

May 8, 2023

Cari Meyer
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Sedona Community Development Department
102 Roadrunner Drive, Building 104
Sedona, AZ 86336

RE: Comment Response Letter – The Village at Saddlerock Crossing - PZ19-00005 (ZC, DEV)

2. 2022 CFA Amendments and Proposed Zoning District

- a) The Soldier's Pass CFA was amended in August 2022. Rather than lodging uses, the CFA now recommends mixed use development and states that "No additional lodging uses are recommended in this CFA." (page 11) The application should be updated to address the current version of the CFA plan.

This application was originally submitted in 2019, prior to the August 2022 modifications to the Soldiers Pass CFA Plan that eliminated the encouragement of lodging uses for the Property and the surrounding properties in the core of the Soldiers Pass Community Focus Area. Over the course of this project, the applicant has relied upon the original language of the CFA and the explicit guidance of staff to make significant investments in the design of this project. In the interests of fairness and consistency, the applicant will continue to design and analyze this project through the lens and framework of the Soldiers Pass CFA Plan as it existed at the time the application was originally submitted.

3. Community Plan and Soldiers Pass CFA Plan

- a) Land Use

- i) Previous plans showed a connection to Elk Road, which is not on the current plans. A connection to Elk Road is needed to address the CFA goal of coordinated development. (CFA Page 10) This is also a requirement of LDC Section 5.4 (Access, Connectivity, and Circulation).

A pedestrian pathway/sidewalk has been added at the north end of the parking area east of the Connector Road, providing a pedestrian connection from the connector road 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. (CFA Pages 9, 12, 14, 17) While the LOI states that a connection is provided, one is not shown on the plans.

As noted above, a sidewalk has been added to the site plan connecting Elk Road to the Connector Road along the northern end of the parking area east of the Connector Road.

- ii) Include pedestrian connections from the street (Connector Road) to the multifamily units and the parking garage. (CFA Page 12, 17, 23) The Circulation Plan shows pedestrian connections from the sidewalk to the parking garage that are not shown on the Site Plan.

Sidewalks have been added to site plan linking the Connector Road sidewalk to both of the multi-family clusters.

- iii) The Circulation Plan shows Elk Road being extended into the Saddlerock Homes Subdivision to the south – this street does not go through and houses would need to be demolished to make this connection. Clarify whether this is being proposed.

The developer has no intention of extending Elk Road farther south. Site plan and circulation plan have been revised and clarified accordingly.

4. Letter of Intent (LOI)

- a) 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.

Noted – LOI revised accordingly.

- b) The LOI states the rooftop terrace will be 1,800 square feet. The parking calculations and traffic study state 985 square feet. Clarify.

As noted in the LOI, the rooftop terrace has 1,800 square feet of floor area that will be patronized by a mix of hotel guests and non-guest visitors. A POS/reservation system will be used to ensure that the total number of non-guest visitors does not exceed approximately 50% of the maximum capacity for the 1,800 SF rooftop terrace for the purposes of parking calculations. Because half the capacity will be reserved for hotel guests at all times, half the square footage is not included in the parking calculation for the rooftop terrace.

- c) 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.
 - i) *The CFA statement regarding the total number of acres of lodging within the CFA has been removed and replaced with a statement that no additional lodging uses are recommended.*

Noted.

- ii) *The parking calculations indicate 50 spaces are required for the multifamily units. The area of the parking structure included in the multifamily calculation should only include the parking required for multifamily. The calculations include 89 parking spaces (41 on the upper level, 48 spaces on the lower level). The parking needs to be attributed to the correct uses.*

Updated site area calculations included with submittal.

- iii) *The entrance to the parking structure and area along the road is shown as all “multifamily site area”. As these areas would be used by both the lodging and multifamily uses, it needs to be split up and attributed to both uses.*

Noted.

- iv) *Tab 7 in the LOI has not been updated.*

As noted above, the LOI incorporates the version CFA that was in effect at the time the application was originally submitted in April 2019.

5. Site Plan

- a) Provide a calculation for total building footprint area and lot coverage.
 - i) *A total calculation for both square footage and percentage has not been provided.*

ii) *Walkways, driveways, pathways, pool areas, etc., are not included in the calculations.*

Calculations provided on Site Plan (Sheet 1)

- b) Provide calculations for total building areas and percent of floor area devoted to each use.
- i) *The lodging area should be broken down into the different components – lodging rooms, restaurant, bar, meeting facility, etc.*

Calculations provided on Site Plan (Sheet 1)

6. Height (LDC Section 2.24.E)

- a) These plans are the first time that complete height information has been provided and a comprehensive review of heights has been able to be conducted. The following comments would need to be addressed for staff to find that the proposed buildings meet height requirements. If the applicant has questions about heights, they would be encouraged to meet with staff prior to resubmitting plans.

Noted.

- b) The plans are too busy. In some instances, it is nearly impossible to distinguish between what appears to be rooflines vs. what appears to be sidewalks. The plans should be simplified.

Noted. Sheets 3, 4, 5, and 6 have been revised accordingly to remove layers and simplify the notations/data.

- c) The height analysis plans are not printed out at the correct scale.

Plan Sheets 3, 4, 5, and 6 revised accordingly.

- d) There are multiple hatch patterns/shading with no key to indicate what each is referring to.

Pattern/hatching key added to Sheets 3, 4, 5, and 6.

- e) The roof height schedules are illegible.

Roof height schedules for Sheets 3, 4, 5, and 6 sharpened and clarified.

- f) Under alternate standards, the proposed paint colors would get the maximum of 5 points. To get a full 10 points (as needed by some buildings), the maximum unrelieved building plane would be 400 square feet. The plans show multiple building planes exceeding 400 square feet – modify height or unrelieved building planes.

Plans revised to limit unrelieved building planes to a maximum of 400 SF. New sheets provided (34, 36, 38, and 40) illustrating unrelieved building planes and areas on elevations.

- i) For each building, clearly show which building planes are the largest – the way the information is presented, it appears that multiple different building planes are being combined and the plans show significantly larger building planes than would be otherwise permitted.

- g) The 40' plane applies to this project. Though it does not appear this will require changes, the statement on the plans that it doesn't apply is incorrect and needs to be updated.

Plan Sheets 31, 33, 35, 37, and 39 updated accordingly.

h) Lobby/Restaurant

- i) Requires 10 points under alternate standards. 5 points are achieved through paint color. The

largest unrelieved building plane is limited to 400 square feet for the other 5 points. Clearly show this on the elevations.

