will have understated design aesthetics without decorative ornamentation or overly historical references while still maintaining that sense of place with the materials used and how they are expressed. We will vary the designs of the structures by clusters to give the feel of four smaller developments, but the architectural styles will be complimentary versus vastly dissimilar. We will have some single-story structures within the agricultural zone that may take on a bit more of a rustic feel based on their proximity to the street and their location within the agricultural zone. All structures will conform to the building height standards set forth in the City's building codes and all building colors and textures will be within the LRV levels referenced in Code Section 2.24.E(4)b.

We have provided inspirational images for each cluster design that generally reflect where we intend to take the architectural design once we have the site planning reviewed and approved. We will still maintain the breakdown of the building massing and restriction of single plane sizes to create a scale and rhythm consistent with the City's design guidelines. We will use natural materials and express them in the way consistent with how they were historically utilized. We see stone being used at some of the building bases and will utilize local building materials and styles for these elements when incorporated to make the local connections. We also anticipate wood siding being used at upper levels and again expressing and finishing these materials similarly.

The ground plane and the landscaping materials will also be using native species as required within the City's Landscape Ordinance for the Oak Creek Zone to help blend with neighborhood.

All exterior and site lighting will be designed in compliance with the Design Review Manual and the dark sky requirements. Fixtures will be low intensity, downward pointed, and shielded focused primarily on illuminating pedestrian access and landscape accents to maintain security and aesthetics.

At this early conceptual stage of the project massing and design, elements such as signage, fences & walls, building equipment, and service areas have not been fully designed. It is the intention of the development team to adequately address each of these items following City design guidelines, where applicable, and to work with City Staff to develop acceptable solutions and present them in future design reviews.

Open Space:

The OC District requirements for open space include a minimum of 25% of the site. With the current site planning efforts and our clustering of the buildings providing for open space along the creek edge and along Schnebly Hill Road we are tracking closer to 40% open space. This open space consists of a variety of types of spaces. Along the creek the open space maintains the natural features with some pedestrian trails for guests as well as unaltered space within the floodplain.

Additionally, the open space along Schnebly Hill Road incorporates some agricultural uses such as orchards, gardens, and vineyards as noted in the requirements. We have maintained the drainage channels flowing into Oak creek that pass through the property also as noted within the OC District requirements. We feel that with each open space bordering the public way and Oak Creek that we are meeting the intent of the code by protecting, restoring, and enhancing the natural resources as part of our development.

Sustainability:

Buildings and Energy

The goal of the project is to reduce energy demand through conservation and energy-efficient design by use of specific green building objectives. Each group of buildings are designed to take advantage of the building's site and climate through passive solar design. Exterior building materials will be selected for sustainability and recycled content and will blend within natural surroundings. These materials will also absorb heat in the winter and reflect sun in the summer taking advantage of Sedona's seasons.

Select materials will be used to minimize energy use. Windows to be efficient, low emissivity glazing to minimize ultraviolet and infrared light into space.

The building envelope will be properly insulated, and air sealed to improve energy efficiency while using finish material pollutant controls meeting volatile organic compound (VOC) and formaldehyde limits (adhesives, sealants, caulks, paints and coating, aerosol paints and coating) throughout property.

All lighting on property is designed to reduce light pollution to the night sky while using low powered and dimming systems for low power consumption. All area lighting will be low voltage LED light fixtures.

Interior spaces will be equipped with efficient variable refrigerant flow (VRF) heating and air-conditioning system with programmable energy conservation thermostats and room controls. The roofs of the accessory buildings will be equipped with Photovoltaic solar panels to increase the use of renewable energy.

Transportation Improvements

Guests will be greeted by our valet team upon arrival. Guests may be escorted via electric carts to their rooms while their vehicles are parked in a grove of trees. Guests can enjoy bicycles, electric bikes, and walking paths to explore sites both inside and outside the resort. A bicycle/pedestrian path will connect the resort to local events. A scheduled electric shuttle will also be provided to help facilitate visitor traffic flow to local and key destinations within two miles of hotel.

Our on-site employee transportation coordinator champions our operations team with access to employee transportation alternatives and incentives. Such as discounted/pre-tax bus passes, carpooling, ride matching and bicycle parking raffle tickets and prize incentives. Showers and lockers will be provided.

Water Resources, Flooding, and Natural Systems

This project is geared to reduce water usage and address heat and wildfire risk. The outdoor space will be designed with ample green spaces connected by permeable paths and surrounded with native and drought-tolerant planting. Irrigation with automatic controllers, sensors, and metering will be installed using harvested rainwater.

Each guestroom and facility will reduce use with water conserving plumbing fixtures and fittings. Our operations team has a water conservation action plan to manage and reduce water use.

Materials and Consumption

We strive to conduct a low impact business to minimize consumption of natural resources. We are focused on sustainable, responsible, and local sourcing to procure environmental suppliers and products to minimize consumption of natural resources when buying goods.

Our operations team uses a monthly report tool to plan, implement, track, communicate, and minimize environmental footprint by sustainably managing our energy and water use, reducing our waste and carbon emissions, and increasing renewable energy.

Our waste management program is working towards zero-waste cocktail, dinners, and events. Elimination of all single-use plastics with both In-room and back-of-house waste sorting diversions.

