

September 6, 2023

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

RE: Application PZ23-000004 (DEV)
Oak Creek Heritage Lodge, Comprehensive Review,
Planning, Engineering, and Sustainability Comments

Dear Cari,

We are writing in response to your review of the subject application, we are resubmitting the application and materials with responses to the Planning Comments (Pages 1-17, Exhibit A), Engineering Comments (Pages 17-20), and Sustainability Program Staff comments (Pages 20-23) written below for further consideration.

Response to Planning Comments dated May 24, 2023:

1. Comprehensive Review

a) *The application has been submitted for comprehensive review. The following comments identify areas where information is missing, does not comply with City codes, or areas of suggested changes to bring the project into greater compliance with City goals. The applicant and their representatives should carefully review all applicable code sections and ensure the plans submitted clearly show compliance.*

i) *The fee paid for this project includes review of the initial submittal and one resubmittal. Additional reviews are charged at a minimum rate of \$50 per hour.*

RDOD: Noted.

b) *Contact the following Staff members if you have any questions regarding what will be required:*

i) *Cari Meyer, Planning Manager, cmeyer@sedonaaz.gov, (928) 203-5049, for questions regarding development standards, submittal requirements, and the review process.*

ii) *Cynthia Lovely, Principal Planner, clovely@sedonaaz.gov, (928) 203-5035, for questions regarding the Schnebly CFA or other long-range plans (Community Plan, GO! Sedona Pathways Plan, Transportation Master Plan, etc.).*

RDOD: Noted.

c) *The following comments reference the Land Development Code (LDC) and Design Review, Engineering, and Administrative Manual (Manual). These documents are available for review at the following links:*

i) *LDC: <https://sedona.municipal.codes/SLDC>*

ii) *Manual: <https://www.sedonaaz.gov/home/showdocument?id=38278>*

RDOD: Noted.

2. Overall Submittal

- a) *A significant amount of extra information has been provided, which increases the size (both physical and digital) of the submittal and the digital submittal exceeds the maximum size allowances. Review the submittal materials and reduce submittal to what is needed for review of the plans and ensure maximum sizes (as outlined in project application) are not exceeded.*

RDOD: The project team has made significant efforts to reduce the files sizes by using more grayscale tones on plans and minimizing pixels per page. All project narratives have been added to Appendix A, beginning on Page 64, of the Letter of Intent. All technical and qualitative information remain in the design package.

- b) *The digital plans are of a lower quality that does not allow for review of the plans (when zooming in, text and numbers become pixelated and unreadable). Ensure all digital plans are legible.*

RDOD: The project team adjusted all the plans to ensure every sheet is legible.

- c) *There is a significant amount of redundant information and project narratives are spread throughout the submittal. All project narratives must be provided in the Letter of Intent and the plan set should only show plans to be reviewed for code compliance – do not include narrative information in the plan set.*

RDOD: The design team has made significant efforts to minimize the design package by consolidating sheets into one sheet, and moving all project narratives to Appendix A of the Letter of Intent.

3. Letter of Intent (LOI)

- a) *Provide an overall summary of the project, including number of lodging units, number and type of non-lodging uses (including square footage), number of parking spaces, number of employees expected, etc.*

RDOD: Please refer to the Project Summary section (Page 4 and 5) of the LOI.

- b) *The LOI must discuss how the project meets the required findings for a Development Review project – See LDC Article 8.*

RDOD: A section for Development Review Findings is also added to the LOI (beginning on Page 59).

- c) *Provide details on the Event Lawn, including frequency/hours of use, anticipated clientele (guests of the hotel or outside users), whether amplified music will be permitted/strategies to ensure the use does not generate noise complaints, etc.*

RDOD: Additional details on the event lawn have been included in the Project Summary section of the LOI (see Pages 6 and 7).

- d) *The LOI and other project documents contain many statements regarding how the hotel will be run (employee transportation, parking, shuttling, sustainability practices, etc.) that the applicant would need to implement after all construction is complete. Include an explanation of how these commitments will be followed through on and how the City can ensure the assumptions made in the review of this project come to fruition (e.g., Development Agreement).*

RDOD: Please refer to the Sustainability section of the LOI (beginning on Page 57) and Transportation Management Plan (TMP) that was developed and is included as Appendix A within the Traffic Impact Analysis by Kimley-Horn & Associates, Inc. (KHA). Hotel management will have an appointed on-site employee transportation coordinator to facilitate transportation incentives program to reduce parking demand for hotel staff.

- e) *The LOI states that the hotel will have one- and two-story structures. The plans show the majority of the buildings being two-story structures. Provide a summary of the number of two-story vs. one-story structures.*

WATG: A summary of proposed structures has been added to the LOI (see Page 7).

- f) *Page 10 of the LOI includes a reference to existing residential uses. Does this proposal include keeping existing residential uses?*

WATG: There is no intent to keep any existing residential structures. The project will include (4) workforce residential apartment-type units. Also, for clarity, R-1 Occupancy classification for Visitor Serving Lodging under the building code is “residential”.

- g) *The LOI refers to “Gassaway Creek.” There is not an official name of the area with this designation on the plans – it is an unnamed wash.*

WATG: The plans identify the existing wash as, “Wash”.

- h) *The LOI states the applicant has “established synergies with” KSB and APS. Describe what is meant by this statement.*

WATG: That statement is intended to describe that the design of the project will employ “best practices” relative to sustainability, water/energy consumption, and land use sensitivity. These best practices are in alignment with initiatives and technical aspects common within the “Keep Sedona Beautiful” and “Arizona Public Service” criteria. This is further reinforced by the owner’s commitment to obtaining LEED certification and an equivalent to Coconino County Sustainability certification. See Sustainability section of the LOI (Pages 56 through 58).

4. Lodging

- a) *Project documents discuss the number of lodging units being “reduced from 92 to 70.” While the density of the site allows a maximum of 92 units, a project with 92 units has never been approved and Staff has been consistent in comments stating that, given the number of accessory uses the applicant desires to include, a project with 92 units is not feasible. Claiming a “reduction” from a number that was never approved is misleading.*

RDOD: Noted. References to a reduction in lodging units have been removed from the LOI. Based on feedback from P&Z conceptual reviews (December 2021 and May 2022), the project’s proposed number of units has been reduced as compared to the originally proposed project.

- b) *Provide a summary of the proposed lodging uses – types of rooms (hotel rooms, suites, etc.), total number of beds, etc.*

RDOD: A summary of proposed lodging uses has been added to the Project Summary section of the LOI (see Page 4).

5. Accessory Uses

- a) *Restaurants, meeting facilities, and day spas are only permitted in the OC zone in the proposed locations as accessory uses. Provide additional details as to how the use of these elements of the site will be limited to primarily guests of the hotel. The size/occupant load of these components indicates that a significant amount of the use will be from non-guests.*
RDOD: Additional details regarding accessory uses have been added to the LOI (see Page 13) and Kimley-Horn's Parking Needs Study.