Plan revised to limit unrelieved building planes to a maximum of 400 SF. See Sheet 32.

- ii) The exemption for building planes to exceed 800 square feet (LDC Section 5.7.F(2)c.3) applies for the standard requirement that commercial buildings not exceed 800 square feet – not when alternate standards are being applied. As this building will apply alternate standards, the wall currently shown exceeding 800 square feet needs to be reduced to no more than 400 square feet.

Noted. SLDC Compliance Table on Sheet 31 modified accordingly.

- iii) Heights 2 & 16: labeled as “stairs” – provide calculation for total area, no more than 5% of roof area.

Sheet 12 revised to include area label on stairwell.

- iv) Heights 7 & 11: labeled as “elevator equipment”, but shown as being used for AC units on the roof plan. If this area is used for AC units, it would be considered under the exception for mechanical equipment, which requires a 6 foot setback from the edge of the roof. Provide calculation for total area (no more than 5% of roof area) and ensure correct exemption is being applied.

Sheet 12 revised to remove rooftop mechanical equipment at elevators.

- v) Height 17: 28.5 foot height. As a flat roof, this will be limited to 27 feet in height.

Height 17 is a chimney and has been labeled accordingly on Sheet 12.

i) Hotel Buildings

- i) The area shown for Mechanical Equipment Screening (250 square feet) and the Stairwell enclosures (350 square feet) scale to larger areas than called out on the plans – measurements show these areas at approximately 800 square feet. A maximum of 5% of the building footprint is permitted.

Updated area calculations provided on Sheet 17 for Mechanical Equipment & Elevators and designated location shown on roof plan.

- (1) The calculations on the site plan state these buildings are 11,500 square feet while the building plans state 12,000. Confirm total size of the buildings and ensure the combined mechanical/stair area does not exceed 5% of the building footprint.

See previous comment.

- ii) Axonometric view shows mechanical equipment to edge of building. Ensure all drawings show the same building. An axonometric view is not required, but, if provided, should show the correct layout of the building.

Axonometric drawings omitted from plan set.

iii) West Wing

- (1) Building requires 10 points under alternate standards. 5 points are achieved through paint color. The largest unrelieved building plane is limited to 400 square feet for the other 5 points. Clearly show this on the elevations.

Unrelieved building planes restricted to 400 foot maximum. See Sheet 36.

(2) Height 8: 28 feet – exceeds maximum of 27 feet, will need to be reduced.

Parapet height reduced accordingly. See Sheets 3 & 5.

(3) Height 9: 27.5 feet – exceeds maximum of 27 feet, will need to be reduced.

Parapet height reduced accordingly. See Sheets 3 & 5.

(4) Heights 12 & 14: Note says additional height is being applied, but no calculation of total area additional height is being applied to is provided. The code section that allows for this exception limits the exception to 10% of the total building footprints on the site – show compliance with this requirement.

Noted. See Sheet 35 for updated calculations.

iv) North Wing

(1) Building requires 10 points under alternate standards. 5 points are achieved through paint color. The largest unrelieved building plane is limited to 400 square feet for the other 5 points. Clearly show this on the elevations.

Unrelieved building planes restricted to 400 foot maximum. See Sheet 36.

v) East Wing

(1) Building requires 9 points under alternate standards. 5 points are achieved through paint color. The largest unrelieved building plane is limited to 450 square feet for the other 5 points. Clearly show this on the elevations.

Unrelieved building planes restricted to 400 foot maximum. See Sheet 36.

vi) Treehouse Units

(1) Building requires 10 points under alternate standards. 5 points are achieved through paint color. The largest unrelieved building plane is limited to 400 square feet for the other 5 points. Clearly show this on the elevations.

Unrelieved building planes restricted to 400 foot maximum. See Sheet 36.

j) Multi-family North

i) Provide parapet heights.

Parapet heights added. See Sheet 6.

k) Parking Structure/Public Art

i) The plans for the parking structure show proposed public art 16.5 feet above the upper level of the garage. Indicate this height above natural grade. Public art would be required to comply with height requirements.

Added height elevation (4055.5'). Natural grade is 4035' – height is 20.5' above natural grade. See Sheets 6 & 7.

7. Parking Analysis and Parking Plan (LDC Section 5.5)

a) An updated parking analysis has not been provided. Please provide an updated analysis, addressing

the comments previously provided, included again below.

Updated parking study included in this submittal. See attached Comment Resolution Table for responses to remaining comments.

- b) *Based on the initial information provided, Staff has the following comments on the parking calculations:*
 - i) *If an accessory use (restaurant, conference center) is 100% used by guests, the parking requirement cannot be "0", as additional staff would be needed for these uses.*
 - ii) *On floor plans, clearly indicate which areas are being counted towards as the restaurant area, including outdoor dining spaces.*
 - iii) *For the rooftop bar, the plans show an area of 1,800 square feet while the traffic impact analysis states 985 square feet.*
 - 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.*

8. 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.

Noted.

- b) LDC Section 5.7.E(3): Building Separation: The Lobby/Treehouse building are being proposed as

separate buildings. Their adjacent building length is 44 feet, which requires a building separation of 17.5 feet. The building separation proposed on the plans is 16 feet. Modify plans.

Increased building separation to 17.5' – see Sheets 3, 4, and 9.

- c) LDC Section 5.7.F(2)c.3 (Unrelieved Building Plane): Provide a precise calculation for the largest unrelieved building plane on each elevation. Due to the application of alternate standards (see height comments), the largest unrelieved building planes are limited to 400 square feet on most buildings.

Created new sheets (34, 36, 38, and 40) illustrating unrelieved building planes, restricted to maximum of 400 SF.

- d) 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.

Incorporated additional windows to meet requirements and updated calculations. See Sheet 35.

- i) *“End Elevation (89A)” is showing 8% windows on the ground floor and 10% on the upper floor. Increase window/door area to meet code requirements.*

- e) LDC Section 5.7.F(2)c.6: Roofline Variation: Maximum roofline length is 50 feet. Modify the following rooflines:

- i) The site plan and first floor plan show the porte-cochere at approximately 34' x 44'. The second floor plan and roof plan show the porte-cochere at approximately 51.5' x 51.5'.

See Sheets 1, 9, 10, and 12. Roof dimensions (50' x 50') noted on plan sheets. Dimensions to columns are 32' x 44'.

