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To: Cari Meyer
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Community Development
102 Roadrunner Drive
Sedona, AZ 86336

From: Benjamin L. Tate

Date: January 3, 2022

Re: The Village at Saddlerock Crossing – PZ19-00005 (ZC, DEV) – LOI Comment Responses

Cari,

Below are the applicant's responses to the staff review comments issued in July 2021 in relation to the June 2021 submittal of the above-referenced comments. These responses are specific to comments related to the LOI. Additional comment responses from other consultants are enclosed with this submittal.

1. Version of Land Development Code

- a) For review of this project, Staff is using the version of the LDC in effect at the time the Conceptual Review for this version of the plan was submitted (August 2020). If the applicant chooses to, they may request that the plans be reviewed under the current version of the LDC. However, the plans cannot be reviewed under a mix of the old version of the code and the current one.

Response: Submittal will use current version of LDC, all references in LOI to current LDC.

2. Proposed Zoning District

- a) The letter of intent (LOI) states that the applicant is requesting a rezoning to the PD (Planned Development) district. The LOI needs to include a section detailing how this proposal meets the

LDC requirements for the PD district. At a minimum, review and refer to the following when drafting this section of the LOI:

- i) LDC 2.21 (PD: Planned Development District)
- ii) LDC Section 8.6.B (Rezoning to Planned Development District)
- iii) Administrative Manual Section 1.2.F (Rezoning to Planned Development District)

Response: Zoning district request has been revised to Lodging (L) and the LOI has

been updated accordingly.

3. Community Plan and Soldiers Pass CFA Plan

a) Land Use

- i) Provide details on how the design of the buildings complements and coordinates with development on adjacent properties.

Response: LOI updated to provide more detailed information.

- ii) Previous plans showed a connection to Elk Road, which does not appear to be on the current plans. A connection to Elk Road (either vehicular or pedestrian) is needed to address the CFA goal of coordinated development.

Response: Site plan has been revised to show a pedestrian connection from the project to Elk Road.

b) Circulation

- i) The lack of a connection to Elk Road prevents this development from meeting the CFA goal of improving access between businesses and neighborhoods and reducing conflicts on State Route 89A.

Response: Site plan has been revised to show a pedestrian connection from the project to Elk Road.

- ii) The CFA plan encourages safer crossings of 89A through enhanced crosswalks, medians, and/or roundabouts. Indicate whether any improvements are proposed that would lead to safer crossings of 89A.

Response: No improvements to SR-89A are being proposed as part of this development. A pedestrian refuge and staging area will be provided on the Property adjacent to SR-89A, and pedestrian crossings will be encouraged at the traffic signal.

- iii) Continuation of the sidewalk along Saddlerock Circle to Valley View Drive should be considered by the applicant.

Response: Site plan has been revised to extend sidewalk to Valley View Drive.

c) Environment

- i) Indicate how the following Environment Goals of the CFA will be met:
 - (1) Waste reduction measures should be integrated into building construction, maintenance, and business operations, including the utilization of recycled building materials.

Response: Bulleted list of hotel sustainability measures incorporated into LOI

- ii) The landscape plan shows 57% of the plants being of a native species. To meet the environment goals of the CFA plan, the percentage of native species should be much higher, far exceeding what is required.

Response: The ratio of native to non-native plant species is a balance of the developer's commitment to exceeding the landscaping requirement for native species with the realities of plant species availability in today's market. In many instances, the current development boom in Arizona and demand for landscaping materials has left many developers unable to obtain the correct species and size of trees and shrubs required for their projects – even for common species that are typically widely available. The proposed 57% native species reflects that balance and provides greater assurance that the developer is not left in a position during development where they are unable to comply with their own landscape plan due to shortages of certain plant species and size.

(1) Due to environmental goals regarding water usage and maintaining the natural environment, providing landscaping at a higher rate than required by the code is not necessarily seen as a positive or a benefit for the project.

Response: The planting ratio exceeds the 1/400 SF tree and 3/400 SF shrub ratios by a negligible margin. The proposed landscape plans shows trees planted at approximately 1.02/400 SF and shrubs planted at approximately 3.125/400 SF. Additionally, the widespread utilization of rainwater harvesting throughout the project to supplement the landscape irrigation system more than offsets the marginal difference in ratios.

Electric vehicle charging should be provided for both the residential and lodging uses. For this project, the spaces should be EV-built (not only capable) and provide Level 2 charging capabilities.

(2) The applicant should consider if a DC Fast Charger (Level 3) is possible for this project.

Response: Site plan and narrative updated to reflect incorporation of six (6) Level 2 charging stations throughout site.

iii) Provide information regarding the output of the proposed solar carports. In addition, the project should consider including on-building solar.

Response: Output is unknown at this time. Solar cell design and engineering will not commence until rezoning and development review are approved and construction drawings begin.

d) Community

i) Provide more building design details showing how this development will fit into the design of both the CFA and Sedona as well as the natural environment.

Response: LOI updated to include more detailed information.

e) Sense of Community

i) Indicate where the development proposed open, shared community space. The rooftop terrace would not meet the intent of this section.

Response: Shared community space is limited to the Lynx stop/refuge, bike racks, seating, and water station along SR-89A. Previous iterations of the site plan had considerably more community open space, but the direction provided by staff was to prioritize the maximization of the residential component of the project.

4. Letter of Intent (LOI)

- a) Wherever possible, include specifics regarding how the project will accomplish the goals outlined in the LOI.
- b) Comments included in this section generally refer to clarifications and corrections to the submitted LOI. Other sections include comments specific to different aspects of the project. The LOI must be updated to reflect changes made based on all comments.
- c) Provide strategies/proposals to ensure the development operates in the manner described in the LOI. This would include, but is not limited to, restrictions on housing, use of restaurant, bar, and meeting facility, parking operations, commitments to Green Building practices and operation, etc.
- d) To cut down on file size, consider referencing project plans rather than including all project plans as an attachment to the LOI in addition to providing them as a separate document.

Response (a-d): Noted.

e) Corrections/Clarifications:

i) Page 5 (Request)

- (1) The LOI claims this project will provide the “most significant contribution to Sedona’s multi- family housing inventory in recent history.” The Pinon Lofts project provided more units without proposing another use (hotel) that would increase the need for housing.

Response: LOI revised.

ii) Page 5-6 (Planned Development District)

- (1) The LOI states “additional flexibility is needed to accommodate height, residential and lodging density, and elements of the proposed project.” It is not clear what flexibility is being requested. Residential and lodging density as proposed would be permitted under the L (Lodging) district, no additional height is clearly requested.
- (2) The LOI states “the benefits [40-unit multi-family residential]... would not be possible in a traditional zoning district.” The L (Lodging) district would allow for the multifamily component of the project.
- (3) In summary, it is not clear why a base zoning district would not work for this project. LDC

2.21.B (Establishment of a Planned Development District) states: “The PD procedure shall not be used when... rezoning to a base zoning district could achieve a similar result.”

(4) LDC Section 2.21.C (PD Lot and Building Standards): “Development in a PD district is subject to standards included in, or referenced in, an approved PD development plan.” If the PD route is pursued, the LOI needs to include a section of specific development standards that will apply to this property.

(a) If flexibility from the standard requirements of the LDC is being requested, those requests need to be clearly laid out with what flexibility is being requested, where in the project is it being requested, and the justification for the request.

Response (1-4): Revised to reflect request for Lodging (L) zoning district.

iii) Page 6 (Project Overview)

(1) Include a breakdown of the number of 1-bedroom units vs. 2-bedroom units. See comments under housing and parking for how the units as shown on the floor plans will be considered.

(2) Include specifics on the unit mix for the workforce housing units.

(3) Ensure all plans (including parking calculations) reflect the same units/unit mix.

Response (1-3): LOI revised to include unit mix breakdown for both market rate and

iv) Page 7 (Hotel Facilities)

(1) The LOI states the rooftop terrace will be 1,800 square feet. The parking calculations show 985 square feet. Clarify.

Response: Parking calculations on site plan have been updated to reflect calculations based on half the space (900 SF) due to half of the available capacity on the rooftop terrace being permanently reserved for hotel guests.

(2) Specify size of meeting facility.

Response: LOI revised to reference 3,200-square-foot meeting facility.

v) Page 7-8 (Land Use: Complementary and Compatible Land Uses)

(1) Multifamily housing is not absent from the CFA. A portion of the Vista Montana Townhomes development is within the planning boundary for the CFA. Rental (apartment) multifamily housing is missing from the CFA.

Response: Noted.

vi) Page 8-9 (Housing Diversity)

(1) Doubling of the affordable housing contribution from the DIGAH recommendations would result in 29 units, not the proposed 28.

Response: Language clarified in LOI.

vii) Page 11-12 (Lodging: Lodging Limits)

- (1) The LOI states that 3.95 acres of the site are occupied by lodging. Indicate on the site plan how this 3.95 acres is being calculated. The areas must include hotel buildings and parking.

Response: Lodging Area Calculation plan sheet included in this submittal. A total of 3.6 acres is calculated for lodging area – 3.3 acres for the primary lodging site and 50% of the parking area east of the connector road (.3 acres). The calculated percentage of the parking area assigned to the lodging use is based on the intent of 10-acre limit in the Soldiers Pass CFA, which was to limit the physical surface area within the CFA that could be used for lodging development. Subgrade parking has no additional impact on this intent because it does not occupy any surface area.

viii) Page 12 (Lodging: Site Layout)

- (1) The LOI states the surface parking lot contains 36 spaces. The site plan shows 21 vehicle spaces and 2 bus spaces, which count for 12 vehicle spaces, for a total of 33 parking spaces.

Response: LOI revised to reflect 33 surface parking spaces.

ix) Page 13-17 (Design)

- (1) This section must include specific references to code sections in its evaluation of the project.

Response: LOI has been revised to include specific code references in the evaluation of LDC design compliance.

x) Page 13 (Design Principles)

- (1) Community Context: Clarify where the 8 parking spaces for Cook's Cemetery will be constructed and provide proof that the property owner has agreed to this project (both the cemetery and the location of parking). Clarify whether any new easements will be needed to access the property.

Response: A formal agreement between the property owners is currently being drafted, along with plans for the cemetery improvements. Parking spaces will be generally located on the south side of the adjacent parcel to the east.

xi) Page 14 (Landscaping)

- (1) This section needs to include details on how the plans are meeting each landscaping requirement of the LDC.

Response: LOI has been revised to include specific code references in the evaluation of LDC landscaping compliance.

xii) Page 15 (Parking)

- (1) Explain how “Extensive use of valet services” will reduce parking demand.

Response: LOI updated.

xiii) Page 15-16 (Access, Connectivity, and Circulation)

- (1) A deceleration lane for eastbound State Route 89A traffic is not shown on the site plan.

Response: Site plan revised to show deceleration lane.

- (2) Clarify the extent of improvements along Elk Road and include on Circulation Plan.

Response: A pedestrian connection from the project site to Elk Road is total scope of pedestrian improvements on Elk Road. Given the limited pedestrian and vehicular utility of Elk Road, additional improvements are not necessary.

- (3) The LOI states a sidewalk will extend along the east side of Saddlerock Circle to the next intersection. Clarify that this means a sidewalk will extend to Valley View Drive.

Response: LOI and site plan revised to reflect a sidewalk connection to Valley View Drive.