6. Parking Needs Study

- a) *Clarify the following discrepancies between the parking needs study and the numbers provided in other application documents:*
i) *The parking needs study says 108 parking spaces are provided. The LOI states and the site plans show 90 spaces.*
KHA: The Parking Needs Study has been corrected to state 90 spaces are provided on page 1.
- b) *Page 2: The table shows a total of 207 spaces while the text above the table states 195 spaces are required.*
KHA: The Parking Needs Study has been revised to state 204 spaces are required (per unadjusted zoning code) on page 2.
- c) *Page 3: The 2nd bullet point under captive assumptions indicates 80% of restaurant guests will be captive. Under driving assumptions, it seems to indicate 50% of restaurant visitors will be coming from off-site.*
KHA: Captive and driving adjustments are two separate adjustments. The restaurant captive adjustment is set at 20% non-captive rate. This means that 80% of restaurant patrons will be hotel guests while 20% will be from offsite. This is a more conservative assumption for auxiliary uses than what the City considers to be the minimum for auxiliary uses (70% captive/30% non-captive). The 50% driving adjustment means that, of noncaptive restaurant visitors, 50% will drive to the site while 50% will use other modes.
- d) *Page 3: The assumptions include 10% of hotel guests arriving by a method other than vehicles (Uber or Lyft). These options are generally not viable in Sedona. Indicate how this assumption was reached and if it is similar for other hotels within Sedona.*
KHA: This adjustment refers to hotel guests arriving from out of town where charter vans, taxis, Uber/Lyft are available and sometimes more cost-effective than rental cars. Current viable modes of arrival include Uber/taxi (from Flagstaff, Prescott, and Phoenix Airports), Verde shuttle (from Cottonwood), Amtrak Bus or Groome Shuttle (from Flagstaff), Sedona shuttle (from Phoenix), and rental vans and buses for group arrivals. The City's Transportation Master Plan (2018) and Transit Implementation Plan (2019) show additional investment in these and other transit options. We did not collect robust survey data from other hotels on mode of arrival. However, we do have robust parking occupancy data collected for a concurrent parking study that shows that hotel parking lots peak at only 61% utilized during the peak spring break period. This indicates that not all guests are driving. 10% is a very modest adjustment compared to national

comps with the ULI default (from Shared Parking) set to 50% non-driving for the typical resort hotel based on national averages.

- e) *The assumptions made in the parking study do not correlate with the requirement that the non-lodging uses be accessory to the lodging use. (“Valet staff have the option to implement vehicle stacking techniques to accommodate vehicles during high-demand periods such as dinner hours during special events like larger wedding.”)*

KHA: Valet parking is only mentioned here as a possible “safety net” in the case of unusually busy conditions. We do not factor valet stacking into the demand model and our shared parking study shows that 90 stalls are sufficient for typical daily use.

- f) *The parking study includes assumptions of hotel guests leaving the hotel during the day and their parking spaces being made available for other users of the facility. However, other project documents include provisions for in-town shuttles, provision of bicycles, and an overall goal of having hotel guests leave their cars at the hotel while they explore Sedona. While the hotel guests may not be on-site, it would seem their cars would be, so those parking spaces may not be available for other users. Indicate if this was considered with the parking needs study.*

KHA: Both scenarios will occur, and both have been accounted for in the adjustments. Per figure 3 in the report, the model projects that roughly 41 hotel guest vehicles would be parked at 12 noon which is the mid-day minimum for hotel guests. The availability of shuttles, bikes, etc. also serves to give guests the option to be entirely car-free during their stay. If highly successful, the added local circulation options would increase the initial non-driving arrivals (10% non-driving) and the total parking demand will be lower.

- g) *The parking needs study states that the meeting rooms and spa will be 40% non guest use. These uses are only permitted as accessory uses in the OC district. At this percentage, these would not be considered accessory uses.*

KHA: The captive rate is an internal calculation in the ULI model which compares the projected number of hotel guests (for 70 rooms) compared to the amount of meeting room and spa square footage. With the given program and based on our assessment of the local market conditions, the hotel would be expected to book approximately 30% outside guest use.

- h) *The parking needs study states that 80% of restaurant customers are considered captive while the LOI states that 60%-75% are captive. Use the same numbers/assumptions throughout project documents. A captive customer base of only 60% would not be considered an accessory use.*

KHA: Similar to the answer above. The LOI will be corrected to be consistent (see Pages 6 and 13). We project the restaurant and spa to be the secondary uses compared to parking demand generated by hotel and meeting guests. We have adjusted the restaurant to reflect an expected 30% usage by outside guests.

7. Project Drawings

- a) *Show floodplain and floodway on all applicable plans.*

WATG: Submitted plans indicate graphically and by note, the Floodway and flood plain.

- b) *The details for Lodging B (West Cluster) are labeled as Lodging B in the title block and Lodging A on the plans. (Sheet A4-03) Correct.*

WATG: The “Lodging” building titles and index will be redesignated to differentiate each lodging building. Index and titles are revised.

8. Site Plan

- a) *The groupings of buildings labeled as “clusters” do not appear to be clusters apart from the designations on the site plans. Clarify how each cluster will be differentiated from each other (architectural styles, materials, etc.).*

WATG: Please refer pages 44-53 of the LOI for further explanation and a matrix differentiating the architectural styles and materials. Also refer to Elevations plans (Sheets A2-04, A2-08, A2-11, A2-13, A3-02, A3-05, A3-06, A3-08, A3-11, A4-03, A4-05, A5-02, A5-04, A5-05, and A5-06) and Materials palette (Sheet A1-05) for the various structures in the submittal package.

- b) *Give each building a unique identifier. For example, there should only be one “Lodging A” on the site plan, but there buildings labeled “Lodging A” in each cluster.*

WATG: The “Lodging” building titles and index have been redesignated to differentiate each lodging building. Index and titles are revised. See item 3.E. above and plans in revised submittal package for individual designations.

9. Floor Plans

- a) *Lobby Building: The section view shows a use below the first floor with a finished floor of 4206 (The plans indicate that the RFE for this building is 4211). Clarify the use of this space and include on floor plans, building footprint, etc.*

WATG: The basement level of the Lobby Building has been raised to 4207'. The use of the lower space, a (3-sided basement) is BOH for hotel operations and vertical guest access elevator to the lower courtyard from the lobby level. The ground level at 4207 is not a public space with the exception of the vertical elevator lobby. The basement and openings below 4211' will be flood proofed. See Pages 5 and 6 of the LOI for additional details of the lobby building.

10. LDC Section 2.24.E: Heights

- a) *The information provided is not sufficient to conduct a complete review of heights. Once the items below are addressed, Staff will re-review the proposed heights of all buildings and may generate additional comments.*

WATG: Refer to all revised roof plans for each structure and a building height legend has been added to Page 28 of the LOI.

- i) *To assist in the review of the heights of all buildings, it would be helpful to have a height summary sheet, showing the maximum height above natural grade and the height allowances being applied to each building in a separate document.*

WATG: See attached ‘Exhibit A’ summarizing each building’s compliance. See all Roof Plans (Sheets A2-03, A2-07, A2-10, A2-14, A3-02, A3-04, A3-06, A3-10, A4-01, A4-04, A4-06, and A5-03 through A5-06) in the revised submittal package in conjunction with the attached ‘Exhibit A’.

- b) *The roof plans provided only appear to include partial height information – it appears heights have only been provided for the taller sections of the buildings. Provide complete height information for all buildings, including all parapets, eaves, ridges, etc.*
WATG: All flat & sloped roofs, terraces, railings, ridges, eaves, parapets, fireplaces, elevator heights etc. are all shown on revised roof plans including compliance table.
- c) *Many of the plans contain a single line showing the RFE (Regulatory Flood Elevation). The plans need to show the location/limits of the floodplain within each building footprint and provide a separate number for the RFE for each building. In consultation with the City's engineering staff, the RFE is a plane for each building, not a line.*
WATG: See Item 10.A above and roof plans in revised package.
- d) *The height exhibits contain multiple different height exceptions. The plans must clearly show which allowances/exceptions are being applied to each building.*
WATG: See Item 10.A above and roof plans in revised package.
- e) *For buildings using the allowance for multiple buildings on the site (LDC Section 2.24.E(4)a), the plans must show which areas of the buildings are applying the additional height along with a calculation of the total area to allow for review for code compliance. Buildings using this exception must also be separate from other buildings on site by a minimum of 15 feet – show setback to other buildings where applicable.*
WATG: Only 6 out of the 27 structures are utilizing this exception for additional height. We note the exception at the 6 roof plans with Keynote #H2 Exception. The revised plans identify the 10% roof area on the 6 buildings all of which exceed 15' separation.