- ii) Roofline at the elevators in the lobby buildings exceeds 60 feet.

Modified roofline to 50' with 2' parapet offset. See Sheet 12.

- iii) Roofline for the patio north of the lobby building exceeds 80 feet.

Modified continuous fascia with radial form. See Sheets 10 & 12.

- f) LDC Section 5.7.F(2)d: Building Length: The Guest Room Buildings exceed 150 feet in length and do not 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.

Guest room buildings modified to meet LDC 5.7.F(2)d.

9. Exterior Lighting (LDC Section 5.8)

- a) Sheet E1.1: The Lumen Calculations table and the Lighting Fixture Schedule have different lumen totals for the “B” and “H” fixtures. Revise tables so they show the same information.

Sheet E1.3 revised accordingly.

- b) Sheet E1.3 (Site Lighting Cutsheets): Provide better/legible copies of the cut sheets.

Higher resolution cut sheets included with submittal.

10. Master Sign Plan (LDC Article 6)

- a) Monument Signs

- i) The site plan shows the monument signs within the required 30-foot visibility triangles at the corners. Move monument signs out of visibility triangles or reduce to less than 3 feet in height.

Site visibility triangles added to site plan and signs relocated outside of SVT areas.

(1) While the site plan state "Located outside of 30' visibility triangle," the master sign plan and the site plan show the signs placed directly at the property corners, within the visibility triangle. Modify plans to show signs in correct location.

- b) Information Signs: Provide information regarding what is proposed as information signs. The plans show these scattered throughout the property, not just at the entrances to the buildings. These signs are only exempt if they are limited to a maximum of two square feet per business entrance. Location and/or size not in compliance with this restriction would cause them to lose their exempt status. If they are exempt from permitting, they still must be included in the Master Sign Plan.

Master Sign Plan updated to provide more information on sign code reference.

- i) The LDC defines Informational Signs as follows: A sign used to indicate or provide information or direction with respect to permitted uses on the property, including, but not limited to, signs indicating the hours of operation, and such signs as "No Smoking," "Open," "Closed," "Restrooms," "No Solicitors," "Deliveries In Rear," current credit card signs, trade association emblems, and the like.
- ii) *Provide sufficient information to confirm that what is being proposed as "Informational Signs" meets the code definition of informational signs.*

Master Sign Plan revised accordingly.

Engineering Comments

1. Please provide a geotechnical report.

A geotechnical report is being initiated and will be provided in advance of public hearings per attached correspondence with Hanako Ueda.

2. We would prefer to reduce the number of sewer connections. Please show the northern buildings connecting to a trunk line, similar to the southern buildings, and discharge at a manhole with surge protection & backwater valves. This would benefit the flow & odor issue in the next comment.

Noted.

3. The sewer main line in this area experiences odor issues, so the wastewater department is requesting a small easement for an underground odor control bio filter along Saddlerock Circle. Please coordinate with Wastewater Director Roxanne Holland (928)-203-5069 or RHolland@sedonaaz.gov for details.

Noted.

4. Please extend the northern multi-family buildings' sidewalks to the shared use path or to the sidewalks on 89A.

Site plan revised accordingly.

5. Consider adding a 3' decomposed granite path in the central landscaping island of the east parking lot to better connect the multi-family buildings.

Noted. There is not sufficient space for a DG path in the central landscape island due to size constraints

and plantings in the island.

6. A pedestrian connection from the eastern portion of Elk Road has been identified in the Sedona GO! Plan. Please create a pedestrian connection between the east-west portion of Elk Road. This could be accomplished by extending the sidewalk down from 89A, or extending the multi-family sidewalks east then north to Elk Rd.

Site plan revised to provide pedestrian connection as requested.

7. Provide an updated site plan showing transportation improvements including but not limited to: right-in-right-out at Saddlerock Circle/89A, striping at the new Soldiers Pass approach, new right turn lane along 89A, etc.

Site plan revised accordingly.

Benjamin Tate

From: Hanako Ueda <HUeda@sedonaaz.gov>
Sent: Tuesday, May 2, 2023 1:13 PM
To: Benjamin Tate
Subject: Re: Saddle Rock Revised TIA - SEALED Electronic Copy

Hi Ben,

I am comfortable with accepting this submittal for development review without a geotech. However, considering recent P&Z/Council events, I think it would be wise to have the report prior to any public meetings.

Thank you,



Hanako Ueda, EIT, CFM
Assistant Engineer

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Walk-in hours: Mon-Thur 7:30 a.m.-5 p.m.
Public safety 24/7*

From: Benjamin Tate <ben@wmbattorneys.com>
Sent: Tuesday, May 2, 2023 1:07 PM
To: Hanako Ueda <HUeda@sedonaaz.gov>
Subject: RE: Saddle Rock Revised TIA - SEALED Electronic Copy

Hanako,

Thanks for taking my call just now, I just wanted to confirm per our conversation and previous discussions that we can defer the Geotech report as part of this upcoming submittal. Thank you!

Benjamin L. Tate
Withey Morris Baugh, PLC
Direct: 602-346-4610



THE VILLAGE AT SADDLEROCK CROSSING



State Route 89A & Soldiers Pass Road
PZ19-00005 (ZC, DEV)

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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 110-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 110-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 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 110-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 guests to ensure adequate on-site parking. Rooftop 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, a 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 110 guest rooms, 12 percent of which is equal to 12 affordable housing units. Consequently, The Village at Saddlerock Crossing's proposed 28 workforce housing units represent approximately 233 percent of the DIGAH recommendation, providing a considerable net public 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 thirteen (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.

Note: In August 2022, the Sedona City Council amended the Soldiers Pass Road CFA to remove language and exhibits related to future lodging development. Because this application was originally submitted in April 2019, the project has continuously been reviewed and revised in the context of the Soldiers Pass Road CFA prior to the 2022 amendment. In light of the applicant’s reliance and in the interest of consistency, the project plans and this Letter of Intent maintain fidelity to the Soldiers Pass Road CFA as it existed at the time of this application’s original submittal.

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. Multi-family residential

housing located within walking distance of popular and desirable shops and restaurants in West Sedona, however, is significantly lacking in the Soldiers Pass CFA.