- (4) Pedestrian Connectivity: Provide more details (perhaps amend the Circulation Plan) to show where proposed pedestrian amenities such as patterned crosswalks and shaded rest areas will be located, including crosswalks across the connector road.

Response: Site Plan updated to indicate location of crosswalk across connector road and shaded pedestrian staging area adjacent to SR-89A.

- (5) The LOI states that corner zones for crosswalk waiting and staging “will be studied.” This is not a firm commitment to anything. Including waiting and staging zones to improve pedestrian safety would go towards implementing the CFA plan and should be included in the plan without further studies needed.

Response: LOI revised to reflect corner zones with benches at the intersection and a larger shaded staging area adjacent to the Lynx stop.

xiv) Page 16 (Architectural Character and Building Form)

- (1) The maximum height of 32’4” may not be permitted – see additional comments under height.

Response: Building height calculations updated in submitted plans to conform with LDC.

- (2) More detail is needed to evaluate for conformity to the LDC. This section of the LOI must reference each relevant section of the LDC and include an explanation of how this project complies.

Response: Additional detail and code references added to this section of the LOI.

xv) Page 17 (Public Art)

- (1) Installation of artwork on the walls of the subgrade level of parking will not meet the location requirement: On the exterior of the structure or building site that is visible to the public (LDC Section 5.9.C(3)).

Response: Noted.

5. Housing Units

- a) Based on the layouts shown on the plans, 24 units are studios, 8 units are 1-bedroom, and 8 units are 2-bedroom. Modify references to unit count throughout the project documents to reflect these counts.
- b) Over 50% of the units are proposed to be studio units. The project should consider a greater diversity of unit types.
- c) Provide an evaluation of how the proposed employee housing complies or does not comply with the City's Housing Policy (Development Incentives and Guidelines for Affordable Housing, available online at www.sedonaaz.gov/housing).
- d) Provide details of how the applicant is proposing to ensure that these units are used for employee housing.
- e) Multifamily Units (Market Rate): Due to the potential of short-term rentals, provide strategies to ensure these units remain long term rentals.
- f) For the workforce units, provide information regarding which workforce these will be serving (employees of the hotel, employees of businesses within City limits, etc.) and how the rentals and priority for units will be managed.
- g) Provide information regarding the total number of employees the hotel anticipates having, what percentage of employees will be able to be housed on-site, and any other proposed strategies for housing employees not able to live on-site.

Response (a-g): "Residential Overview" section added to LOI

OCTOBER 5, 2012

RESPONSE TO CITY COMMENTS ON
PRELIMINARY LANDSCAPE PLAN for :
THE VILLAGE AT SADDLEROCK CROSSING
PZ19-00005 (ZC, DEV)

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THE RESPONSES BELOW ALIGN WITH THE CITY COMMENTS .

14. Landscaping (LDC Section 5.6)

- a) The Code Compliance Chart on Sheet 1 has been revised accordingly
- b) The code approved by City Council requires that a minimum of 50% of plants must be native varieties . This plan provides 68% native trees, 54% native shrubs and 57% native total plants and therefore meets the 50% minimum requirement.
- c) Parking Area plans are provided on Sheet 3 that indicate the % of landscape areas
- d) Refer to Site Plan, calculations and notes on Sheet 2 . Open/landscape areas are all areas not covered by buildings, roadway/parking, sidewalks/patios/pool patio and the playground. These open areas are clear and easy to recognize.
- e) Refer to the Site Plan, existing tree chart/legend and notes on Sheet 3
- f) A solid 6' high masonry wall continuous along the South property line is shown on the architect's and landscape architect's site plans.
- g) Refer to the response in f) above
- h) The area within the R.O.W.'s is included in the landscape calcs. as noted on Sheet 2
- i) Netleaf Hackberry has been substituted for Arizona Ash
- j) Notes have been added to the Landscape Legend on Sheet 1 to satisfy this request
- k) The lighting note on sheet 1 has been revised to explain that landscape lighting lumen count to be shown on the final landscape plan will be within the total lumen count allowed for all site lighting. Landscape lighting is not shown on the current preliminary plan. The note on this plan is to state that landscape/pathway lighting will be shown on the final landscape plan and will be accordance with the maximum allowance for total site lighting lumens. The final landscape plan will provide cut-sheets and lumen counts to verify code compliance.

Richard Hubbell 10/5/12

- iv) Include the total square footage of conference space and include in parking calculation. If the conference space is being proposed for guests only, that would need to be included in the parking analysis, which would propose the appropriate reduction.
- v) The plans show 24 studios, 8 1-bedroom units, and 8 2-bedroom units. Amend parking calculations to match the submitted plans.
- c) After the parking counts have been updated, update parking analysis to reflect the correct parking requirement, amount of parking provided, and justifications for requested reductions. After a revised analysis has been provided, staff will provide additional comments on the proposed parking reductions. Comments on the current parking analysis are as follows:
 - i) Explain how the 114 hotel units only equate to a parking demand of 23 spaces. Table 3 states that the weekend parking demand would be 1.15 spaces per unit, which would equate to 131 parking spaces, not 23 as stated in the table.
 - d) If parking reductions are proposed due to hotel guest use of the restaurant and meeting facility, provide methods/strategies to ensure that the property operates as outlined when evaluating the parking reductions.
 - e) Parking calculations based on area shall be based on gross square footage. Ensure gross area, including restrooms, circulation, etc., are included in parking calculations.
 - f) Indicate location of bicycle parking on plans. Bicycle parking is required at a rate of 1 bike parking space per 10 vehicle parking spaces. See LDC Section 5.5.D(3) for standards for bicycle parking. Bicycle parking should be provided throughout the site so it is convenient to users of both the multifamily units and hotel.
 - g) Loading spaces are required (LDC 5.5.G). Show location. In addition, the project should anticipate trolleys, jeeps, and/or other tours needing space for pick up/drop off.

14. Landscaping (LDC Section 5.6)

- a) Provide the total requirement for trees without a deduction for trees to be preserved.
- b) To meet the goals of the CFA, use a higher-percentage of native vegetation.
- c) Clearly indicate which areas are being counted towards meeting the landscaping requirement for the parking lot. A minimum of 10% of the parking area must be landscaped (5% if permeable paving is used in parking spaces). If any area being counted is not within 5 feet from the edge of the parking area, contact staff to determine whether it can be counted towards parking lot landscaping requirements.
- d) Provide a plan showing which areas are included in the 105,892 square feet being used to calculate landscape requirements.
- e) Indicate location and size (DBH) of all trees to be preserved.
- f) If a wall is being proposed where a parking area is adjacent to a street for screening, provide details on the screen wall. If a wall is not being proposed, provide additional details (such as sketches) showing that the proposed landscaping will meet the screening requirements (LDC Section 5.6.C(2)).
- g) The site plan shows a wrought iron fence at the southern property line and the landscape plans show an ornamental masonry wall. The wrought iron fence on the site plan does not cover the entire length of the property line and the length of the masonry wall is not clear. A solid wall or fence is required in this area (LDC Section 5.6.C(3)) and would be required to meet the articulation

and alignment requirements of LDC Section 5.6.E(7)b). Modify plans so all plans show the same required wall and ensure wall meets LDC requirements.

- h) Clarify whether area within the ROW (ADOT and City) is included in the landscape area calculations. Provide calculations (total area, plants, etc.) for area to be landscaped within the ROW separately from area within the site.
- i) Plants included on the riparian list (Arizona Ash) are not recommended outside of the Oak Creek corridor. Remove and replace with a different native plant.
- j) Include a note on the plans to indicate that all trees are required to be 8 feet tall, and shrubs are required to be 2 feet tall at the time of planting.
- k) The landscape plan notes that landscape/pathway lighting will be added. If landscape/pathway lighting is proposed, it must be included on the lighting plan and the overall lighting calculations for the property. Additional lighting not approved through the Development Review process may not be permitted to be added during the construction phase of the project.

15. Building Design (LDC Section 5.7.F)

- a) Review this section in its entirety and make any changes necessary to bring the development into compliance. Once additional information has been received, Staff will conduct a comprehensive review and may generate additional comments.
- b) The Lobby/Treehouse suites building has been reviewed as a single building for compliance with code requirements. If the intent was for this building to be reviewed as two separate buildings, indicate that this is the case and ensure that each building meets code requirements on its own.
- c) LDC Section 5.7.F(2)c.2 (Vertical Articulation): Commercial buildings must include a clearly identifiable base, body, and top with horizontal elements separating these components. Consider adding low planter walls or base architectural veneer to the guest room buildings.
- d) LDC Section 5.7.F(2)c.3 (Unrelieved Building Plane): Provide a precise calculation for the largest unrelieved building plane on each elevation. Some of the planes appear to exceed the 800 square foot maximum; stating that all planes are less than 800 square feet is not sufficient. Due to the application of alternate standards (see height comments), the largest unrelieved building planes may need to be significantly below 800 square feet.
- e) LDC Section 5.7.F(2)c.5 (Transparency): Provide a calculation for the amount of windows for each level of each façade facing a public street/public area. A minimum of 30% is required for ground floor, a minimum of 15% is required for upper floors.
- f) LDC Section 5.7.F(2)d: Building Length: The Lobby/Treehouse Building exceeds 150 feet in length and does not appear to meet the requirement that 25% of the building footprint be limited to 16 feet in height, with this area not broken up into smaller areas and visible from both sides of the longer elevation. Redesign building to comply with this requirement and clearly show how this requirement is being met.

16. Building Materials and Colors (LDC Section 5.7.F(4) and 5.7.F(5))

- a) Provide a color and materials board with physical samples of all proposed colors and materials.
- b) The LRV values called out on the color sheet do not appear to be accurate – the lightest color is called out as having an LRV of 14 while other colors show higher LRVs and appear darker. Revise this discrepancy; colors and LRV will be verified after physical samples are provided.



September 30, 2021

Hanako Ueda, EIT
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Public Works Department
102 Roadrunner Drive, Sedona, AZ 86336
1-928-203-5024

RE: Village at Saddlerock Crossing
Soldiers Pass Road and Highway 89A, Sedona, Arizona
PZ19-0005 (DEV)
VUS #811203

In reference to the above project, below is a response to the comments from the electrical plan review. Please feel free to contact me with any comments or questions. I am available by cell phone (602.695.5256), by email at wb@voltaus.com, also by office phone as indicated below.

17. Exterior Lighting (LDC Section 5.8)

- a) As Sedona is a dark sky community, outdoor lighting is encouraged to be done at the lowest level possible while still allowing for safety and use of the site.

Response: Photometric site plan has been updated. See sheets E1.1 & E1.2.

- b) The lighting plan shows a total lighting output of 528,421 lumens (83,085 lumens per acre). The current code allows a maximum of 70,000 lumens per acre. While the code this project is being reviewed under (Comment 3) allows up to 100,000 lumens per acre, the applicant is encouraged to consider whether reducing lighting levels may be appropriate for the project.

Response: Lumen calculation has been updated. See revised sheet E1.1.

- c) Use different symbols for different lighting types.

Response: Added sheet E1.0, electrical site plan indicating fixture types with different symbols.

- d) Provide a lighting site plan without the photometric data to simplify and allow for ease of review.

Response: Added sheet E1.0, electrical site plan.

- e) The photometric site plan shows light spilling onto adjacent properties on the western side of the south property line. Modify lighting so all lighting is contained to the property (LDC Section 5.8.E(3)c).

Response: See revised photometric site plan, sheet E1.1.