This note is shown on the Data Sheet:

Note: For Exception H2. Total building area = 45,655 sf x 10% = 4,565 sf to utilize for additional Height.
The Roof Plans herein total 3,340 sf of roof area against this exception. Under the 4,565 allowable.
See Roof Plans for Buildings: 4SC; 1WA; 1WB; BOH Building; Lobby Building; Restaurant Building.

- f) *Many of the height notations appear to be not on the eaves/ridge lines of the building. Ensure that all heights provided are for the eaves/ridge lines.*
WATG: All roof plans have been revised.
- g) *The LOI and the plans state that the plans are using the "Parallel Plane Methodology." This is an incorrect interpretation of the code – there are no options for different ways to measure heights. While Staff does not believe this will require significant changes in the buildings, the plans need to convey the correct information.*
WATG: The LOI has been revised to reflect that Building height is measured by establishing both the Horizontal Plane and Parallel Plane per Section 2.24E(1)d.1.-2. As noted by the City, there is no material change however, as section 2.24E(1)d.1. does not apply to non-residential buildings. See Pages 26 and 27 of the LOI.

- h) *For buildings that are proposing to use unrelieved building planes for additional height, clearly show the location and size of the largest unrelieved building plane on the elevations. The plans indicate multiple buildings are applying additional height based on an unrelieved building plane of 500 square feet. None of the elevations indicate the largest unrelieved building plane and many appear to exceed 500 square feet.*

WATG: A note has been added to identify the area of all building façades where “unrelieved” building planes are required. The base standard is 800 sf max. and where Table 2.9 is being used, we will indicate 500 sf max. and or 300 sf max. for the unrelieved area, where height increase is utilized accordingly per the roof plans. See elevations and roof plans.

- i) *The LOI states that the Maximum Overall Building Height of 40 feet (LDC Section 2.24.E(2)) does not apply. This is incorrect; there is no exception granted for this section and it applies to the project.*

WATG: The LOI language has been revised (see Page 27). The intent was not to say the code does not apply to the project, but rather point out none of the buildings approach or exceed the 40’ height limitation.

- j) *When height exceptions are applied, the plans must still include heights of these elements (chimneys, screening, elevators, etc.), and an area calculation, as these elements are still limited in height as well as percentage of the building footprint.*

WATG: Chimneys, Elevators, and any screening heights are identified on the roof plans.

- k) *A separate height plan must be provided for each building (even if the footprint/layout is the same as another building), as heights are measured to the natural grade within each building footprint.*

WATG: Understood. All buildings will be provided in the response submittal.

- l) *Lobby Building*

- i) *Provide a height for the top of the 1:12 pitch shed roofs. As this portion of the roof is not a 3.5:12 slope or steeper, the additional 5 feet of height available for roof slope does not apply.*

WATG: These shallow shed-roofs are indicated on the roof plan (1:12 shed roof slopes). These roofs are in compliance when applying the H2 exception (2.24 E.(4)a.1 Table 2.8. See also item response 10.E above.

- m) *Restaurant Building*

- i) *Provide a height for the top of the 1:12 pitch shed roofs. As this portion of the roof is not a 3.5:12 slope or steeper, the additional 5 feet of height available for roof slope does not apply.*

WATG: These shallow shed-roofs are indicated on the roof plan (1:12 shed roof slopes). These roofs are in compliance when applying the H2 exception (2.24 E.(4)a.1 Table 2.8. See also item response 10.E above.

- n) *BOH Service Building*

- i) *The plans include a height increase of “Extra 1’ for workforce housing.” This is not a code permitted height increase. Remove and recalculate heights.*

WATG: This additional 1’ has been removed. See roof plan (Sheet A3-04) for compliance.

11. LDC Section 5.4: Access, Connectivity, and Circulation

- a) Provide a circulation plan that includes all elements listed in LDC Section 5.4.C.

RDOD: See sheet A0-03 site circulation plan that includes all elements listed in LDC Section 5.4.C.

- b) LDC Section 5.4.E(5): Driveways and Access; CFA Page 27

- i) To limit the number of access points and curb cuts on Schnebly Hill Road, developments shall take access from shared driveways to the maximum extent feasible.

WATG & SEFTON: The proposed plan provides shared driveway access to the greatest extent feasible. The two south cluster curb cuts allow one-way access to employee apartments and small deliveries for the lodge. They create and allow for safer entry and exit from/to Schnebly Hill Road. The two, one-way curb cuts are equivalent in function to one, two-way curb cut. The main entrance driveway will be a significant improvement that will be safer not only for the Lodge but for the vehicles on the road. The three curb cuts fundamentally act as only two. See Pages 15 and 34 of the LOI.

- (1) The plan includes 3 driveways off Schnebly Hill Road. While the northern driveway provides access to most of the project, the southern two driveways appear to provide access to minimal site elements. Consider whether site elements could be rearranged to reduce or eliminate the southern driveways.

RDOD: The two, one-way curb cuts are equivalent in function to one, two-way curb cut. They provide a safer entry and exit from/to Schnebly Hill Road for the employee apartments.

- (2) Project documents state that the project “will not increase” the number of driveways. This is the incorrect standard – the project should be seeking to decrease the number of driveways.

WATG: The two south cluster curb cuts allow one-way access for employee apartments and deliveries for the lodge. They create and allow for safer entry and exit from/to Schnebly Hill Road. The two, one-way curb cuts are equivalent in function to one, two-way curb cut.

- c) LDC Section 5.4.H: Pedestrian and Bicycle Circulation

- i) Provide pedestrian connections into the site from the streets at the primary driveway and the Bear Wallow driveway.

BVDG: Please refer to Sheet L2-01. Accessible pedestrian connections from Schnebly Hill Trail are provided both north and south of the main entry drive. Locations are based on preserving existing trees and minimizing grading needed to accommodate them. The Bear Wallow driveway entry is gated for the safety of visitors and cars; therefore, no pedestrian access is provided at that location. A pedestrian trail is provided along Bear Wallow connecting to the on-site trail along Schnebly Hill Road.

- ii) Shared use trails: The minimum width of the shared use paths is 10'. The SUP may narrow where needed to preserve a tree, but the standard of 10' needs to be met. Where the path splits in two, each portion of the path would need to be a minimum of 5 feet.

BVDG: Please refer to Page 72 of the Letter of Intent for proposed trail widths. The widths vary between 8'-10' where feasible to allow preservation of existing trees and to minimize grading. In fact, a large portion of the trail is being accommodated within private property to maintain the City requested trail width. The trail reduces to 6' wide and two 4'-wide sections only in one location near the entry drive where a wider width will eliminate valuable existing trees that define the corridor.

- d) *LDC Section 5.4.H(5)c.4 and CFA Plan p. 22.*
- i) *Development with frontage on Oak Creek shall provide a publicly accessible trail ("creekwalk") where appropriate to create a continuous and connected trail parallel to the creek.*
- (1) *The creekwalk shown is along a short property line and is partially in the creek, which would not allow for use. The City would prefer an easement through the property with the location to be determined. This would allow for better coordination with adjacent properties as they develop.*

BVDG: Please refer to Page 72 of the Letter of Intent where the easement line has been adjusted to avoid Oak Creek.