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 110-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 - equal to 12 housing units for the proposed 110 guestroom hotel. 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 more than doubling the expected workforce housing contribution for new lodging development with 233% of the DIGAH recommendation. 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

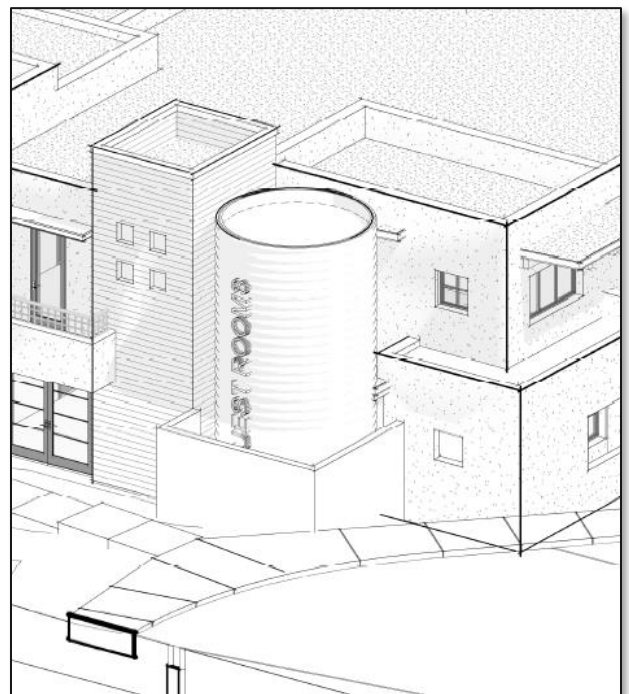
Saddlerock neighborhood to the signal is also proposed. A meandering 10-foot-wide landscaped multi-use path is proposed along SR-89A with additional walkway and bikeway links into and through the site to neighboring commercial and residential areas.

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 67% native trees and 60% native shrubs 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, both the lodging element and residential element of the proposed project will enhance the commercial area by providing support to existing local businesses. A 110-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, Saddle Rock 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 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 1,900 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 67% of the 200 new tree plantings and 60% of the 811 new shrub plantings 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 200

trees (plus 27 existing trees to be salvaged) and 817 shrubs are being planted in a net landscape area of approximately 108,100 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-eight (78) mature non-native trees occupy the site in various stages of growth and lifecycle. Per the Landscape Plan, twenty-seven (27) trees will be preserved in their existing locations and the remaining fifty-one (51) 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, a majority of the 205 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.

A total of 196 parking spaces are required per the Parking Study prepared by Southwest Traffic Engineering 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 safe and efficient access to the Highway for both left and right turns, as well as providing traffic relief to 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. However, based upon direction received from the Arizona Department of Transportation (ADOT), a "porkchop" will be constructed to limit turning movements at Saddle Rock Circle and SR-89A to right-in/right-out.

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. 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

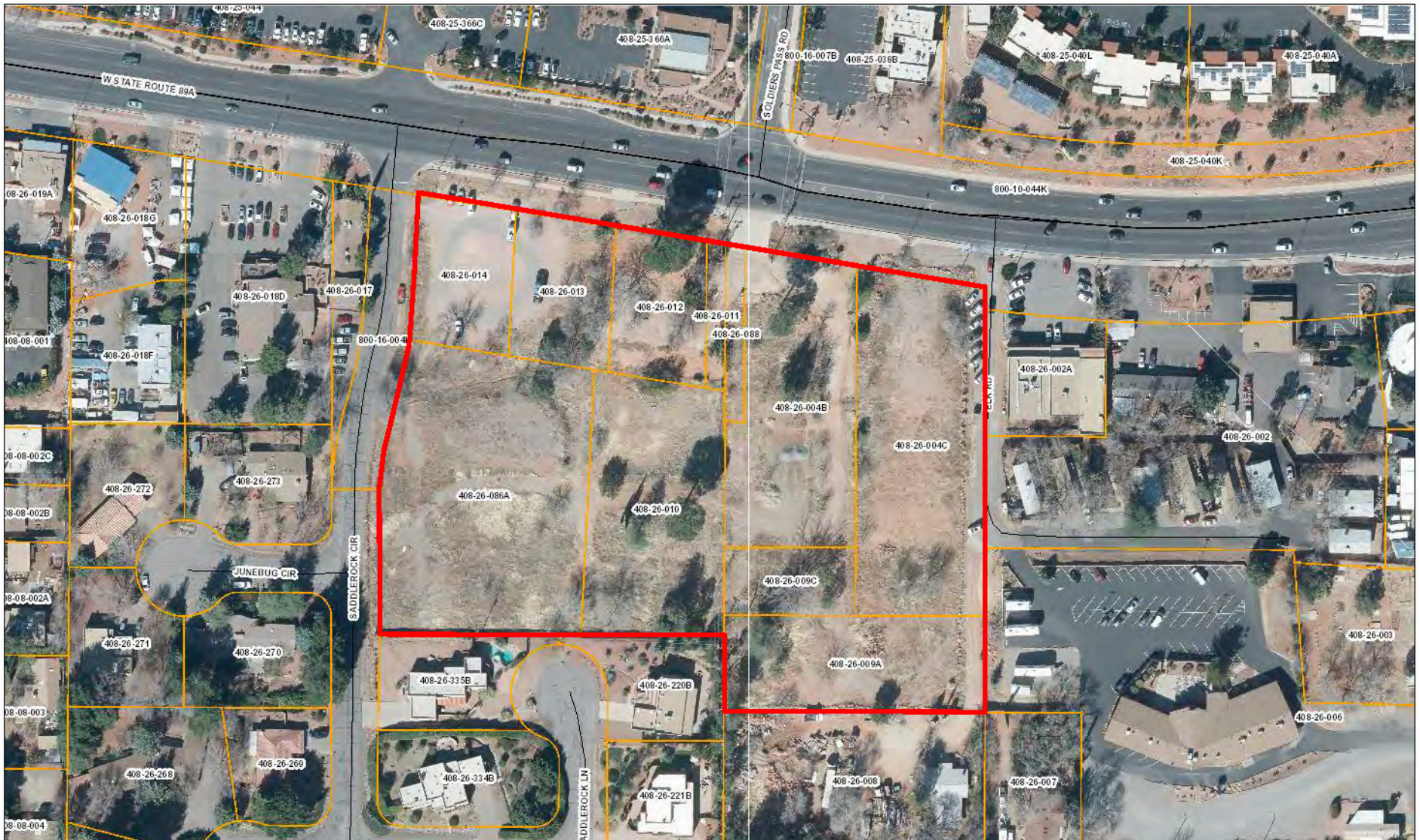
The applicant is undergoing a site evaluation to identify appropriate locations for sculpture art throughout both the hotel and multi-family elements of the Property. All public art installations will comply with **Section 5.9.C** of the LDC and meet the minimum public art investment requirements.