- f) Sheet E1.1: The Lumen Calculations table and the Lighting Fixture Schedule have different lumen totals for the "A" and "G" fixtures. Revise tables so they show the same information.

Response: See revised sheet E1.1, fixture schedule and lumen calcs.



g) Provide a separate calculation for lighting on the lower level of the parking structure. This lighting does not count towards the total allowed lighting output for the property (LDC Section 5.8.F(2)).

Response: See sheet E1.2 for energy calculations.

h) Two sheets are numbered "E1.2". Renumber sheets so each one has a unique identifier.

Response: Sheet number revised (E1.3).

i) Sheet E1.2 (Site Lighting Cutsheets): Identify features selected for each fixture.

Response: See revised sheet E1.3. Features for each fixture are indicated.

j) Height Analysis/Exterior Lighting exhibits include lighting that is not included on lighting plans (for example, fixtures E, F, and H). Modify lighting plans to include all site lighting. Additional lighting not approved through the Development Review process may not be permitted to be added during the construction phase of the project.

Response: As coordinated with the architect, the exterior lighting is indicated on sheets E1.0, E1.1 & E1.2.

William J. Bethurum IV, PE
Principal AZ#30536



THE VILLAGE AT SADDLEROCK CROSSING



State Route 89A &
Soldiers Pass Road

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Introduction

This application is being submitted on behalf of The Baney Corporation for the development of The Village at Saddlerock Crossing, a new mixed-use lodging and multi-family residential project in West Sedona at the intersection State Route 89A and Soldiers Pass Road. The Baney Family, founders of The Baney Corporation and the Oxford Collection of hotels, have been in the hospitality business since 1955. In 1988, the Oxford Suites concept was first developed to give the business traveler a place to call home, while away from home. Since then, Oxford Collection of hotels has expanded to fifteen different cities throughout Idaho, Washington, Oregon and California and serve tourists, travelers, and guests of all types at a total of seventeen properties. The common thread that runs through each of the Baney's properties is their commitment to engaging in and improving the communities in which they serve their guests.

The Baney's purchased this site in 2006, with a vision of developing a mixed-use lodging project that would have something to offer both visitors and residents and contribute to the unique community fabric of West Sedona. Over the last fourteen years, the Village at Saddlerock Crossing has evolved through multiple redesigns and revisions, with each iteration improving upon the last with feedback and input of the community, staff, and the Sedona Planning Commission. With the benefit of more than a decade of feedback, local knowledge, careful consideration, and thoughtful design, the Baney's respectfully submit this concept review for a zone change and design review to allow the development of The Village at Saddlerock Crossing.

Site Overview

The subject property is approximately 6.36 gross acres located on the south side of State Route 89A between Elk Road and Saddlerock Circle (the "Property"). See Aerial Map at **Tab 1**. The City of Sedona's Community Plan Future Land Use Map designates the Property for development with Commercial and Multi-Family/High-Density Residential. See Future Land Use Map at **Tab 2**. The Property is currently zoned CO (Commercial) and RM-2 (High Density Multifamily Residential). See Zoning Map at **Tab 3**. The Property is also within the Soldiers Pass Community Focus Area (CFA-5). See CFA-5 Map at **Tab 4**.

The site is bounded by Saddlerock Circle to the west, SR-89A to the north, Elk Road (a private accessway) to the east, and single-family homes to the south. The site slopes down from the southeast corner to the northwest corner. There is a non-natural drainageway that bisects the westerly portion of the site and is designated as Profile 3600 on the City of Sedona Flood Boundary Map and flows to a culvert at Saddlerock Circle.

To the north of the Property are commercial/retail shopping centers on both the east and west sides of the Soldiers Pass Road zoned a combination of CO (Commercial) and L (Lodging). To the west of the Property are personal services and food and beverage zoned CO and single-family homes zoned RS-10. The RS-10 zoning continues to the south and southeast as part of a large contiguous neighborhood known as Saddlerock Homes. Commercial zoning to the east of the Property along SR-89A is occupied by personal and professional services, tourism, and food and beverage. Also to the east is the Sedona Elks Lodge and the historic Cooks Cemetery, zoned RS-10 and accessed from Airport Road.

Originally the site of Cook's Homestead, the Property has undergone various forms of development for decades and only limited vegetation remains with no preexisting natural grade. As a result of being occupied by a plant nursery for 50 years, several large non-native trees exist on the Property. The site has been cleared of all existing buildings, debris, and invasive vegetation, and has been continually maintained. Eighteen mature trees remain

along with a variety of smaller trees. A portion of the remaining trees along the southern border provide a buffer for the adjacent single-family homes. Mulch and a temporary automatic drip-irrigation system has been installed to maintain all preserved trees.

Request

The Baney Corporation is submitting this application for Development Review and Zone Change to bring a vibrant lodging and residential development to the City of Sedona, in the heart of the Soldiers Pass Community Focus Area (CFA-5). This application proposes a mixed-use lodging and multi-family residential development with a 122-room Oxford Suites-branded hotel and a 40-unit multi-family residential community, together known as The Village at Saddlerock Crossing. See Site Plan at **Tab 5**. The proposed project will provide a unique Sedona experience, intended to become a destination for guests and Sedona residents alike. Walkability, connectivity, a sense of place, and a sense of history are the common threads that run through every element of the proposed project. To achieve this vision, the applicant is requesting to rezone the Property from CO and RM-2 to L (Lodging).

The proposed project is the culmination of fifteen years of input, discourse, design, and collaboration between the development team, the City of Sedona, and the community. The most recent iteration of this project is a significant departure from previous submittals and designs, which focused more heavily on retail and commercial uses balanced with lodging and residential uses. Working closely with the City of Sedona, the current application, in conjunction with the proposed 122-room hotel, is a direct and substantive response to one of Sedona's most urgent needs: multi-family housing inventory.

The passage of SB 1350 in 2016 virtually eliminated all available tools for municipalities to regulate short-term vacation rentals. The effect of deregulating of VRBO, Airbnb, and similar rentals in the State of Arizona was magnified in the City of Sedona. Prior to SB 1350, Sedona already suffered from a significant shortage of quality multi-family housing inventory. The shortage worsened exponentially as short-term rentals - previously prohibited in Sedona's single-family residential districts - exploded. Homes previously leased out as long-term rentals for members of the Sedona workforce rapidly converted to more profitable short-term rentals.

Sedona has a large hospitality workforce that often struggles to find reasonable housing within the city limits. Although new lodging projects in Sedona are expected to provide workforce housing units proportional to their proposed lodging units or contribute to the City's affordable housing fund, in most cases it is a net-negative impact on Sedona's multi-family housing inventory. With substantial guidance and input from the City's Community Development Department, the proposed project will provide one of the most significant contributions to Sedona's multi-family housing inventory in recent history - particularly in the context of developments with a lodging component.

Project Overview

The proposed project will feature a 122-room Oxford Suites-branded hotel and a 40-unit multi-family-residential community bisected by a connector road that will link Soldiers Pass Road with Saddlerock Circle. Guestrooms for the hotel are divided among three main two-story buildings and a with 38 guestrooms each and series of 8 "treehouse suites" surrounding an existing 75-foot-tall pine tree. See Hotel Elevations and Floor Plans submitted with this application. The one-story lobby is tucked in between the guestroom buildings, accessible via a pull-through driveway and porte cochere off the west side of the connector road. A restaurant and bar with a rooftop

terrace and views of the Sedona red rocks is available for both the public and guests to enjoy. Other hotel amenities include a meeting facility, business center, and fitness center/pool facility. See Lobby, Rooftop Terrace, and Business Amenities Elevations and Floorplans submitted with this application.

East of the connector road is a 40-unit multi-family residential community. The northern portion of the residential community along SR-89A is divided into two “quads” of fourteen (14) units each, all of which will be dedicated to rent controlled workforce housing - twenty-eight (28) workforce housing units in total divided into twenty-four (24) studio units and four (4) one-bedroom units. On the southern end of the residential community consists of a series of smaller two-story buildings containing twelve (12) market-rate 2-bedroom units. See Multi-Family Elevations and Floor Plans submitted with this application. Between the two multi-family components is a 174-space parking structure that will provide the majority of required parking for both the multi-family and lodging components of the development.

The lower level of the parking structure will descend a half-story below the connector road, and the upper level will rise a half-story above the connector road bisecting the lodging and multi-family elements of the project. However, because of the change in grade across the site moving from east to west, the upper level of parking will sit on-grade with the multi-family buildings and Elk Road to the east. A landscaped parking island will run through the middle of both the upper and lower levels running north to south. On the lower level, a combination of grow lights and light wells will provide the necessary lighting for healthy vegetation. On the upper level, landscaped parking islands are provided in addition to the center landscape island. Covered parking will be provided on the east end of the upper level with a series of parking canopies equipped with photovoltaic solar panels. It is anticipated that the electricity generated by the parking canopy solar panels will power the site’s landscape lighting, irrigation controls, rainwater harvesting pumps, and potentially the parking structure lighting.

The Village at Saddlerock Crossing is a balanced mix of lodging and multifamily residential in a pleasant, comfortable environment that highlights and enhances Sedona’s unique natural features through design, materials selection, and meticulous planning. Every element of the Village was thoughtfully designed to align with the Community Visions and Goals of CFA-5. The site design, balance of uses, and amenities provided were developed with careful attention to the CFA-5 Plan, Community Plan, and the context of the built and natural environment.

Hotel Facilities

Restaurant: The lobby of the hotel will offer a 3,000 square-foot restaurant that will serve both guests and the public. Half of the seating/tables in the restaurant will be permanently reserved for hotel guests in order to ensure adequate on-site parking. The remaining seating/tables will be available to both hotel guests and the public via reservation or walk-in. Restaurant capacity will be tracked via check-in and the host station and monitored in real time via the point-of-sale (POS) system to ensure half of the capacity is maintained exclusively for hotel guests.

Rooftop Terrace: Above the lobby, an 1,800 square foot rooftop terrace will provide a unique gathering place unlike anything else in West Sedona. An 18-seat bar will serve drinks to rooftop patrons along with appetizers and small plates from the restaurant kitchen below. Multiple seating areas provide a relaxing setting to enjoy unobstructed views of the red rocks to the north. Like the lobby restaurant, the rooftop terrace will serve both hotel guests and the public, with half of the terrace capacity being permanently reserved for hotel guest to ensure adequate on-site parking. Roof top terrace capacity will be tracked via check-in at the host station and monitored

in real time via the point-of-sale (POS) system to ensure that half the capacity is maintained exclusively for hotel guests.

Meeting Facilities: Below the hotel lobby, an expansive 3,200 square-foot meeting facility will provide meeting and event space to hotel guests. The Oxford Suites brand is tailored toward business groups, corporate retreats, and other large group reservations. Robust, high-quality meeting space is a necessary amenity for the target hotel market. The meeting facilities will include a large conference room, breakout meeting rooms, a buffet area, and social event space. The meeting facilities will be guest-only and will not be available to the public for rent.

Residential Overview

As described above, the residential element of this project is intended to provide a meaningful contribution to both the market rate and affordable rental housing markets in the City of Sedona - a municipality that is currently experiencing a critical shortage of both. The Village at Saddlerock Crossing will offer twenty-eight (28) workforce housing units divided into two 14-unit two-story buildings and twelve (12) market rate multi-family units divided among five (5) two-story buildings. The workforce housing will consist of twenty-four (24) studio units and four (4) one-bedroom units, and the market rate multi-family will be composed entirely two-bedroom units.