12. LDC Section 5.5: Off-Street Parking and Loading

- a) *The parking area is one of the most visible areas on the site and has very little tree cover; the plans reviewed during the conceptual review stage showed significantly more tree cover in this area. Provide perspective drawings showing what this area will look like from Schnebly Hill Road and increase landscaping in the parking area to reduce visual impact.*

BVDG: Please refer to Sheets L3-02 and L3-06 where additional small trees have been provided. Also refer Sheet T0-12 "View A". The rendering illustrates the view from Schnebly Hill Road where a combination of existing trees and proposed planting buffers views to the parking lot while also keeping views open towards the Red Rocks.

- b) *The site plans show several parking spaces labeled "compact" with a 16-foot depth.*
- i) *A maximum of 10% of the parking spaces may be compact (9 for the property). More than 9 compact spaces are shown.*

BVDG: See Sheet A5-00 for location of proposed 8 compact parking spaces.

- ii) *A compact space is permitted to be 8' x 18'. A 16-foot depth may be permitted if the front 2' overhangs a landscape area. The spaces in the southwest corner of the lot overhang a sidewalk. Move the sidewalk or lengthen the spaces.*

BVDG: Please refer to the updated Site Plan Sheet L2-01. The walkway along the southwest corner of the lot has been widened to 6' to allow adequate car overhang. All parking spaces in this area are 9' wide.

- c) *LDC Section 5.5.D(3): Indicate the location of bicycle parking.*

BVDG: Please refer to the Circulation Plan, Sheet A0-03, where the location of bicycle parking is provided. A total of nine (9) bike racks are provided and distributed by the Workforce Housing building and the Lobby building.

- d) *LDC Section 5.5.D(4): Indicate how buses, recreational vehicles, and other, large, oversized vehicles will be accommodated on the property.*
BVDG: Refer to Sheet A0-03, an oversized parking area credits as six standard spaces to satisfy the required number of off-street parking spaces for the project.
- e) *See additional comments under the "Parking Needs Study" section.*
RDOD: *Kimley-Horn & Associates, Inc. has reviewed and responded to comments under the "Parking Needs Study" section.*
- f) *LDC Section 5.5.G: Loading and Stacking Areas. Show location of off-street loading spaces. Loading spaces shall not be in a front setback area and shall not interfere with parking lot maneuvering areas.*
i) *It is assumed that the Back of House building would need loading spaces, but the driveway area is fully within the front setback and loading spaces/zones are not permitted within the front setback.*
BVDG: *See Sheet A0-03 for location of off-street loading areas at the Back of House building and parking lot.*

13. LDC Section 5.6: Landscaping, Buffering, and Screening

- a) *Only the requirement for 75% native planting is addressed in the Letter of Intent. The sections and requirements for screening and walls are not addressed. Address all applicable sections.*
RDOD: *Please refer to Pages 39-43 of the LOI for the added Sections 5.6.D. and 5.6.E.*
- b) *LDC Section 5.6.C: Landscaping and Buffering*
i) *Plant List:*
(1) *Texas Mountain Laurel (Sophora Secundiflora) is adaptive, not native*
BVDG: *Correction noted. Please refer to the updated Tree Legend on Sheet L3-03.*
(2) *Plant quantities for the hatched areas have not been provided, so cannot be used in calculation of native/adaptive percentages. Based on the quantities provided, the shrubs are at 69% native and 70.5% of the overall plant mix is native. A minimum of 75% native is required.*
BVDG: *Please refer to page 38 of the LOI and the updated sheets L3-02 to L3-06.*
- ii) *The hatched areas indicate planting at 10 shrubs/groundcovers per 250 square feet. This is significantly more than the City's requirement of 3 shrubs per 400 square feet. The goals of the landscaping requirements are to blend the built and natural environments, preserve natural landscape, and conserve water. This amount of planting may not accomplish these goals, creating a built environment that is significantly different/overplanted compared to the natural environment. Reconsider the use of this amount of planting.*
BVDG: *The planting design has been revised to reflect this planting density. Please refer to updated sheets L3-02 to L3-06.*

iii) *Parking Lot Landscaping: The areas counted towards parking lot landscaping must also be included in the parking lot area – it does not appear that this has been done. Recalculate and adjust parking area landscaping requirement as needed.*

BVDG: Please review Sheet L3-03 for updated tabulation for the parking lot. The parking lot landscape areas are now included in the total parking lot area.

iv) *One of the primary goals of the CFA is to maintain the floodway in its natural state. Remove additional plantings and turf from the floodway.*

BVDG: Please refer to Sheets L3-02 and L3-06 where additional planting and turf in the Floodway area have been removed.

c) *LDC Section 5.6.D (Screening): Show location and screening method for all roof-mounted mechanical equipment, ground mounted mechanical equipment, and loading, service, and refuse areas.*

BVDG: See Sheet L3-06 and page 39 of the LOI for written description of screening.

d) *LDC Section 5.6.E: Fences and Walls: The plans show a 6' high screen wall along the Bear Wallow Lane frontage. A wall in this area is limited to 4' tall. Walls within the visibility triangles (30' at street intersections, 10' at driveway intersections) are limited to 3' in height.*

BVDG: The wall height has been modified to 4' in height. Please refer to the updated section below provided on Sheet L3-06.

14. LDC Section 5.7.D: Site Design

a) *Sensitive Area Protection in the OC Zoning District (CFA Plan and LDC Section 5.7.D(3))*

i) *Show how open space areas are contiguous with open space and natural areas on adjacent properties.*

BVDG: Please refer to Page 68 of the LOI "Adjacent Open Space" overlay illustrating Open Space connectivity with adjacent properties and Page 43 of the LOI for additional description.

15. LDC Section 5.7.E: Building Placement and Orientation

a) *LDC Section 5.7.E(3): Building Separation: Lodging buildings 1C, 1D, and 1C in the West cluster and Buildings 1A and 1C in the North Cluster have adjacent building lengths between 31 and 40 feet, so the minimum building separation shall be increase to a minimum of 15 feet.*

WATG: The site plan has been revised to address section 5.7.E(3) building separation. See Pages 44-46 of the LOI for additional detail and diagrams of each cluster.

16. LDC Section 5.7.F: Building Design

a) *LDC Section 5.7.F(2)a: Building Massing*

i) *The Lobby Building does not meet massing for heights. The masses labeled 2 and 3 on the massing plan do not qualify as separate masses, as there is not a 3' separation. None of the other masses are large enough to qualify under this section.*

WATG: The design has been revised to achieve the necessary 6' plan offsets and 3' vertical offsets accordingly, to achieve 3 compliant masses. See Sheet A2-05.

ii) *Meeting Room: The masses identified as 1, 2, and 5, do not qualify as separate masses as there is not a 6' horizontal offset between them. This combination exceeds 60% of the building footprint. Redesign.*

WATG: The design has been revised to achieve the necessary 6' plan offsets and 3' vertical offsets accordingly, to achieve 3 compliant masses. See Sheet A3-02.

iii) *BOH Service Building does not meet plan view massing requirements. Based on the current design, the entire building would only qualify as a single mass. Redesign.*

WATG: The design has been revised to achieve the necessary 6' plan offsets and 3' vertical offsets accordingly, to achieve 3 compliant masses. See Sheets A3-04 and A3-05.

iv) *Lodging A (West Cluster): The projections/recessions on this building do not meet the minimum requirement of 100 square feet to qualify as a mass.*

WATG: Mass #4 has been removed and accounted for in Mass #3. See revised West Cluster bldgs. See Sheets A4-00 to A4-05.

v) *Lodging A (North Cluster): The projections/recessions on this building do not meet the minimum requirement of 100 square feet to qualify as a mass.*

WATG: Mass #4 has been removed and accounted for in Mass #3. See revised West Cluster bldgs. See Sheets A5-00 to A5-06.

b) *LDC Section 5.7.F(2)c: Building Articulation*

i) *Subsection 2.ii: Upper Stories: The second floor must be at least 10% smaller than the first floor. The following buildings do not meet this requirement:*

(1) *Lodging B (South Cluster): The first floor is 1,247 square feet; the second floor is 1,136 square feet. The second floor is limited to 1,122 square feet.*

WATG: See revised South Cluster Unit Plans (Sheets A3-00 to A3-09). This 4-unit building has been combined with the adjacent building and now the 1st floor = 3,200 sf and the 2nd floor = 2,831 sf. The second floor is 12% smaller than the 1st floor and now complies.