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

Aerial Map

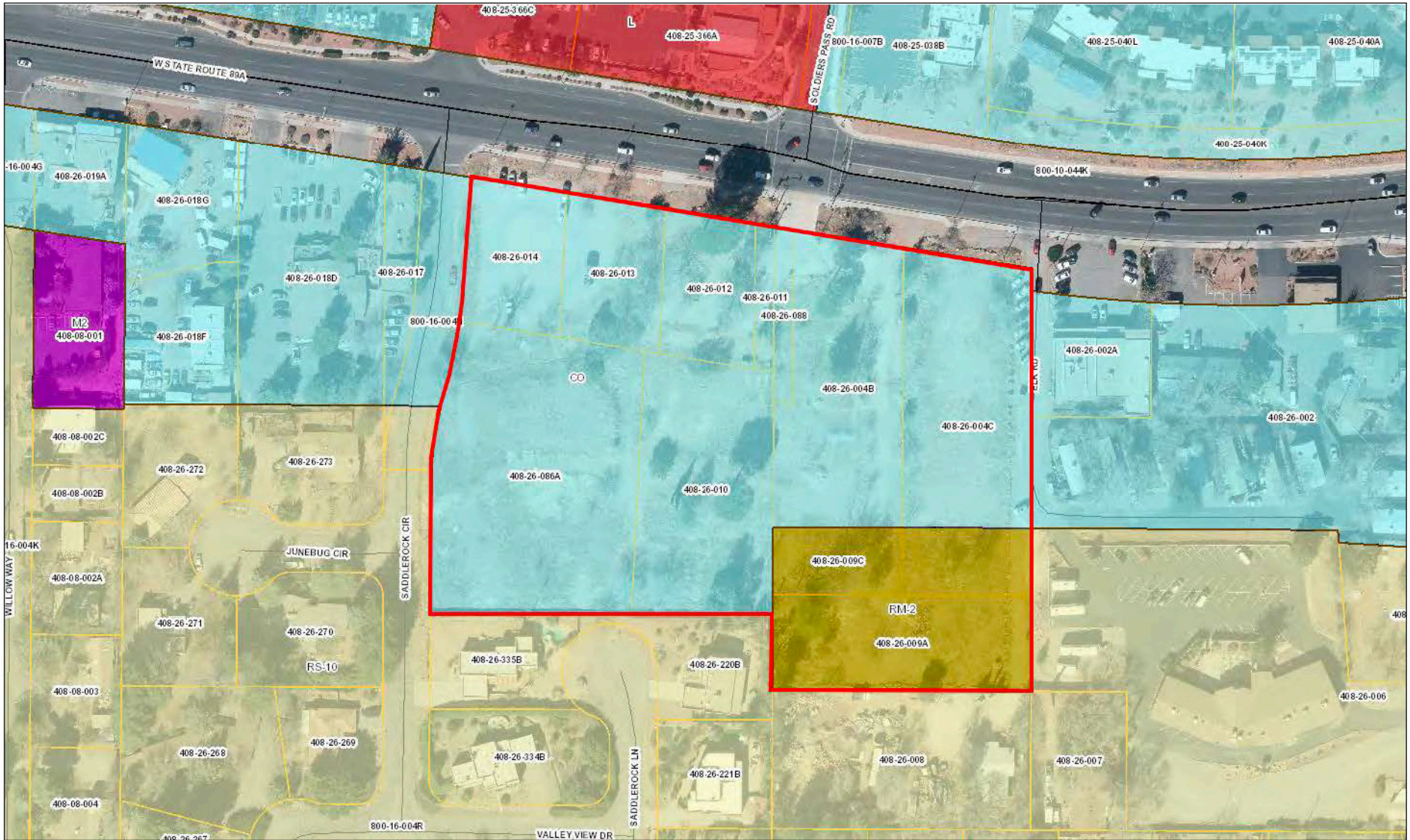


State Route 89A & Soldiers Pass Road – Sedona, AZ



TAB 2

Zoning Map

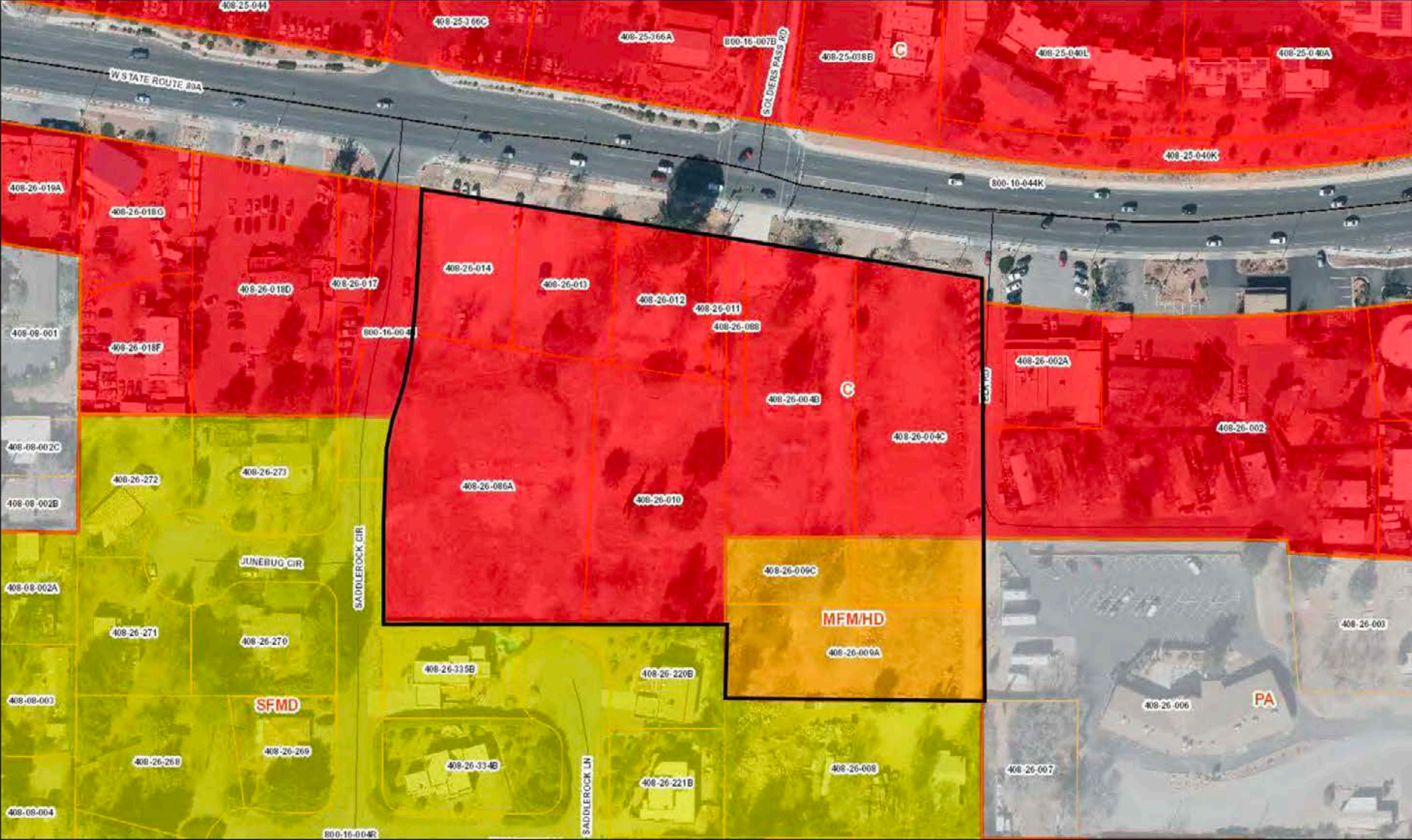


State Route 89A & Soldiers Pass Road – Sedona, AZ



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: 68 guest rooms.
- HOTEL: 34 guest rooms Basement/ Business Center
- HOTEL: 8 guest rooms. Treehouse Suites
- MULTI-FAMILY: 28 units
- MULTI-FAMILY 12 units

PROJECT DATA:

SITE AREA	
Site Area - Hotel	West (not incl. Connector Road) 1.30 acres
	East (Surface) 0.30 acres
	East (Subgrade) 0.60 acres
	Total of Subgrade Use 1.90 acres
Site Area - Multi-Family	
	1.60 acres
	Total of Subgrade Use 2.40 acres
	3.00 acres

HOTEL ELEMENT	
Number of Units	132 Units
Building Area	
Lobby/Restaurant	9,300 s.f.
Level 2	5,000 s.f.
Basement	9,300 s.f.