All residential units, regardless of income qualification status, will be designed and built to a similar standard with high-quality materials, fixtures, and finishes. In recognition of the fact that short-term rentals have worsened the housing crisis in Sedona, the developer will deed restrict all multi-family residences (workforce and market rate) against short-term rentals.

Affordable Housing Analysis

Per the City of Sedona's Development Incentives & Guidelines for Affordable Housing (DIGAH), a housing development must meet three criteria to qualify as an affordable housing development. Below is an analysis of the workforce component of the residential development utilizing the City's minimum standards:

1. The City must agree that the number of AHUs proposed is sufficient to provide a community benefit.

The Village at Saddlerock Crossing will offer twenty-eight (28) workforce housing unit. The DIGAH guidelines recommend providing affordable housing units equal to 12 percent of the proposed lodging units for new lodging development. The lodging component of the proposed development will have 122 guest rooms, 12 percent of which would be 14.64 affordable housing units. Consequently, The Village at Saddlerock Crossing will provide nearly double the affordable housing recommendation, ultimately creating a clear net benefit for the community with respect to affordable housing inventory.

2. Those AHUs must be affordable to households earning a specified percentage of area median income.

Per the DIGAH guidelines, the workforce housing units within the proposed development will be available to individuals earning up to 80% of the area median income in the county in Yavapai County, adjusted for unit size.

3. The AHUs must remain affordable for a specified period of time.

Per the DIGAH guidelines, the workforce housing units at The Village at Saddlerock Crossing will remain affordable to the target population for a minimum of fifty (50) years from the date of initial occupancy or for as long as the development remains as a rental, timeshare, or lodging development, whichever is longer.

These criteria/requirements will be regulated and enforced via a development agreement between the developer and the City of Sedona. Workforce housing units will be marketed to on-site employees first, (approximately 20-30 full-time employees) both as a convenience benefit to employees and to further reduce traffic generated by

the development. However, workforce units will be available to all qualifying individuals in order to maintain compliance with applicable federal fair housing laws.

Soldiers Pass Community Focus Area (CFA-5)

The Sedona Community Plan identifies 13 Community Focus Areas (CFAs) in the City of Sedona with significant opportunities for development or redevelopment. The Property falls within the Soldiers Pass Road CFA (“CFA-5”). The CFA-5 Plan describes the following vision for this area:

“The community’s vision for this CFA is to enhance the already diverse mix of land uses and ensure that new development is compatible with the existing land uses. Improvements to the area should be designed with people in mind, creating a safe and convenient experience. Thus, more people will walk, bike, and use transit which will help reduce traffic congestion. These and other recommendations set forth in this plan are intended to create a dynamic and walkable center of activity for neighbors, visitors, and businesses.”

The proposed project fulfills this vision. Sitting at the intersection of SR-89A and Soldiers Pass Road, the Property is ideally located for a mixed-use, transitional development. The Village at Saddlerock Crossing aligns with the Sedona Community Plan (“Community Plan”) and CFA-5 goals for walkable, efficient, safe and interesting interconnection with other area properties and uses.

Land Use: Complementary and Compatible Land Uses

- Complements and coordinates with adjacent properties
 - Commercial Projects - Mitigate the impacts on neighboring residents
 - Balanced mix of land uses (housing and lodging)
-

The Village was carefully designed to fit within the context of Sedona’s built and natural environment both in terms of design and land use. Among the strategies outlined in the CFA-5 Plan to accomplish this goal is the creation of a dynamic area that is not dominated by a single use, and instead offers a balanced mix of land uses. The Village at Saddle Rock Crossing was designed to support this objective with a cohesive mix of lodging and residential uses in an accessible, pedestrian-friendly development.

In West Sedona, the SR-89A frontage consists almost entirely of commercial storefronts, restaurants, and shopping centers of varying intensity, dotted with the occasional hotel or resort property. Absent entirely from the CFA-5 landscape is for-rent multi-family residential housing. The only two existing apartment developments in West Sedona are Shadowbrook Apartments and Pinon Lofts, 1.5 miles and 1.9 miles west of the Property, respectively. Multi-family residential housing located within walking distance of popular and desirable shops and restaurants in West Sedona simply does not exist.

The Village at Saddlerock Crossing offers two uses - lodging and multi-family residential - that are complementary to the West Sedona corridor and supportive of the existing commercial-and-retail dominated frontage along SR-89A. Hotel guests and multi-family residents alike will have the opportunity to walk, run, or bike to a variety of nearby stores, restaurants, and other businesses - providing an infusion of customer spending and support for the businesses of West Sedona. The multi-family residential development, in turn, will support the Sedona

workforce by providing 40 units of high-quality, convenient, and attainable housing within the City of Sedona. The twenty-eight (28) multi-family units on the north side of the Property will be rent-controlled workforce housing.

The CFA-5 Land Use objectives highlight the importance of creating a “complete neighborhood center that is a mix of complementary and compatible uses.” The Village fills a significant gap in the SR-89A streetscape as illustrated by the CFA-5 Land Use Map (Existing and Proposed) at **Tab 6**. The proposed project provides the missing piece of the puzzle for the south side of SR-89A in the Soldiers Pass CFA, creating a continuous, walkable corridor from Birch Boulevard to Airport Road.

The western half of the Village will offer a 122-room boutique hotel, following the CFA-5 guidelines by breaking out the guestrooms into multiple buildings instead of one monolithic structure - preserving sightlines from the residential properties to the south to the red rocks to the north. Being mindful of the single-family residences to the south, the most active portion of the hotel (lobby, restaurant, viewing decks) are located in the interior of the site and oriented north/northeast, away from the homes to the south and the west. To further mitigate impact of the hotel, the majority of the buildings are buffered from the residences by parking areas with perimeter landscaping, set back significantly from the south property line.

Land Use: Housing Diversity

-
- Increases the amount of multi-family residential housing in the CFA
 - Commercial Projects - Incorporates housing (workforce, affordable, or multi-family)
-

In the Recommendations section of the CFA-5 plan, “A range of housing options that vary by type, size, and price ranges that offer an alternative to single-family housing” is identified as a Land Use objective. Here, the proposed multifamily component includes twenty-eight (28) workforce housing units in a mix of twenty-four (24) studio and four (4) 1-bedroom residences, along with twelve (12) 2-bedroom market rate units for a total of 40 multi-family residential units. Even within the proposed multi-family residential development there are multiple product types, floor plans, and price points to appeal to a variety of potential residents.

Typically, lodging developments are expected to provide workforce housing units equal to 12% of the proposed lodging units - approximately 14.64 units. The applicant’s commitment to improving access to housing in Sedona, however, extends beyond simply the bare minimum. With the development of twenty-eight workforce housing units, the applicant is nearly doubling the expected workforce housing contribution for new lodging development. In conjunction with the twelve market rate multi-family units also being proposed, this is a significant overall increase in the multi-family residential housing inventory in West Sedona, in a location that will allow residents to drive less, shop local, and invest in their neighborhood.

Circulation: Traffic Flow and Connectivity

-
- Includes SR-89A street improvements addressing traffic safety and congestion and pedestrian/bicycle safety
 - Provide street connections
 - Connect, consolidate, and share driveways, access, and parking
-

Interconnectivity and walkability are core values of the Village. To improve traffic flow and circulation, the proposed development includes a new roadway connection from Saddlerock Circle to the signalized intersection at Soldiers Pass Road. In the spirit of the traffic flow and connectivity recommendations of CFA-5, this roadway

connection will be provided to strengthen roadway connectivity and improve traffic circulation. To minimize curb cuts and traffic conflicts on SR-89A, the signal at Soldier's Pass Road is the only point of ingress/egress from SR-89A to the property and will be shared by all elements of the Village. See Circulation Plan . To maximize the efficiency of the building configuration and layout on the site, public access to the connector road will be provided via public roadway easement.

The roadway connection through the Village will extend the existing bike lane along SR-89A to provide safe and convenient access for bicyclists through the Village and onto Saddlerock Circle. The detached, landscaped sidewalk along SR-89A will be replaced with a 10-foot-wide landscaped multi-use path per the Soldier's Pass CFA. The multi- will provide access to the Lynx bus shelter that will be constructed along with a rest stop, bike racks, and a water station for pedestrians, bicyclists, and public transit passengers. A network of smaller, interconnected pedestrian paths will break off from the main sidewalk along SR-89A and wind their way through the hotel element of the project. On the east side of the connector road, a 10-foot-wide attached sidewalk follows the connector road from SR-89A to Saddle Rock Circle, providing a convenient pedestrian bypass.

Consistent with the recommendations of the CFA-5 plan, surface parking is minimized and distributed throughout the Village to avoid a "sea of parking". The majority of the parking for the Village is provided by a 174-space parking structure between the two multi-family elements. As noted above, the two-level garage is a half-story below and half-story above the connector road grade. However, because of the slope of the site, the upper level is able to follow the terrain and sits on grade with the multi-family buildings and Elk Road to the east. A parking study utilizing a shared parking model has been submitted with this application to minimize to total number of parking spaces on site and maximize parking efficiency through extensive use of valet parking and on-site guest transportation via electric carts. The use of semi-subterranean parking allows for more efficient use of the site, providing the opportunity for more landscaped open space areas, reduced use of non-permeable surfaces, and a more pleasant, pedestrian-friendly site.

Circulation: Walking and Biking Improvements

-
- Streetscape along SR-89A
 - Pedestrian and bicycle amenities, such as route information and bike racks
 - Transit stop and amenities
 - Sidewalk and trails connectivity
-

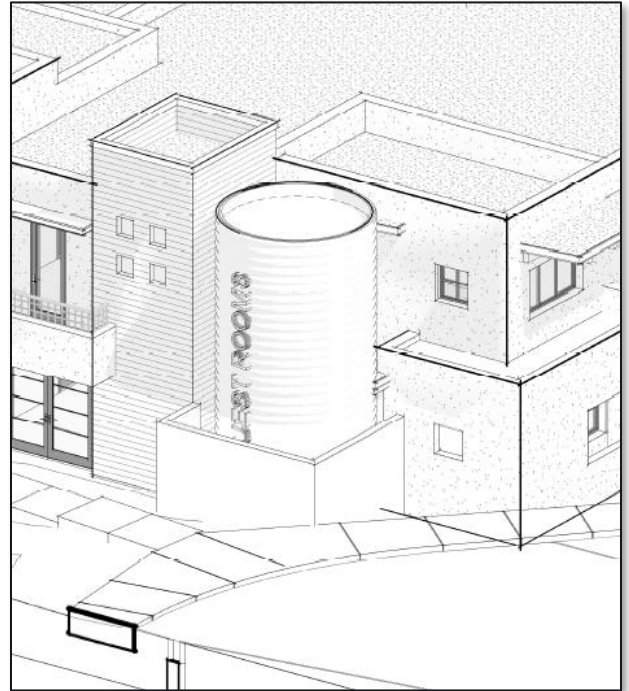
An organized system of pathways and walkways traverse the development connecting the various elements of use with site elements, providing rest stops, benches, bike racks, shaded areas, and a mass transit stop. The site design encourages use by pedestrians through a system of internal walkways that promote interaction among the internal uses, as well as with the community at large. A structured walkway through the site from the Saddlerock neighborhood to the signal is also proposed. A meandering 10-foot-wide landscaped multi-use path is proposed along SR-89A with additional walkway and bikeway links into and through the site to neighboring commercial and residential areas.