(2) *Lodging D (South Cluster): The first floor is 3,219 square feet; the second floor is 2,982 square feet. The second floor is limited to 2,897 square feet.*

WATG: See revised South Cluster Unit Plan (Sheets A3-00 to A3-09). 1st floor is now 3,258 sf and 2nd floor is now 2,932 sf so 10% difference.

(3) *Lodging A (West Cluster): The first floor is 2,700 square feet; the second floor is 2,432 square feet. The second floor is limited to 2,430 square feet.*

WATG: See revised West Cluster Unit Plans (Sheets A4-00 to A4-06). 1st floor is now 2,635 sf and 2nd floor is now 2,341 sf so 12% difference.

(4) *Lodging C (West Cluster): The first floor is 1,247 square feet; the second floor is 1,136 square feet. The second floor is limited to 1,122 square feet.*

WATG: See revised West Cluster Unit Plan (Sheets A4-00 to A4-06). 1st floor is now 1,247 sf and 2nd floor is now 1,122 sf so 10% difference. Ok. (2) typical buildings.

(5) *Lodging D (West Cluster): Both the first and second floors are 1,213 square feet. The second floor is limited to 1,091 square feet.*

WATG: See revised West Cluster Unit Plans (Sheets A4-00 to A4-06). 1st floor is now 1,372 sf and 2nd floor is now 1,213 sf so 12% difference.

ii) *Subsection 3: Clearly show that no building has an unrelieved building plane that exceeds 800 square feet (buildings that use unrelieved building planes for alternate standards may have a requirement for a smaller building plane).*

WATG: The revised plans indicate the area of “unrelieved” planes on each elevation where larger wall planes exist. We understand the 800 max. and 500 max. / 300 max. when using specific height increases, along with max. 30% window for material change etc. The unrelieved areas meet the LDC requirements with use of offsets, projections, and material changes. See elevations.

iii) *Subsection 5: Transparency: The ground-floor level of each façade facing a public street or other public area such as a plaza, park, or sidewalk shall contain a minimum of 30 percent windows or doorways. Upper floors of each façade facing a public street shall contain a minimum of 15 percent windows.*

(1) *Note the proportion of solid area to window and door area on each applicable elevation.*

WATG: The revised plans indicate the area of “transparency” on the BOH/Work force housing building that is two stories facing Schnebly Hill Road. As confirmed with the City Planning Department, the remaining buildings facing Schnebly are the Greenhouse and Meeting Room building, both with added glazing to meet subsection 5: transparency. See Sheet A2-13 and A3-02.

c) *LDC Section 5.7.F(4) & (5): Building Materials and Building Color*

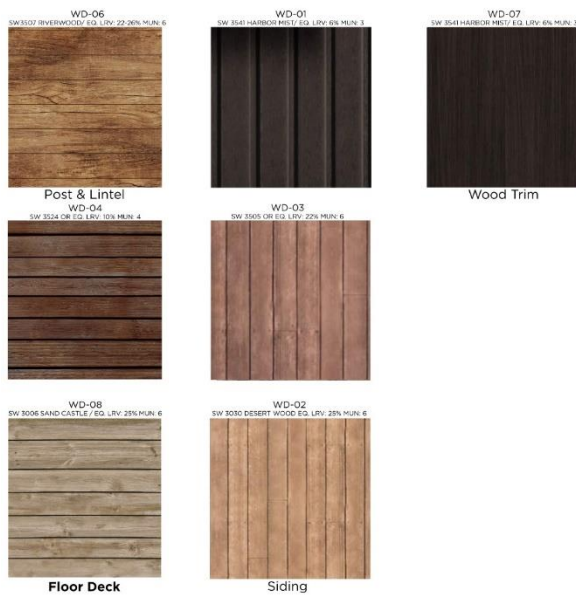
i) *Many of the colors provided exceed 21% LRV, which is what the plans use for alternate standard calculations. While trim colors may be permitted to be higher, the trim colors vs. siding colors are not differentiated on the materials board.*

WATG: Per the materials board and palette sheet, where vertical and horizontal siding is used, the corner, base, top, doors, and window trims will closely match the adjacent siding in hue/color/stain color. Where trim is used at facias, wall bands, terrace edges, posts etc., the intent is to use the darker trim color # WD-07. See elevation and Sheet A1-05.

ii) *Using a 21% LRV for alternate standards limits the trim colors to 31%. Two of the proposed colors, Desert Wood and Sand Castle, have an LRV of 34% and would not work for a trim color or a main color.*

WATG: WATG’s intent is to not exceed the requirements of Table 5.7. Trim colors will be tone-on-tone and where buildings are under 5000 sf, neither the siding color nor trim will exceed the 38% max. LRV requirement. Conversely, where buildings are between 5,000 and 20,000 sf, neither the siding color nor trim will exceed the 28% max. LRV requirement. See Sheet A1-05.

Building Size	Maximum LRV / (Maximum Munsell Value)
Less than 5,000 square feet	38 percent / (7)
Between 5,000 square feet and 20,000 square feet	28 percent / (6)
Greater than 20,000 square feet	20 percent / (5)



17. Historic Preservation (CFA Strategy)

a) LDC Section 5.7.F(3)d: OC Zoning District Historic Resources; CFA Page 20

i) The CFA Plan, along with the historic surveys submitted with the application, indicate that the Farley/Steele Ditch may be eligible for landmark status. Indicate location on the plans. As stated in this code section, this ditch must be integrated into the development. Sheet TO-06 indicates that an existing irrigation channel will remain, and one will be removed; it is unclear how these will be incorporated into the development.

BVDG: Both sections of the irrigation channel are being protected in place. Please refer to updated Sheet TO-06, Existing Site Plan, where the text has been corrected to state both will remain.

(1) Statement in CFA Plan: “Recognize and protect historic resources, such as the historic irrigation ditch (west of Schnebly Hill Road)... Designating the land to each side of the ditch as open space will protect its historic integrity... Placing a trail along the alignment of the ditch can provide for public use and interpretive opportunities of this and other historic features.”

BVDG: Please refer to updated Sheet T0-06 where the text has been corrected to state both will remain. See Page 21 of LOI for additional details regarding protecting the historic irrigation channel.

- (2) *Statement in Historical Survey: “These are very important structures which help to tell the story of homesteading and irrigated farming on Schnebly Hill Road. The existing sections of the Farley/Steele Ditch should be retained and interpreted wherever possible, particularly to illustrate the various construction methods used to move the water along the Farley/Steele Ditch.”*

BVDG: Both sections of the irrigation channel are being protected in place. Please refer to updated Sheet T0-06 where the text has been corrected to state both will remain.