Our restaurant and food services local farming goals include locally sourced core menu items and seasonal ingredients from local farmers. On-site organic greens and on-site composting.

Time of day shared parking analysis:

The proposed project has primary and accessory uses contained within its 11.58-acre site. With concurrent and multiple uses, a shared-parking analysis will determine and recommend the peak hour demand for the project. Per Sedona Parking Ordinance, accessory uses to lodging, such as meeting rooms and restaurants, shall be required to provide parking at the rates for those specific use types. The shared parking concept allows for parking spaces to be used more efficiently by providing only the number of spaces needed by different land use types at any one time since the parking demand for different uses varies by the time of day, the day of the week, and the month of the year.

Shared parking is generally analyzed using the procedures identified by the Urban Land Institute (ULI) in their guide to Shared Parking. The ULI Shared Parking manual includes the results of studies of parking demand by time of day for uses that commonly occur within mixed use developments. The studies document the percentage of each peak demand component at any given hour. The time-of-day calculations for each of our project uses is identified in the table below.

For our analysis, parking demand was calculated for each specific type of use. A captive/non-captive adjustment is applied to the parking demand (individual use demand based on Sedona Parking Ordinance) to account for the overlap of visitors and guests that visit and have already parked at one land use and will not generate the need for an additional parking space when they visit a second land use.

Each land use has a separate parking distribution pattern for visitors and employees. The property will provide employee shuttling during shift changes when needed and incentive programs such as a carpooling and alternative means of transportation to assist with reduction the parking demand of employees.

Since the parking supply will be controlled by the valet service operator, employees who park on site will need to coordinate with the valet operator to allow employee vehicles to be parked in the most inaccessible parking spaces. In this manner, long-term employee vehicle parking will be efficient and accommodated without negatively impacting the valet operations serving guest parking. Employee shift changes occur at times when there is a significant surplus of parking. Therefore, employee shuttling, incentive programs, and long-term employee parking will reduce the parking demand and provide efficient employee parking.

The table below identifies that the peak hour parking demand is anticipated to occur at 9 PM and result in a maximum demand of 108 spaces.

Land Use	Lodging Unit		Signature Restaurant		Meeting Rooms		Day Spa		
Quantity	80		3,910 SF		2,750 SF		2,585 SF		
Individual Use Parking Demand	92		39		55		10		
Non-Captive Ratio	-		25% nonguest		50% nonguest		50% nonguest		
Modal Split	88%		88%		75%		88%		
Adjusted Parking Demand	81		9		21		5		
Time of Day	Percent of Peak Demand	No. of Parking Spaces	Percent of Peak Demand	No. of Parking Spaces	Percent of Peak Demand	No. of Parking Spaces	Percent of Peak Demand	No. of Parking Spaces	Shared Parking Demand
6:00 AM	100%	81	5%	0	0%	0	25%	1	82
7:00 AM	95%	77	10%	1	0%	0	40%	2	80
8:00 AM	90%	73	30%	3	30%	6	70%	4	86
9:00 AM	80%	65	10%	1	60%	13	70%	4	83
10:00 AM	70%	57	10%	1	60%	13	70%	4	75
11:00 AM	70%	57	5%	0	60%	13	80%	4	74
12:00 PM	65%	53	100%	9	65%	14	60%	3	79
1:00 PM	65%	53	100%	9	65%	14	70%	4	80
2:00 PM	70%	57	33%	3	65%	14	70%	4	78
3:00 PM	70%	57	10%	1	65%	14	70%	4	76
4:00 PM	75%	61	10%	1	65%	14	80%	4	80
5:00 PM	80%	65	30%	3	100%	21	90%	5	94
6:00 PM	85%	69	55%	5	100%	21	100%	5	100
7:00 PM	85%	69	60%	5	100%	21	90%	5	100
8:00 PM	90%	73	70%	6	100%	21	80%	4	104
9:00 PM	95%	77	67%	6	100%	21	70%	4	108
10:00 PM	95%	77	60%	5	50%	11	35%	2	95
11:00 PM	100%	81	40%	4	25%	5	10%	1	91
12:00 AM	100%	81	30%	3	25%	5	0%	0	89
MAX:		81		9		21		5	108
MIN:		53		0		0		0	74

We want to thank you for your time and consideration of our development and the questions we offered for clarification. Please let us know if any additional documentation can be provided at this time and stage of project development to aid you in your work.

Respectfully submitted



Frank Ternasky
 Principal
 Delawie

115 Schnebly, LLC
520 Newport Center Drive
Suite 600
Newport Beach, CA 92660

April 4, 2022

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

SUBJECT: Owner's Letter of Authorization for the Necessary Permitting and Approvals for
Development of Parcels 401-18-002C, 401-18-001A, 401-18-031G, 401-18-031D, 401-
11-001C, 401-12-016C, 401-18-031B, and 401-11-002F


Dear Cari Meyer,

115 Schnebly, LLC, the landowner of the above-referenced properties, hereby authorizes R.D. Olson
Development and its associates to apply and sign on behalf the owner for the purpose of development
review application and building permit application for the subject properties.

Sincerely,

115 Schnebly, LLC
an Arizona limited liability company

By: R.D. Olson Investments II, LLC,
a California limited liability company, its sole member

By: 
Robert D. Olson, its managing member