Total	23,600 s.f.
Guestrooms (Treehouse)	
Level 1	5,400 s.f.
Level 2	3,300 s.f.
Total	8,700 s.f.
Guestrooms (East Wing)	
Level 1	11,200 s.f.
Level 2	9,500 s.f.
Total	20,700 s.f.
Guestrooms (North Wing)	
Level 1	11,200 s.f.
Level 2	9,500 s.f.
Total	20,700 s.f.
Guestrooms (West Wing)	
Level 1	11,200 s.f.
Level 2	9,500 s.f.
Total	20,700 s.f.
Grand Total of Hotel Area	105,600 s.f.

Lot Coverage: 48,500 s.f. 48.2%

Parking Required: See Parking Requirement table on sheet

PARKING PROVIDED	
152 Spaces (of total 205 Spaces)	152 Spaces
(East 70 surface, 82 surface)	
(West 22 surface - 40 surface)	

MULTI-FAMILY ELEMENT	
Number of Units	69 Units
Building Area	
Multi-Family - South	5,900 s.f.
Level 1	3,000 s.f.
Level 2	2,900 s.f.
Total	5,900 s.f.
Multi-Family - North	11,800 s.f.
Level 1	7,600 s.f.
Level 2	4,200 s.f.
Total	11,800 s.f.
Grand Total of Multi-Family Area	17,700 s.f.