- ii) *Indicate whether any other of the historic resources (even if identified in the surveys and not eligible for landmark status) will be reused/incorporated into the overall design of the development.*

BVDG: See response above regarding design strategies that have been proposed to integrate the ditch into the development.

- b) *Provide details regarding proposed interpretive information about the history of the site. For assistance, consult with the Historic Society or Historic Preservation Commission.*

BVDG: Please refer to Sheet L4-01 for Historical Plaque design. Interpretive information about the history of the site will be coordinated with the Historic Society or Historic Preservation Commission.

18. LDC Section 5.8: Exterior Lighting

- a) *Provide additional details on how the “Landscape Uplight” will be shielded. This type of light is only permitted if a site feature (building, evergreen tree, etc.) provides the required shielding.*

BVDG: Landscape uplights have been removed from the project.

Please refer to Sheets LT-01 and LT-02 for updated lighting design and Pages 73 and 74 of the LOI. In lieu of uplights, the pendant type fixtures are proposed for select trees at the entrance to Lobby Building, market area between Lobby and Restaurant and by the Greenhouse/Meeting Room. This fixture shines down within the cylindrical shade allowing for subtle tree accenting along branches and trunk as well as the base landscaping below. Small perforations provide visual interest without creating uplight.

- b) *While string lights may be permitted if shielded by covers such as the ones shown, it is not clear that the covers shown are large enough to provide the required shielding (light cannot hang below shield). Provide additional detail to ensure shielding is sufficient and provide mounting details to ensure lights remain fully shielded after installation.*

BVDG: String Lights selected, and specifically the shade, are designed to cover the whole lamp. The Cutsheet of the product shows a BUG (Backlight Uplight Glare) rating of 0,0,0 which indicates no lighting above 90-degrees, which means the lamp is fully shielded.

- c) *Include sign lighting on lighting plan.*

BVDG: Please refer to Signage Sheets L4-01 and L4-02 and Page 7 of the LOI for Sign Lighting. Halo lit letters with an LED strip light will be mounted on boulders or metal panels based on signage design to provide soft illumination.

19. LDC Article 6: Signs

- a) *The secondary entry monument sign will be the first sign visitors see, and it is not the main entrance. However, there nothing on this sign that indicates it is not the main entrance to the development. Redesign to reduce confusion from visitors.*

BVDG: Proposed text on the secondary entry monument sign has been revised to “Deliveries and Employees” to avoid confusion. Please refer to Sheet L4-02 for the updated monument sign.

- b) *Provide complete information for all proposed signs – only information for monument signs has been provided.*

BVDG: Please refer to Sheet L4-02 for the following additional signs. Sheet L4-01 provides the general locations: Cluster Signs, Historical Plaque, Directional Sign, Wayfinding Sign, Amenity Identification Sign, Building Sign.

20. Sustainability

- a) *Refer to separate comments provided by the City’s Sustainability Program.*

RDOD: Noted. The team has addressed comments provided by the City’s Sustainability Program staff in the respective sections.

21. Missing Application Materials

- a) *The following are required application materials that were not included in the submittal. Please review the Manual and ensure all required documents are provided when the application is submitted for comprehensive review. At a minimum, the following items should be provided for this stage of review:*

- i) *Legal description and ALTA Survey (Manual Section 1.1.H(9))*
- ii) *A summary of any additional legal restrictions for development on the subject property (e.g., previous development agreements, deed restrictions, etc.) (Manual Section 1.1.H(10))*
- iii) *Topographic map, prepared by a registered surveyor, with a minimum of 1-foot contours (Manual Section 1.2.A(1))*

SEFTON: The ALTA is included with this submittal.

Response to Engineering Comments dated May 23, 2023:

Please address all comments by the next submittal:

1. *Please provide a sealed traffic impact analysis which includes all uses and non-captive uses of the resort, similar to the parking analysis. A traffic impact analysis is required due to the anticipated ADT surpassing 2,500 and the proposed development constituting a significant change in land use.*
 1. *Improvement strategies identified in the Transportation Master Plan or other improvements may need to be in place prior to the construction of the resort. There are currently City projects under way to improve the LOS along SR179.*

KHA: An updated TIA is provided. The TIA utilizes data available from ITE data, the standard of care resource to estimate trip generation. Land Use Code 310 is for a Resort Hotel which is defined as:

- A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room.
- All uses on the site are closely related to the hotel use and fall under a single ITE Land Use Code (310) for trip generation purposes.

The TIA recommends several potential mitigations that may be considered. See Page 11 of the TIA.

1. Install additional speed limit signs north of the development for vehicles heading southbound on Schnebly Hill Road.
2. Install a speed feedback sign on southbound Schnebly Hill Road to warn motorists when they exceed the posted speed limit.
3. If traffic speeds are demonstrated to be consistently higher than the posted speed limit, a set of speed tables could be installed on Schnebly Hill Road.
4. Refresh pavement makings on Schnebly Hill Road to improve safety and visibility.
5. Implement a Travel Demand Management Program, as outlined in TIA Appendix D.

2. *TIS page 3: 30% of project traffic travelling from the south and 70% from the west seems incorrect or opposite. We expect the majority of traffic to enter from the south.*

KHA: The analysis is a Saturday mid-day analysis. These peak hour trips are more likely to be guests traveling for excursions, sightseeing, shopping, lunch, or other enjoyment activities near downtown Sedona, and West Sedona. See Page 4 of the TIA.

3. *Provide turn lane analysis for driveways.*

KHA: See Page 10 of the TIA. Existing traffic volumes are well-below the 400 vph threshold for a right turn lane per ADOT criteria on a two-lane roadway with speed limit less than 45 mph.

Per TGP 245, for a two-lane road (one through lane in each direction) under 45 mph (25 mph speed limit) left turn must reach 30 left turning vehicles when advancing volume is less than 200 vehicles to warrant a left turn lane. The peak hour advancing volume in the northbound is anticipated to be 130 (site trip assignment plus northbound through trips and eastbound left trips from attachment B for the four fifteen-minute data collection periods starting at 10:00 AM). The access with the highest left turning volume is the main access with 21 left-turners. This is below the 30-vehicle threshold needed to warrant a left turn lane. Even if 0% of traffic entered the development at Bear Wallow Lane and 95% entered at the main access, the left turning volume in the peak hour would be 28, still under the 30-vehicle threshold for a left-turn lane.

- i. *25% of traffic entering the resort from Bear Wallow seems high if guests are expected to arrive at the valet.*

KHA: TIA has been updated to remove entering traffic from Bear Wallow. It is assumed that 95% of traffic will enter through the main access on Schnebly Hill Road (Access C) and 5% will enter through the employee access on Schnebly Hill Road (Access A-B). It is not anticipated that any peak hour trips will use the side access on Bear Wallow Lane (Access D).