Environment: Green Building

- Use of solar energy
- Waste reduction and recycling methods
- Dark sky compliant outdoor lighting
- Xeriscape principles in landscaping reflective of Sedona’s natural environment
- Green infrastructure to manage stormwater
- Electric vehicle charging

As noted in the Project Overview, the parking canopies on the east end of the parking structure’s upper level will be lined photovoltaic solar panels to provide a renewable energy source for the site’s landscape lighting, landscape irrigation controls, rainwater harvesting pumps, and potentially parking structure lighting. The ability to power all of these systems with solar energy will vary based upon the output of the panels and on-site battery storage capacity.

The applicant is also investing significant resources in rainwater harvesting. As illustrated by the blue circles marked “tank” on the site plan, the applicant will be constructing rainwater harvesting tanks on each of the five buildings in the lodging development. These tanks will be connected to the on-site landscape irrigation system to reduce reliance on municipal water and provide a more sustainable source of landscape irrigation. Additionally, the use of rainwater harvesting tanks reduces the capacity requirements of the underground stormwater retention tanks by one-third.



Lodging building rainwater harvesting tank

The proposed project will also include a total of six (6) Level 2 electric vehicle charging stations. Two (2) charging stations will be provided in the surface parking lot in the southwest corner of the site, and four will be provided on the upper level of the parking structure - two on the north side and two on the south side. Level 3 charging stations were considered and evaluated but proved to be cost-prohibitive for this development.

Lighting for the Property is fully Dark Sky compliant and meets all applicable codes in the City of Sedona. Light levels for the Village are at or near zero foot-candles at the property line. Landscaping for the Village is fully compliant with the recently adopted Land Development Code with fifty-seven percent (57%) native vegetation and follows xeriscape principles, utilizing an efficient automatic irrigation system for low water-use, drought-tolerant trees, shrubs, and ground cover.

With respect to on-premises sustainability practices for the lodging component, the developer incorporates a wide spectrum of “green hotel” measures at all of its facilities, and intends to similarly implement them at the proposed hotel:

- In-room recycling program
- Recycling receptacles in public areas, as well as back-office areas
- Composting of food waste
- Low-flow bathroom fixtures
- Dual flushing toilets in rooms

- Energy Star appliances throughout the hotel
- Occupancy sensors in guest rooms to efficiently manage heating and cooling when room is unoccupied
- Automatic sensors on lights in guestrooms, bathrooms and hotel hallways
- LED lighting, reducing electricity consumption by 30 to 50% on traditional lighting
- Tankless water coolers, reducing the need to transport, store and recycle 5-gallon water jugs
- Non-chemical-based cleaning system; Ozone system thoroughly sanitizes guestrooms and public areas without leaving a residue of harmful chemicals and odors, making it safer for guests and employees
- Electric vehicle charging stations, including Tesla stations
- Saline pool and spa
- Hotel collateral printed on post-consumer paper whenever possible
- Bulk soap amenities in shower

Community: Sense of Place

-
- Preserve scenic views, natural areas, and hillsides by clustering development
 - Complementary design - to surrounding architecture and natural environment
 - Cook's Cemetery - Improve access, recognition, and setting
 - Reuse historic buildings
-

As noted above, the Village was designed with a careful sensitivity to the surrounding context and environment, with a particular eye toward preserving the unique Sedona character that draws both residents and guests alike to the city. The buildings are clustered and oriented to preserve north/south sightlines and views of the red rocks to the north. Although buildings are diverse in use and form, the underlying principles of scale, form, detail, color and materials are consistent throughout. A historic exhibit for the Cook's Homestead will be permanently displayed in the hotel lobby featuring proximate history, stories, artifacts, and characters. Additionally, the applicant is currently collaborating with a neighboring property owner on the design and construction of a new, permanent landscaped 8-space parking area and legal vehicular access for visitors. In addition to the parking area, this revival of Cook's Cemetery will include a new gate and an integrated shed for site maintenance.

Building articulation, mass and general form will be based in Sedona vernacular yet detailed and implemented in a contemporary fashion. The building architecture and landscape design for the Village have been thoughtfully developed to integrate harmoniously with the surrounding environment. The materials palette incorporates natural materials including stone, metal, and wood, which along with a color palette of desert, earthen tones creates a modern mixed-use development that blends seamlessly into the natural landscape and built environment. Many of these details, such as the pitched roofs, extensive use of metal/stone/wood as both accent and primary materials, and the color palette can be found in surrounding developments - such as the Whole Foods plaza across from the subject site on the north side of SR-89A. The angular, flat-roofed lodging buildings have a similar aesthetic, yet updated and refined, to the Sky Rock Sedona hotel northeast of the intersection.

The applicant has been working with local residents to develop a pedestrian connection to the historic Cook's Cemetery to the east. As illustrated on the Site Plan, the east/west Trail Link envisioned for the Village may ultimately connect through the private properties to the east to create a trail walkway to the cemetery and beyond to the CVS trail link and beyond to Cook's Hill Natural Zone.

Lodging: Lodging Limits

- The lodging project enhances the commercial area
 - Total amount of lodging in the CFA does not exceed 10 acres
-

The Village offers a unique, pedestrian-oriented mixed-use experience designed to enhance the SR-89A corridor in CFA-5 and make it more walkable and enjoyable for residents and tourists alike. As discussed above, the both the lodging element and residential element of the proposed project will enhance the commercial area by providing support to existing local businesses. A 122-room hotel and 40-unit multi-family residential development will supply a welcome infusion of additional patrons and spending at nearby stores, restaurants, and businesses.

According to City of Sedona Community Development staff, the total amount of lodging area currently in CFA-5 is approximately five (5) acres. While the entirety of the Village site is approximately 6.36 acres, only 3.6 acres of the site are occupied by lodging - staying under the 10-acre cap set by the Soldiers Pass CFA. The lodging area of the Property consists of the portion of the site bounded by the connector road to the west and the south of the hotel, Saddlerock Circle to the west, and SR-89A to the east. More importantly, the lodging portion of the project stays within the Lodging Area Limits defined by CFA-5. See Lodging Area Limits Exhibit at **Tab 7**.

Lodging: Mixed Use Lodging

- Lodging projects shall include other uses that will benefit both hotel guests and local residents
-

In addition to providing support to surrounding businesses, the proposed hotel will also contribute to the dining options in the area with a yet-to-be-named restaurant and bar that will be open to the public. A large rooftop terrace and bar will sit atop the single-story lobby with abundant outdoor seating and shade provided by a mixture of trees and shade structures. Patrons will enjoy dramatic views of the red rock formations to the north and the east in a comfortable setting that is certain to become a destination for residents and visitors alike.

Lodging: Housing

- If property zoned residential is involved, an equivalent number of maximum units allowed under current zoning must be included as multi-family, such as apartments, condominiums, townhomes, or employee housing
-

Approximately 1.06 acres in the southeast corner of the Property is currently zoned RM-2 for medium-density multi-family residential development, allowing up to 12 dwelling units per acre. As described throughout this narrative, the Village will be providing a total of 40 multi-family residential dwelling units on site. In the northeast quadrant of the site, two two-story buildings with fourteen (14) units each will provide a total of twenty-eight (28) permanent workforce housing units. Each fourteen-unit building will offer twelve (12) studio units and two (2) one-bedroom units. In the southeast quadrant, twelve (12) market rate 2-bedroom units spread across five (5) small two-story buildings will offered for rent.

Lodging: Site Layout

- Lodging buildings adjacent to SR-89A shall be aligned perpendicular or at an angle to SR-89A
 - Multiple buildings are preferred to one large buildings
-

- Parking is to be located behind the buildings on SR-89A and not visible from a public street or SR-89A
- Multiple, smaller parking lots are preferred to large parking lots

Consistent with the recommendations and guidelines in the CFA-5 Plan, the two lodging buildings adjacent to SR-89A are at non-uniform angles relative to the roadway to provide a more visually interesting north elevation. The narrow sides of the buildings are oriented toward the roadway to avoid a monolithic appearance. As described above, the majority of the parking for the hotel is provided by a 174-space parking structure on the east side of the site. The remaining 33 surface parking spaces (21 vehicle + 2 bus spaces) are provided on the south side of the hotel development, screened from SR-89A.

Design

Design Principles

Sense of Place: The Village at Saddlerock Circle is the only remaining piece of undeveloped frontage along SR-89 in the Soldiers Pass CFA and consequently bears a responsibility to not only reinforce a recognizable identity unique to West Sedona as outlined in the Design Manual, but also cultivate its own identity and create a sense of arrival for visitors that feels both unique to the site and familiar to Sedona.

The building architecture and materiality are evocative an outpost at the foot of the red rocks, on the edge of the wilderness, traditional, sophisticated, and accommodating. Both lodging and multi-family residential elements will be drawn from the same detail, color, material and palette, while each creating an individual composition. The



Treehouse suites and hotel lobby

buildings incorporate a variety of materials and colors complementary to the surrounding natural landscape, utilizing a combination of stucco, stone, brick, metal, and composite wood in muted earth tones to give a “natural” aesthetic to the development that both complements and contrasts with the modern architecture to create visual interest without overpowering or distracting from the natural beauty of West Sedona. See Color Building Elevations and Color/Materials Palette submitted with this application.



Hotel lobby rooftop terrace

Public Spaces: The proposed development has been designed not just as a destination for guests of the hotel, but for residents and visitors alike to gather, socialize, and interact. The focal point for all gatherings at Saddlerock Crossing will be the rooftop terrace above the hotel lobby. An outdoor bar will serve an 1,800 square-foot terrace with multiple seating areas for guests to relax, socialize, and enjoy unobstructed views of the red rocks to the north. This area will be open to both hotel guests and the public, and because of its relatively limited size and capacity will offer an equal number of reservations to guests and non-guests to ensure adequate on-site parking.

As the image illustrates, the terrace is screened from the neighborhood to the south with significant rooftop vegetation and walls/building elements to ensure that neither light nor noise from rooftop gatherings has an audible or visual impact on the neighborhood. The terrace is located in the center of the Property and oriented to the northeast both to capture the best views of the red rocks to the north and further protect the adjacent neighborhoods from any potential impacts.

Community Context: As described above, the Village at Saddlerock Crossing was designed with both an acute awareness that it is the last remaining piece of undeveloped land along SR-89A in the Soldiers Pass CFA and also a sense of history for the Cook's Homestead that previously occupied the site. The streetscape along SR-89A will offer an enhanced, landscaped 10-foot-wide multi-use trail connecting at both ends to the existing detached sidewalk on SR-89A and connecting with a network of pedestrian pathways within the development. The new connector roadway, which will run through the middle of the site from the northeast to southwest, will provide an additional vehicular and bicycling connection from Soldier's Pass Road/SR-89A to Saddlerock Circle.

To pay tribute to the historical site of the Cook's Homestead and provide guests with a sense of the Property's history and significance within the City of Sedona, a permanent historical display will be featured in the hotel lobby. As noted above, the applicant is currently collaborating with a neighboring property owner on the design and construction of a new, permanent landscaped 8-space parking area and legal vehicular access for visitors. Additionally, the applicant is continuing to work with adjacent property owners to the east to create direct pedestrian access from the Property to the cemetery.