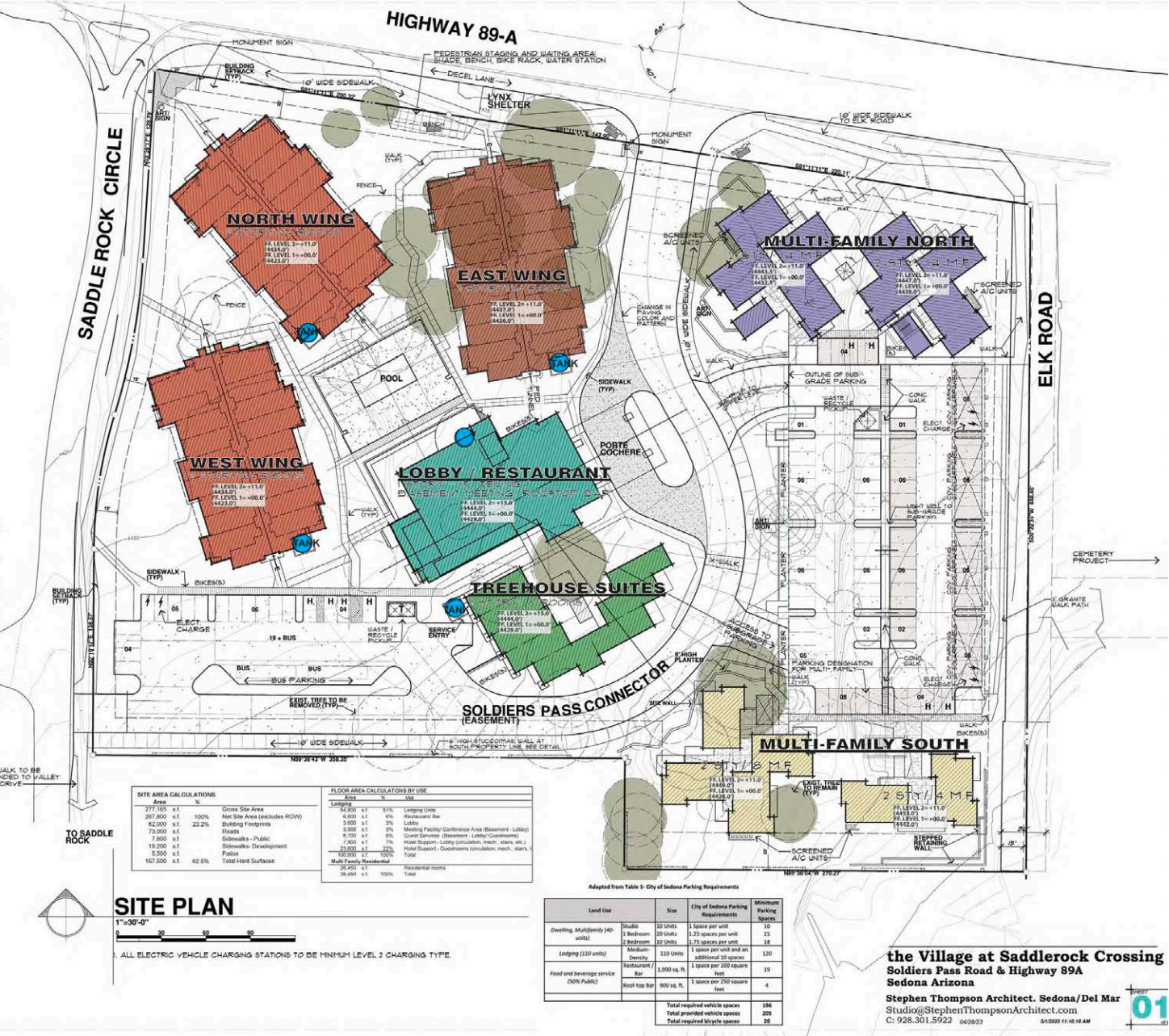
Lot Coverage: 17,700 s.f. 5.0%

Parking Required: 18 Spaces (2 Bedroom Units), 25 Spaces (1 Bedroom Units), 10 Spaces (Studio Units), Total required parking: 53 Spaces

PARKING PROVIDED	
53 Spaces (East 53 surface)	53 Spaces

SHEET INDEX:

SITE	MULTI-FAMILY ELEMENT - SOUTH
1 SITE PLAN	21 1ST FLOOR PLAN
2 APPROVED NATURAL GRADE PLAN	22 2ND FLOOR PLAN
3 SITE PLAN - DETAILED - SOUTHWEST	23 ROOF PLAN
4 SITE PLAN - DETAILED - SOUTHEAST	24 ELEVATIONS
5 SITE PLAN - DETAILED - NORTHWEST	25 SECTIONS
6 SITE PLAN - DETAILED - NORTHEAST	
7 SUB-GRADE PARKING PLAN / SECTION	
8 CIRCULATION PLAN	MULTI-FAMILY ELEMENT - NORTH
	26 1ST FLOOR PLAN
	27 2ND FLOOR PLAN
	28 ROOF PLAN
	29 ELEVATIONS
	30 SECTIONS
HOTEL ELEMENT - LOBBY - TREEHOUSE	
9 1ST FLOOR PLAN	
10 2ND FLOOR PLAN	
11 BASEMENT PLAN	
12 ROOF PLAN	
13 ELEVATIONS	
14 SECTIONS	
HOTEL ELEMENT - GUEST ROOMS	
15 1ST FLOOR PLAN	
16 2ND FLOOR PLAN	
17 BASEMENT PLAN - EAST BLDG ONLY	
18 ROOF PLAN	
19 ELEVATIONS	
20 SECTIONS	



SITE AREA CALCULATIONS	
Area	%
277,300 s.f.	100%
287,800 s.f.	103%
62,000 s.f.	22.2%
73,000 s.f.	26.3%
7,800 s.f.	2.8%
10,200 s.f.	3.7%
5,500 s.f.	2.0%
167,000 s.f.	60.2%

FLOOR AREA CALCULATIONS BY USE	
Area	%
61,200 s.f.	22%
8,400 s.f.	3%
3,600 s.f.	1%
3,000 s.f.	1%
6,500 s.f.	2%
7,800 s.f.	3%
23,900 s.f.	9%
102,500 s.f.	37%
26,400 s.f.	10%

SITE PLAN

1"=30'-0"

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

Adapted from Table 1 - City of Sedona Parking Requirements

Land Use	Units	Size	City of Sedona Parking Requirements	Minimum Parking Spaces
Dwelling, Multi-family (apartments)	20 Units	1 1/2 - 2 1/2	1 space per unit	20
1 Bedroom	20 Units	1.25 spaces per unit		25
2 Bedroom	10 Units	1.75 spaces per unit		18
3 Bedroom	5 Units	2.25 spaces per unit		12
(Lodging (120 units)	330 Units	1 space per unit and an additional 20 spaces		350
Food and Beverage service (City Public)	1,000 sq. ft.	1 space per 250 square feet		4
Roof top bar	100 sq. ft.	1 space per 250 square feet		4
Total required vehicle spaces				186
Total provided vehicle spaces				205
Total required bicycle spaces				20