4. *Submit the Traffic Impact Analysis to ADOT as improvements in their right-of-way may be required.*
KHA: Note that the hotel is outside of ADOT R/W. No direct connection to SR 179 is requested. Based on TGP 240 (section 240.4) the development does not reach the 100 peak hour trip threshold for a Category one TIA. Peak hour trip generation for the development is 52 trips. See Page 6 of the TIA.
2. *Please provide a geotechnical report.*
SEFTON: Geotechnical report is included with this submittal.
3. *ADEQ's new anti-degradation law appears to prohibit new discharges into Oak Creek. Prepare to provide onsite retention rather than detention. Some recommendations are, but not limited to: permeable pavers & underground retention structures along parking & paths (already proposed), and above ground storage structures which meet design standards of the Land Development Code & CFA Plan.*
SEFTON: We attended the presentation/seminar by ADEQ regarding this requirement. ADEQ has been flexible as evidenced on another project up the Canyon. We have ongoing conversations with ADEQ so that ADEQ will accept the solution. When we finalize the drainage report, we will incorporate the plan for ADEQ criteria.
 1. *The Nature Conservancy has a Stormwater Recharge program, which may partner perfectly with retention & infiltration for this property.*
SEFTON: Thank you, as I did not know of this program.
 2. *Please update the drainage report and plans to reflect retention.*
SEFTON: Updated. See page 4 of the Phase II Drainage Report.
4. *Please update the sewer design report to reflect the 70 hotel rooms, ancillary uses, and employee housing units using A.A.C. Title 18 Chapter 9's Unit Design Flows table. Please include average flows, wet weather peaking factor, and peak flows to ensure the existing lift station has adequate capacity.*
SEFTON: Updated. See Page 1 of Preliminary Wastewater Report.
5. *All new sewer mains shall be 8" and all laterals to buildings shall be 6".*
SEFTON: Updated. See page 2 of the Preliminary Wastewater Report.

6. Please aim for a 10' pathway along Schnebly Hill. Reduce to 8' where trees may be compromised. SEFTON: Our objective is to create a 10-foot pathway while trying to adhere to ADA guidelines and avoid trees. Some of the paths along Schenley Hill Road will be 8' or less to avoid taking out some trees along the road. Many trees have low canopies that may need to be pruned.

Prior to Issuance of Building Permit:

- Property lies in a floodplain. An elevation Certificate in the FEMA from an Arizona Registered Land Surveyor is required for each building.
- A Floodplain Development Permit from Coconino County Flood Control District is required.
- Provide a public access (bike/ped) easement for portions of the path along Schnebly Hill Rd that is on private property.
- Sewer lines in the flood hazard areas shall be encased.
- For projects involving grading of more than 5,000 cubic yards, a haul plan, a dust control plan, a topsoil reutilization plan, a stormwater pollution prevention plan, and a traffic control plan shall be required. Each must be acceptable to and approved by the City Engineer. (DREAM 3.1.H.6.i).
- For projects involving grading of more than 5,000 cubic yards, an assurance bond is required per DREAM 3.1.G.1.
- Provide Final Grading and Drainage Plans. The Site Plan shall meet the requirements of DREAM Chapter 3.1.
- Provide the Final Drainage Report.
- Applicant shall follow the City of Sedona Land Development Code in its entirety.
- Applicant shall provide a Storm Water Pollution Prevention Plan. SWPPP measures shall be in place prior to the start of construction (DREAM 3.1). Storm water quality measures shall also comply with City of Sedona Code requirements (City Code Chapter 13.5)
- Accessible sidewalks and parking areas will need to meet the current US Dept. of Justice ADA requirements.
- Accessible parking/signage shall meet the requirements of the City LDC and DREAM documents.
- All concrete within the City ROW shall be colored "Red Rock Sedona"

RDOD: Noted. We will address comments in this section prior to issuance of a building permit.

Sustainability Program Staff Recommendations for Oak Creek Heritage Lodge Development Application

Energy Conservation and Emissions Reductions

Upon reviewing the application materials, the Sustainability Program commends the applicant for use of passive and active energy savings, pursuit for green building certifications, and thermally efficient building designs. Below are some additional suggestions for consideration:

- 1) The Sustainability Program suggests exploring APS's Green Choice Program, which allows for portions of the electricity consumed on site to come from green renewable energy sources. WATG: The Applicant will consider the renewable options available for this site location once the full electrical design and consumption can be more informed, as to determine the best option.

- 2) *The Sustainability Program would also recommend that Oak Creek Heritage Lodge explore the potential for rooftop solar panels. As a commercial property, they should be eligible for a federal tax credit for up to 26% of the costs of any installed solar through the Commercial ITC Program. The orientation of some buildings (flat roofs that run east to west) is ideal for solar, which would benefit from south-facing panels. It appears the buildings would be solar ready, it is the Sustainability Program's recommendation to install solar photovoltaics at the start to reduce long-term costs, emissions, and impacts to operations if completed at a later date.*

WATG: The Applicant and design team are proposing solar panels on, at least, three flat roof areas of the Lodge.

- 3) *Natural gas is a significant greenhouse gas that contributed to over 30,000 metric tons of CO₂e in the 2018 Climate Action Plan inventory. New natural gas connections should be avoided whenever feasible. Heating and cooling of facilities should be done through passive designs or appliance alternatives like mini-splits and heat pumps. The VRF system in the planning documents is commendable here.*

WATG: The Applicant and design team have reduced gas consuming building systems as you have noted and will further consider electrical kitchen equipment options as the design progresses. The Lodge will require some gas appliances and fire pits based on the use of the Lodge; however, where used, all appliances will be Energy Star rated and UL labeled for efficiency.

- 4) *The Sustainability Program encourages the pursuit of the highest building certification feasible, in particular with respect to Coconino County's Sustainable Building Program.*

WATG: The Applicant is pursuing certifications as previously noted.

Transportation and Electric Vehicle Support

Through the inclusion of electric shuttles, bicycles, EV charging stations, Verde Shuttle passes for employees, and carpool ride-matching assistance, R.D. Olson Development aligns well with transportation related components of the Climate Action Plan.

RDOD: Thank you.

Water Conservation

Indoor and outdoor water conservation components appear well defined. The use of low-flow water fixtures, smart irrigation controllers, water bottle refill stations, and the like are welcomed efforts for water conservation. An additional suggestion is as follows:

- 5) *Evaluate restaurant operations and appliances for additional reductions in water consumption, such as installation of leak detection devices on water supply lines.*

WATG: The Applicant and design team will continue to study ways to reduce water consumption as the technical aspects of the project progress.

Landscaping, Native Plants, and Ecosystem Services

Efforts to retain current native plants on-site, along with planting native and adaptive species in new plantings aligns well with the Climate Action Plan and is strongly encouraged. Some additional suggestions for consideration are below:

- 6) *Native plants: Plant species chosen for the property should align with the City of Sedona's approved plant list. With annual temperatures increasing, as well as the risk of extensive drought, it would be beneficial to increase the use of native vegetation that is adaptive and drought tolerant to reduce the reliance on water resources.*

BVDG: All proposed planting is from the City of Sedona's Approved Plant List after making the following revisions within the landscape design package:

- **PRUNUS PERSICA** – This tree has been substituted by *Prunus americana* (Wild Plum).
- **DALEA GREGGII** – This plant has been removed from the Plant Palette. Please refer to Sheet L3-03 for updated Tree and Shrub Legends.

- 7) *Consider the development of an invasive species management plan. When removing structures in the floodway, the subsequent disturbed area can provide an opportunity for invasives to establish themselves. Local partners, as well as the University of Arizona's Pest Management Center, may be able to provide additional support if desired.*

RDOD: We will develop an invasive species management plan.

- 8) *Consider the development of a fertilizer use policy for gardens, turf, orchards, etc. to reduce the potential for nutrient runoff and loading into nearby Oak Creek.*

RDOD: We will develop a fertilizer use policy for gardens, turf, orchards to reduce the potential for nutrient runoff and loading into Oak Creek.

- 9) *Patrons of the lodge may have a greater chance of animal interactions due to close proximity of natural spaces. Consider the use of signage or in room information systems to provide additional resources on wildlife interactions, as well as information on the City's wildlife feeding ordinance NO. 2023-02 found in chapter 6 of the City Code*

RDOD: We will include signage throughout the site and hotel areas informing guests and the public regarding animal interactions and the City's wildlife feeding ordinance.