Landscaping

The landscape plan for the Village at Saddlerock Crossing endeavors to incorporate the substantial, existing mature vegetation on site with a mix of native and adaptive vegetation to create a lush landscape palette that is complementary to the surrounding built environment and natural areas. See Landscape Plan submitted with this application. The plant palette will incorporate approximately 60% native vegetation, exceeding the 50% **LDC Section 5.6.C(1).a.2** requirement. Of that total percentage, approximately 68% of the 261 trees and 54% of the 817 shrubs will be native species. The remaining plant species are adaptive plant species as identified in the Administrative Manual per **LDC Section 5.6.C(1).b.3**. The total plantings exceed **LDC Section 5.6.C(1).b.1** requirement of 1 tree and 3 shrubs per 400 square feet of landscape area. A total of 243 trees (plus 24 existing

trees to be salvaged) and 817 shrubs are being planted in a net landscape area of approximately 104,597 square feet.

Tree plantings are strategically placed throughout the site, and particularly along pedestrian pathways, to maximize shading and pedestrian comfort. Landscaping and vegetation are provided on both levels of the parking structure to provide a pleasant environment even within the confines of semi-subterranean parking area. Parking islands are planted in excess of the 1 tree/3 shrubs per 400 square feet requirement in **LDC Section 5.6.C(2).b.2.iii.a** Lighting for lower-level vegetation is provided by both natural light via lightwells and artificial grow lights.

A total of seventy-two (72) mature non-native trees occupy the site in various stages of growth and lifecycle. Per the Landscape Plan, twenty-four (24) trees will be preserved in their existing locations and the remaining forty-nine (49) will be removed. The preserved trees are calculated per **LDC Section 5.6.C(1).h** on the submitted Landscape Plan. As noted earlier in this narrative and consistent with the guidance in both the LDC and DREAM, the landscape irrigation system for the Property will be supplemented with a rainwater harvesting system that will collect rainwater from all five buildings in the hotel development and pump it into the underground irrigation system using solar power collected from the parking canopy photovoltaic panels on the upper level of the parking structure. The synthesis of these three elements: low-water usage vegetation, rainwater harvesting, and solar-powered irrigation control systems produces an extremely efficient and sustainable landscape program for the Property.

Parking

As described above, the vast majority of the 207 parking spaces provided on the Property are contained in the two-level parking structure on the east side of the site between the two elements of the multi-family development. Consistent with Section 2.6 of the Design Review, Engineering, and Administrative Manual, the parking structure integrates with the terrain and the approved natural grade of the site - with its upper level sitting on-grade with Elk Road and the multi-family element and its lower level a half-story below the grade of the connector road between the structure and the hotel. The parking areas are broken up by vegetated landscape islands on both levels to avoid large uninterrupted stretches of pavement. Tile mosaic art will provide visual interest on the walls of the lower level, which, along with the landscaped areas and light wells will offer an unexpectedly pleasant, dynamic environment relative to a typical parking structure.

Per the LDC's required parking ratios, a total of 201 parking spaces are required and 207 spaces are provided in the proposed site plan. A parking study and shared parking plan prepared by Southwest Traffic Engineering is being submitted in conjunction with this application to address on-site parking demand and parking procedures. Extensive use of valet services for hotel guests and on-site transportation of guests via electric carts will ensure adequate parking on-site for all guest vehicles. Valet parking allows for more efficient use of parking areas than could be achieved with self-parking (cars parked closer together and organized to maximize the number of cars that can fit in a given area). Valet service will also encourage guests to leave their cars once parked and find alternative means of transportation (public transit, shuttle service, walking, and biking) to get around Sedona - providing additional traffic relief to Sedona's major roadways.

Access, Connectivity, and Circulation

Vehicular Access and Circulation: Vehicular access is provided through a system of primary and secondary connections to adjacent streets. The main point of access is the signalized intersection at Soldiers Pass Road and SR-89A. A deceleration lane is proposed for eastbound right turns from the SR-89A. No additional curb

cuts are proposed along SR-89A. Lane design for northbound traffic on to the Highway will allow for designated left turns, through traffic and right turns. A right-of-way is proposed connecting Saddle Rock Circle to the signalized intersection, allowing for a safe and efficient access to the Highway for both left and right turns, as well as providing traffic relief to SR-89A. Per the Traffic Impact Analysis submitted long with this application, no additional traffic improvements are recommended for the intersection of Saddle Rock Circle and SR-89A. Because of its proximity to the signalized intersection of SR-89A and Soldier's Pass Road, signalization is not recommended at SR-89A and Saddle Rock Circle. See Circulation Plan submitted with this application.

In addition to improving the signalized intersection, off-site improvements will be made at both Saddle Rock Circle and Elk Road, including curb, gutter and sidewalks. A sidewalk will extend south along the east side of Saddle Rock Circle and connect to the sidewalk at Valley View Drive. It is to be noted that all elements of vehicle circulation on and access to public rights-of-way are subject to review and approval by Arizona Department of Transportation and the City of Sedona.

Pedestrian Connectivity: The site design encourages pedestrian use through careful attention to the design and location of walkways. A fabric of internal walks, patterned crosswalks, and shaded rest area connect all elements of the project as well as form connections to adjacent neighborhoods and the signalized intersection at SR-89A. A 10-foot-wide multi-use trail runs from east to west along SR-89A providing a segment of the future multi-use trail that will eventually run from Cook's Hill to Airport Road through West Sedona.

Connectivity Across SR-89A: An existing signalized crosswalk at the intersection of Soldiers Pass Road and SR-89A provides safe crossing and promotes pedestrian connections with Commercial elements along the north side of the Highway. Corner zones with benches for crosswalk waiting and staging will be provided at the intersection, along with a larger shaded staging area adjacent to the LINK stop to better remove pedestrians from close proximity to traffic.

Connectivity with Adjacent Properties: All internal walkways connect to perimeter walkways and sidewalks, providing the option for casual and passerby users to take advantage of a more interesting, enlivened and shaded route through the property. It also gives neighbors the advantage of accessing the signalized intersection through a variety of safe and structured options.

Architectural Character and Building Form

Building Massing: The buildings within the Village at Saddlerock Crossing have been designed to comply with all elements of **LDC Section 5.7.F(2).a** of the LDC and integrate with the surrounding built and natural environment. Each building type incorporates distinct horizontal and vertical articulation and variations in facades and rooflines to provide visual relief and reduce the apparent size of the structures. As illustrated by the Building Elevations and Massing Plan, the proposed multi-family buildings conform with **LDC Section 5.7.F(2).a.2** and lodging buildings **LDC Section 5.7.F(2).a.3**.

Proportions and Scale: The placement and scale of the buildings within the Village at Saddlerock Crossing are tied to the approved natural grade of the site to ensure compatibility with and sensitivity to surrounding development. At the highest-grade elevations in the southeast corner of the site are the smallest buildings both in terms of mass and height. Twelve (12) 1-bedroom and 2-bedroom multi-family units are divided into five (5) two-story buildings between 20' and 24' in height. As the site slopes down from southeast to northwest, the buildings get larger both in terms of mass and scale.

Per **LDC Section 5.7.F.(2).b.1**, the tallest vertical elements of the site - the pitched-roof treehouse suites - are pushed toward the middle of the site and oriented northeast to southwest to avoid interference with residents' views of the red rocks to the north. Additionally, the treehouse suite roof peaks also gradually step down from the southeast to northwest to avoid a uniform roofline. In compliance with **LDC Section 5.7.F.(2).b.2**, the buildings nearest to adjacent residential along the south property line utilize several techniques to provide appropriate height transitions, including enhanced building setbacks, landscape buffers, and pitched roofs.

Building Articulation: As described above and illustrated in the Building Elevations, all multi-family and lodging buildings conform to **LDC Section 5.7.F(2).c** with respect to both horizontal and vertical articulations. The building facades utilize a variety of elements to maintain visual interest along the entirety of each face, including overhangs (awnings and balconies), recesses, changes in materiality/texture, and building projections. The awnings and balconies, in conjunction with larger projections like the porte cochere and restaurant patio covering on the lobby building, provide the deep shadow at ground level and vertical articulation described in **LDC Section 5.7.F(2).c.2**

To provide the roofline variation outlined in **LDC Section 5.7.F(2).c.6**, a mix of flat roofs (hotel lobby and guestroom buildings) and pitched roofs (multi-family buildings and hotel treehouse suites) are used in the development to enhance variation and variety in the vertical building planes. For the pitched roofs found on both the treehouse suites and multi-family buildings, peak heights of adjacent pitched roof sections are varied to avoid uniformity and improve visual interest. For the flat roofs found on the lobby and guestroom buildings of the hotel, no section of the roofline is longer than 50 feet without incorporating a height change of at least two feet or a distinct parapet design.

Building Materials: Consistent with **LDC Section 5.7.F(4)**, the proposed development will utilize a complementary palette of colors and materials, incorporating stucco, stone, brick, metal, and composite wood in earthen tones. See Color Building Elevations and Color/Materials Palette submitted with this application.

Grading and Drainage

Because of the extensive and varied use of the Property over time, no recorded pre-development natural grade of the site exists. However, working with City staff and the project's civil engineers, a "natural grade" was established via interpretation by the Community Development Director.

A drainage report prepared by Shephard-Westnitzer, Inc., detailing the pre- and post-development drainage characteristics of the site and proposed improvements for retention of onsite flows and conveyance of off-site flows has been submitted with this application. A runoff volume for the 100-year, 2-hour storm event was calculated for the project watershed to determine a required detention volume of 36,200 ft³. Runoff from the development of the site, along with the off-site flows to the west, east, and south will be conveyed into the proposed underground detention basin through a storm drain system. The underground detention structure will discharge to the west through the existing 36" culvert underneath Saddlerock Circle.

Exterior Lighting

The proposed lighting plan will be fully Dark Sky compliant and in conformance with **Section 5.8** of the LDC. All lighting fixtures will be appropriately placed and shielded where necessary to minimize or eliminate the impact

on surrounding properties. Light levels for the Village are at or near zero foot-candles at the property line. See Lighting Photometric Plan and Cut Sheets submitted with this application.

Signage

The main entrance at the intersection of Soldier's Pass Road and SR-89A, as well as the northwest corner of the site at the intersection of Saddlerock Circle and SR-89A will be marked with a unique but understated 8-foot-tall monument sign built around a 24-square-inch concrete column with vertical die-cut letters, providing a sense of arrival at the Village at Saddlerock Crossing. Building-mounted signage will consist of cut-out metal lettering with integral/indirect illumination. Per Section 6 of the LDC, all signage will follow a consistent theme utilize materials consistent with the rest of the site, such as concrete, stone, and metal. See Master Sign Plan submitted with this application.

Public Art

The applicant is undergoing a site evaluation to identify appropriate locations for sculpture art throughout both the hotel and multi-family elements of the Property. All public art installations will comply with **Section 5.9.C** of the LDC and meet the minimum public art investment requirements.