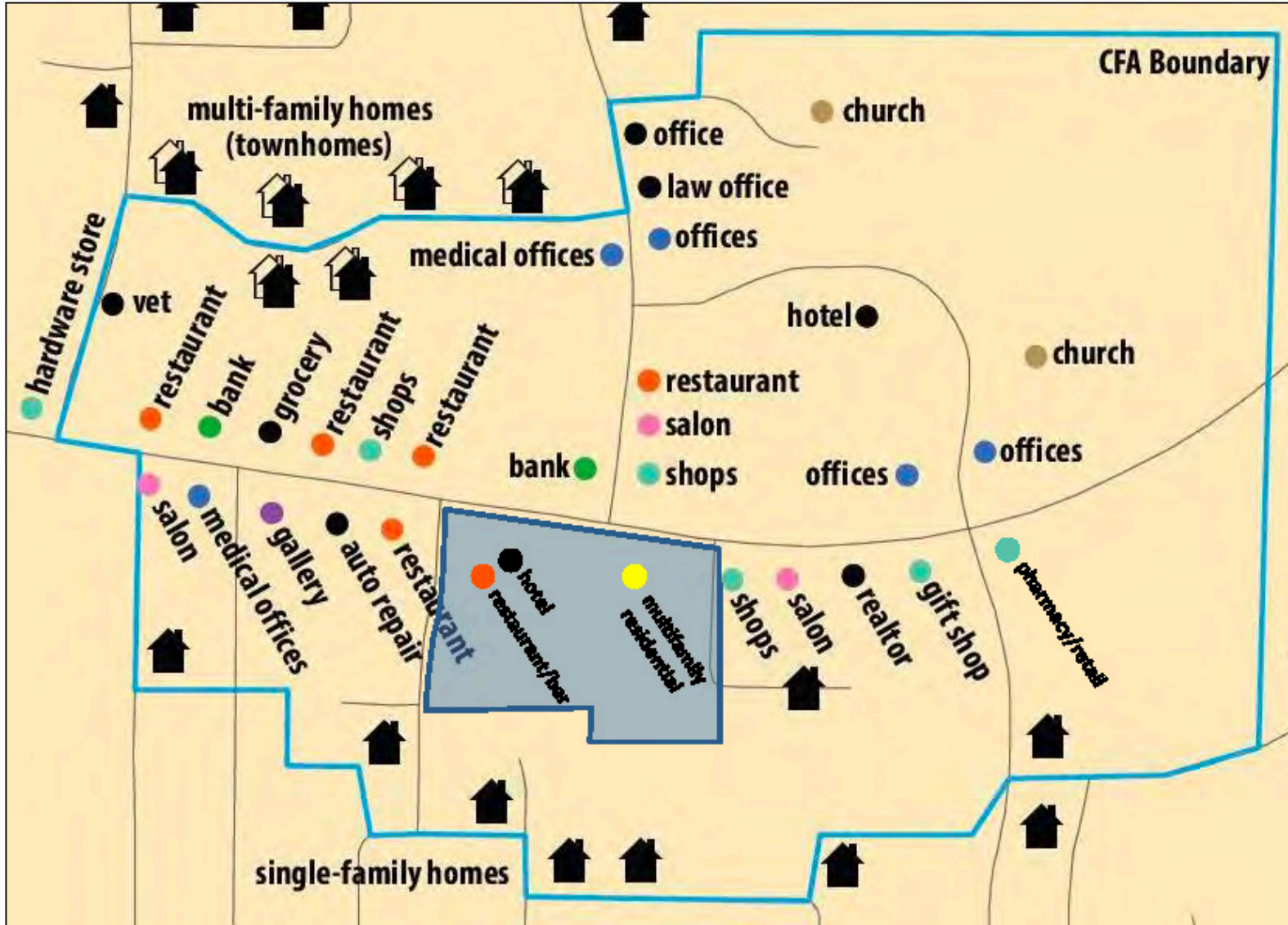
the Village at Saddlerock Crossing
Soldiers Pass Road & Highway 89A
Sedona Arizona

Stephen Thompson Architect, Sedona/Del Mar
Studio@StephenThompsonArchitect.com
C: 928.301.5922 04/28/23 5/10/22 11:10 AM



TAB 6

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

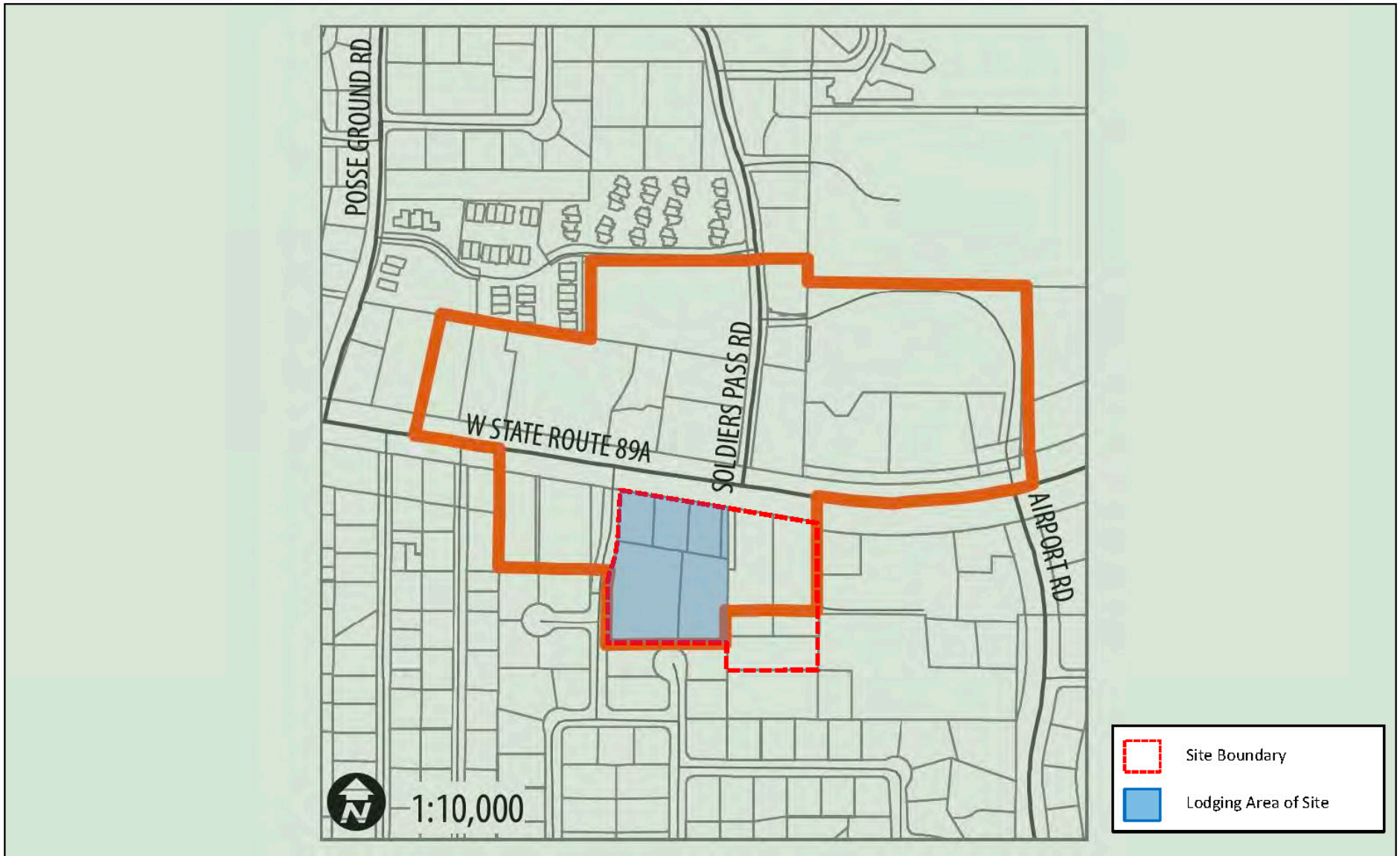


Soldiers Pass Road & State Route 89A – Sedona, AZ



TAB 7

CFA-5 Lodging Area Limits (LAL) Map



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