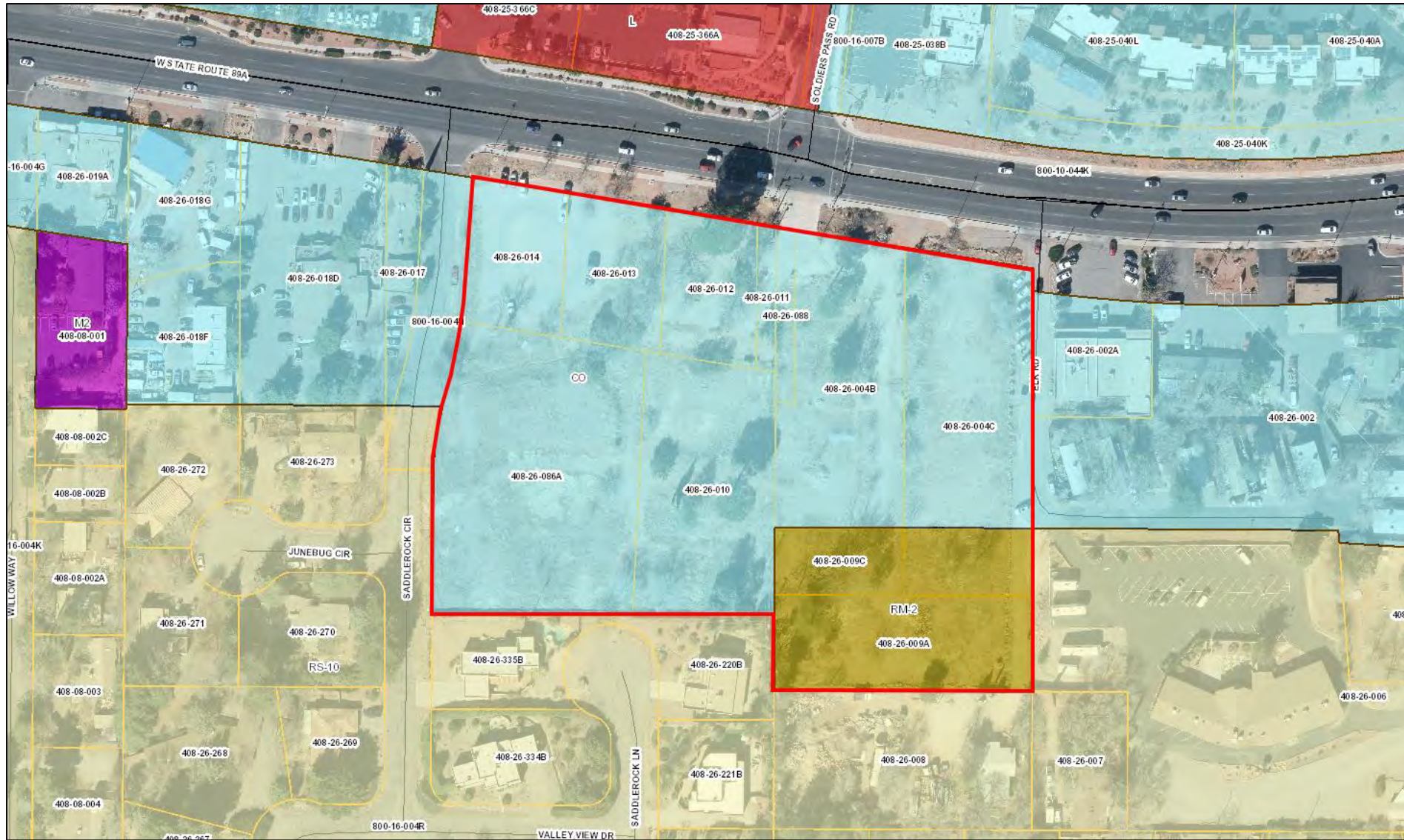
Summary

The Village at Saddlerock Crossing will have a significant, positive impact on the CFA-5 village and the West Sedona Corridor, providing an exciting mixed-use development that is contextually appropriate for the site and the heart of the Soldiers Pass Community Focus Area. The proposed project addresses all relevant policy goals in the CFA-5 Plan and is consistent with the City's vision for this site and the greater area. Through meticulous planning, careful listening, and thoughtful design, the applicant has developed a project worthy of its location at the heart of the Soldiers Pass CFA and will serve as its vibrant nucleus for decades to come.

TAB 1

TAB 2

Zoning Map

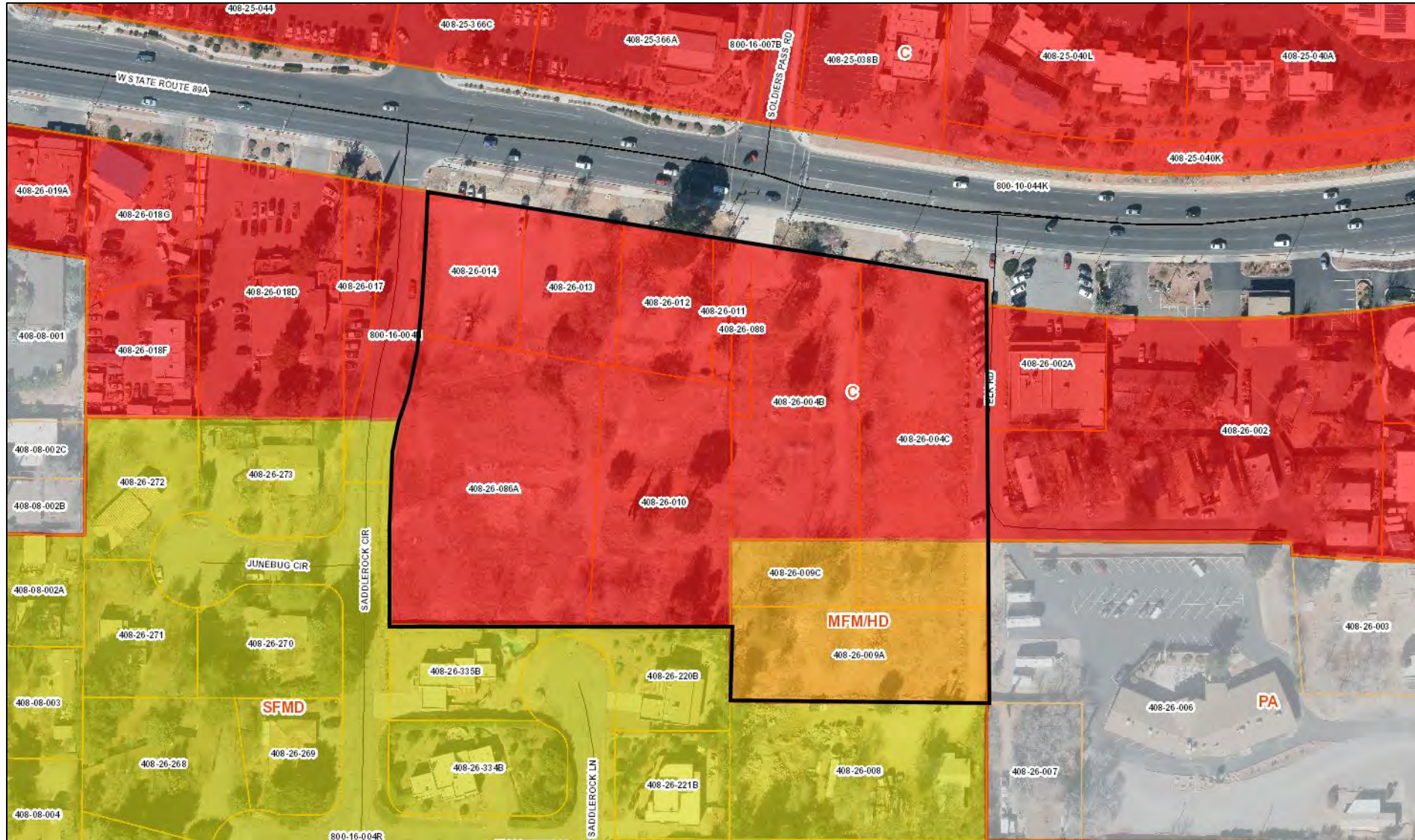


State Route 89A & Soldiers Pass Road – Sedona, AZ



TAB 3

Community Plan Future Land Use Map



State Route 89A & Soldiers Pass Road – Sedona, AZ



TAB 4

CFA -5 Boundary Map



State Route 89A & Soldiers Pass Road – Sedona, AZ



TAB 5

LOBBY / RESTAURANT

HOTEL: 76 guest rooms.

**HOTEL: 38 guest rooms
Basement/ Business Center**

**HOTEL: 8 guest rooms.
Treehouse Suites**

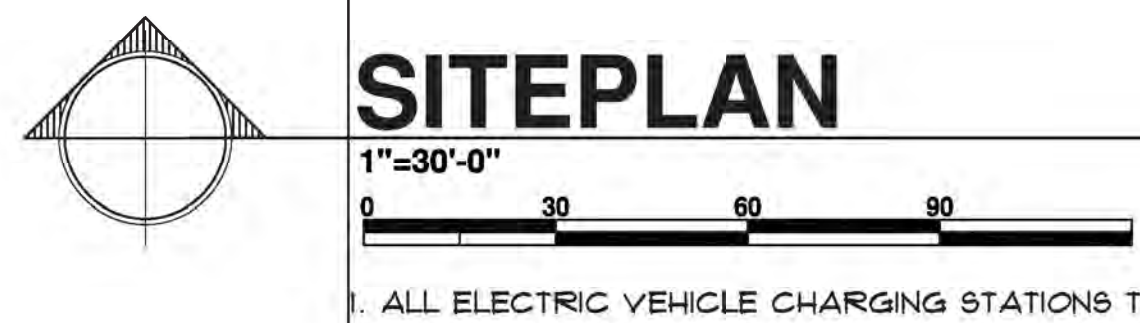
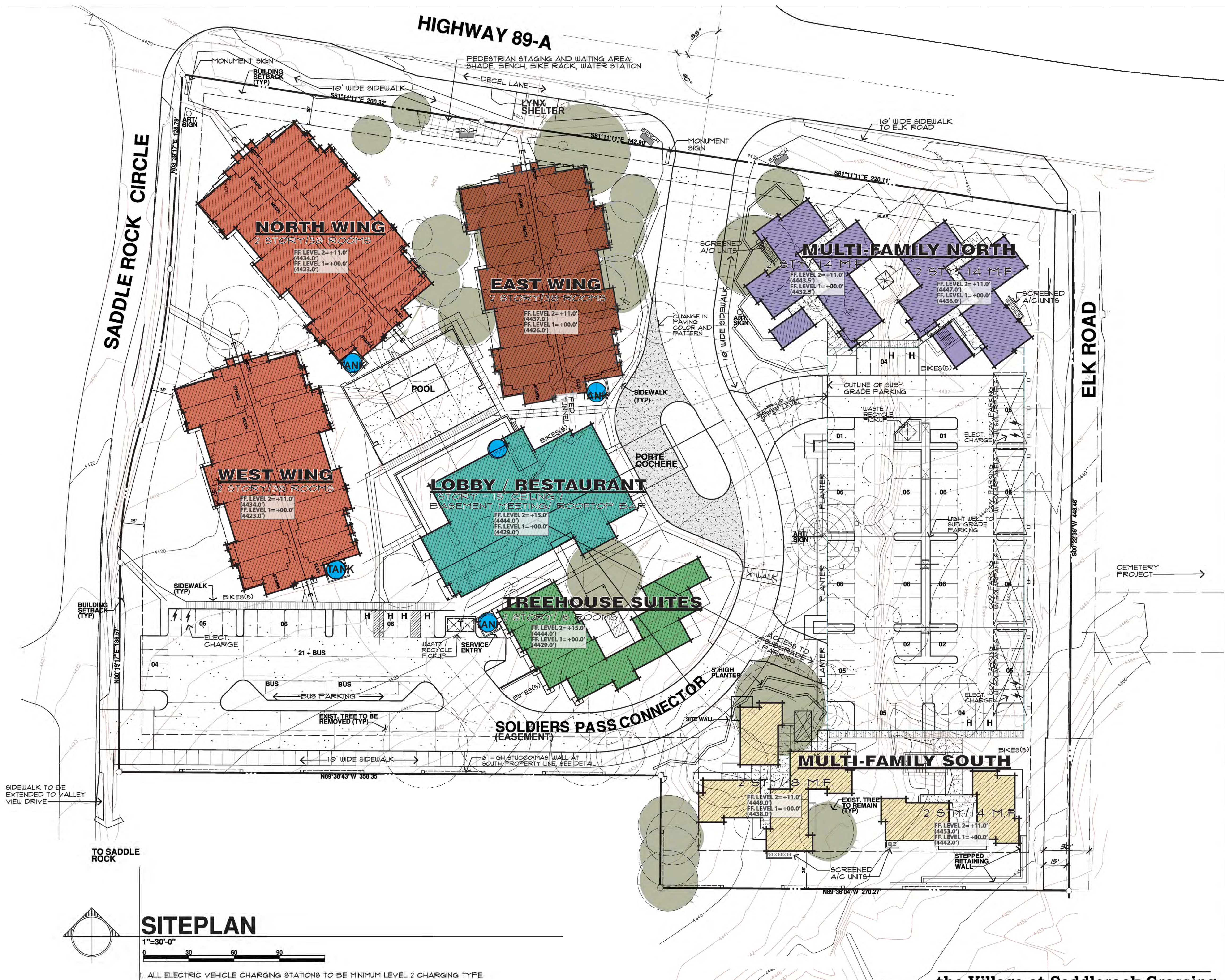
**MULTI-FAMILY:
28 units**

**MULTI-FAMILY
12 units**

| Building / Description: | Units | Area | Parking required |
|---|------------|---------------------------|--|
| HOTEL ELEMENT | | | |
| Lobby / Treehouse Suites | | | |
| Lobby / Restaurant | Level 1 | 9300 | Restaurant - 3000 s.f. (half public) 1 space / 100 s.f. 15 sp. <i>(reduced from 30 sp)</i> |
| | Level 2 | 5000 | Rooftop Bar- 1800 s.f. (half public) 1 space / 250 s.f. 4 sp. <i>(reduced from 8 sp)</i> |
| | Basement | 9300 | |
| | Subtotal | 23,600 | |
| Hotel - Treehouse | | | |
| | Level 1 | 5600 | Lodging: 8 units |
| | Level 2 | 3300 | 1 space / unit 8 sp. |
| | Subtotal | 8,900 | Additional spaces (staff) 10 sp. |
| | 8 | Lodging Units | |
| East Wing | | | |
| Hotel Guest Rooms | Level 1 | 11500 | Lodging: 38 units |
| | Level 2 | 10000 | 1 space / unit 38 sp. |
| | Basement | 12000 | |
| | Subtotal | 33,500 | |
| | 38 | Lodging Units | |
| North Wing | | | |
| Hotel Guest Rooms | Level 1 | 11500 | Lodging: 38 units |
| | Level 2 | 10000 | 1 space / unit 38 sp. |
| | Subtotal | 21,500 | |
| | 38 | Lodging Units | |
| West Wing | | | |
| Hotel Guest Rooms | Level 1 | 11500 | Lodging: 38 units |
| | Level 2 | 10000 | 1 space / unit 38 sp. |
| | 38 | 21,500 | |
| | 38 | Lodging Units | |
| MULTI-FAMILY ELEMENT | | | |
| Multi-Family - South | | | |
| Multi-Family units | Level 1 | 5900 | Dwelling, Multifamily |
| | Level 2 | 5900 | Studio - 24 units |
| | Subtotal | 11,800 | 1 space / unit 24 sp. |
| | | | 1 Bedroom - 4 units 1.25 spaces / unit 5 sp. |
| | 12 | Multi Family Units | |
| Multi-Family - North | | | |
| Multi-Family units (Incl. Workforce) | Level 1 | 7600 | 2 Bedroom - 12 units |
| | Level 2 | 7050 | 1.75 spaces / unit 21 sp. |
| | 28 | 14,650 | |
| | 28 | Multi Family Units | |
| Total Lodging Units: | 122 | Lodging Units | |
| Total Multi Family Units: | 40 | Multi Family Units | |
| | | Total Bldg Area: | 135,450 s.f. |
| | | Parking Required: | 201 sp. |
| | | Parking Provided: | 207 sp. |
| | | | (East: 92 subsurface, 82 surface) |
| | | | (West: 21 +2 buses - all surface) |

SHEET INDEX:

| SITE | MULTI-FAMILY ELEMENT - SOUTH |
|---|------------------------------|
| 1 SITE PLAN | 23 1ST FLOOR PLAN |
| 2 APPROVED NATURAL GRADE PLAN | 24 2ND FLOOR PLAN |
| 3 SITE PLAN - DETAILED - SOUTHWEST | 25 ROOF PLAN |
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| 5 SITE PLAN - DETAILED - NORTHWEST | 27 SECTIONS |
| 6 SITE PLAN - DETAILED - NORTHEAST | 28 AXONOMETRIC / 3D VIEW |
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| 29 1ST FLOOR PLAN | |
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| 32 ELEVATIONS | |
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| 35 HOTEL - LOBBY | |
| 36 HOTEL - TREEHOUSE | |
| 37 HOTEL - GUEST ROOMS | |
| 38 MULTI-FAMILY - SOUTH | |
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| HOTEL ELEMENT - LOBBY - TREEHOUSE | |
| 9 1ST FLOOR PLAN | |
| 10 2ND FLOOR PLAN | |
| 11 BASEMENT PLAN | |
| 12 ROOF PLAN | |
| 13 ELEVATIONS | |
| 14 SECTIONS | |
| 15 AXONOMETRIC / 3D VIEW | |
| HOTEL ELEMENT - GUEST ROOMS | |
| 16 1ST FLOOR PLAN | |
| 17 2ND FLOOR PLAN | |
| 18 BASEMENT PLAN - EAST BLDG ONLY | |
| 19 ROOF PLAN | |
| 20 ELEVATIONS | |
| 21 SECTIONS | |
| 22 AXONOMETRIC / 3D VIEW | |
| LANDSCAPE PLAN | |
| L1 LANDSCAPE PLAN | |
| L2 EXISTING TREE PLAN/ LANDSCAPE CALCULATIONS | |
| L3 PARKING AREA CALCULATIONS/ DETAILS | |
| E1.0 EXT. LIGHTING- SITE PLAN | |
| E1.1 EXT. LIGHTING - PHOTOMETRIC- SITE PLAN | |
| E1.2 EXT. LIGHTING/PHOTOMETRIC- GARAGE PLAN | |
| E1.3 EXT. LIGHTING CUT-SHEETS | |



SITEPLAN

ALL ELECTRIC VEHICLE CHARGING STATIONS TO BE MINIMUM LEVEL 2 CHARGING TYPE.

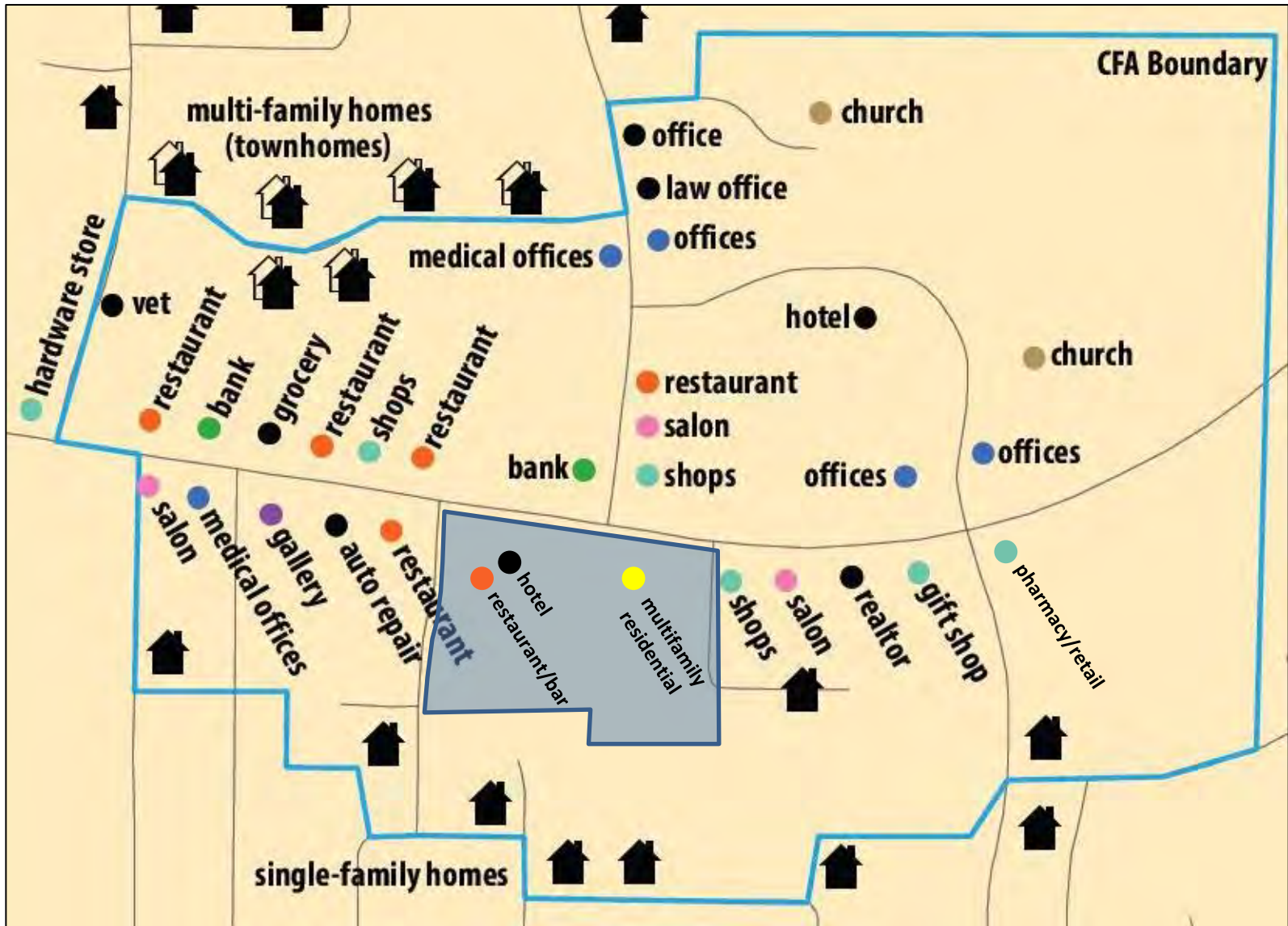
the Village at Saddlerock Crossing
Soldiers Pass Road & Highway 89A
Sedona Arizona

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Studio@StephenThompsonArchitect.com
C: 928.301.5922 12/20/2021

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TAB 6

CFA-5 Land Use Mix Map (Existing and Proposed)





Soldiers Pass Road & State Route 89A – Sedona, AZ



TAB 7

CFA-5 Lodging Area Limits (LAL) Map



| | |
|---|----------------------|
|  | Site Boundary |
|  | Lodging Area of Site |

Soldiers Pass Road & State Route 89A – Sedona, AZ