Recycling and Compost

- 10) *Recycling drop off location: Considerations should be made on providing increased recycling access for users of the property. A recycling drop-off location in collaboration with Sedona Recycles, or other vendor, would be ideal and improve waste diversion. This would help reduce greenhouse gas emissions associated with landfilled solid waste, reduce waste entering the watershed, and improve ecosystem health.*

RDOD: We will collaborate with Sedona Recycles or other vendors to improve waste and recycle diversion.

11) *Compost: Considerations should be made on utilizing a compost pick up service for food scrap waste. Collaboration with Compost Crowd, or other vendor, would be ideal and improve waste diversion. This would help reduce greenhouse gas emissions associated with landfilled solid waste and improve ecosystem health. Alternatively, consider using on-site food composting from food waste to reduce costs and landfill waste associated with restaurant operations, additionally to provide benefits to the landscaped areas.*

[RDOD: We will collaborate with Compost Crowd or other vendors for food waste and composting.](#)

Should you have any additional comments, please do not hesitate to reach out.

Thank you,

[Oak Creek Heritage Lodge Project Team](#)

R.D. Olson Development (RDOD)
Sefton Engineering Consultants (SEFTON)
WATG
MD Acoustics, LLC

Eric Brandt Architect (EBA)
Kimley-Horn & Associates, Inc. (KHA)
BrightView Design Group (BVDG)
WSP

Exhibit A

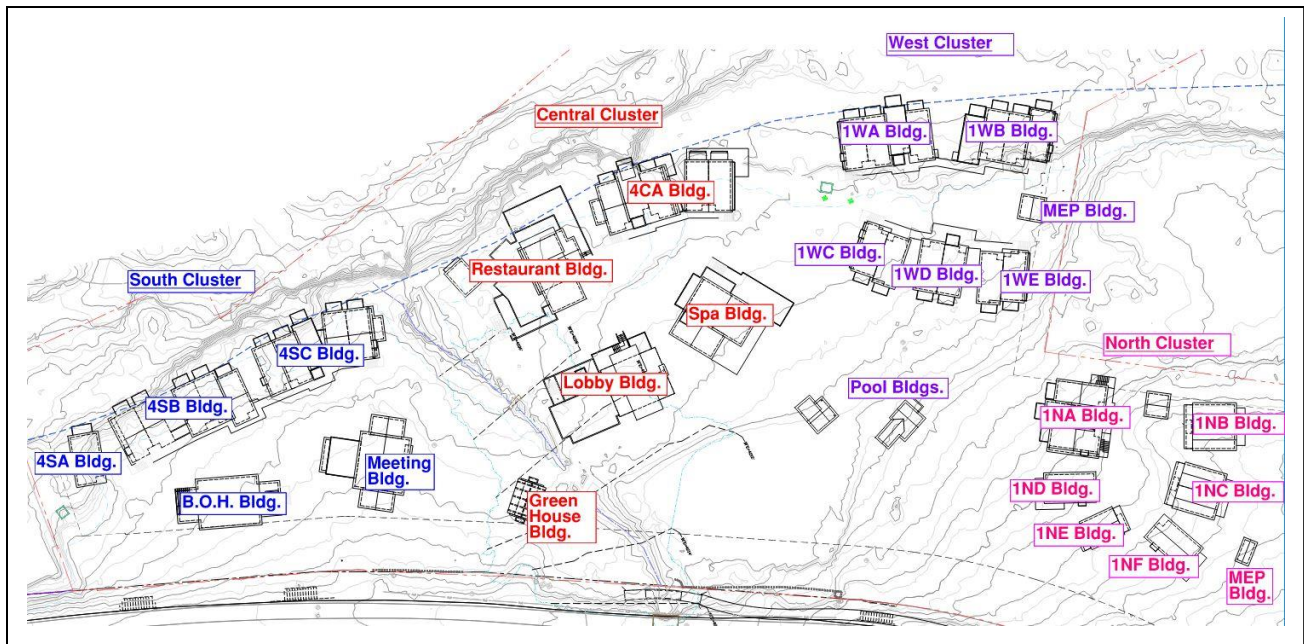
WATG Exhibit for Planning Comment Item 10 “LDC Section 2.24.E: Heights Item #10 A(i)”:

OCHL Height Narrative. Please see the roof plans for the corresponding buildings for reference of all heights, RFE’s, natural grade, etc. Each Roof Plan indicates which height exceptions are used relative to the specific site conditions.

Typical Legend:

E. BUILDING HEIGHT - PER 2.24.E.(1)d.2 Parallel Plane Measurement Utilized		
BUILDING HEIGHT LEGEND: PER 2.24 E.(1)d.2.g	T.O.R. = TOP OF ROOF	T.O.W. = TOP OF WALL
	T.O.P. = TOP OF PARAPET	
ALLOWABLE HEIGHT = +22’ ABOVE NATURAL GRADE OR RFE (2.24 E(1)c); APPLIES TO HEIGHT BEING MEASURED FROM THE REGULATORY FLOOD ELEVATION – RFE OR NAT. GRADE)		
(H1) HEIGHT INCREASE: 2.24 E.(3)Table 2.7: Chimneys +10’; Elevators +8’; Mech +8’; Gable/Pitched Roof at 3.5:12min. = +5’		
(H2) HEIGHT INCREASE: 2.24 E.(4)a.1.Table 2.8 MORE THAN 12 BLDGS.(for 1:3 ratio) 10% OF BLDG. FOOT PRINT = +5’		
(H3) HEIGHT INCREASE: 2.24 E.(4)b.1.2.Table 2.9 FOR REDUCED LRV = +2.5’ (LRV 21 Only)		
(H4) HEIGHT INCREASE: 2.24 E.(4)b.1.2.Table 2.9 FOR WALL PLANE RELIEF AND REDUCED LRV = +4.0’ (LRV 21+Wall Plane Max. of 500 sf)		
Note: For Exception H2. Total building area = 45,655 sf x 10% = 4,565 sf to utilize for additional Height. The Roof Plans herein total 3,340 sf of roof area against this exception. Under the 4,565 allowable. See Roof Plans for Buildings: 4SC; 1WA; 1WB; BOH Building; Lobby Building; Restaurant Building.		

Building Identification Key Plan Legend:



Central Cluster:

Lobby Bldg: Building Complies using height exceptions as noted...see below and roof plan (Sheet A2-03).

Allowable Height = up to +29.5’ over RFE and natural grade and +27’ for the shallow shed roofs.

- Flat Roof Area: lies over the RFE 4211’ area and complies using base of +22’ height.
- Elevator: H1 EXC. allows the elevator to extend +8’ over base height.
- Sloping Roof: Lies half over RFE and over Nat. Grade, however, complies using H1 EXC. for 3.5:12 slopes + H3 EXC. for LRV increase in ht. of +7.5’ over base ht. of 22’.

- Shallow Shed Roofs: Lies half over RFE and over Nat. Grade but complies using H2 EXC. for increase for 10% of building area when multiple buildings occur and increases +5' over base height of +22'.

Spa Bldg: Building Complies using height exceptions as noted...see below and roof plan (Sheet A2-10).
Allowable Height = up to +31' over natural grade.

- High Sloping Roofs: Lies over Nat. Grade, and complies using H1 EXC. for 3.5:12 slopes + H4 EXC. for LRV + unrelieved wall plane increase in ht. of +9' over base ht. of +22' (5' for 3.5:12 and 4' for LRV and Wall Plane)
- Elevator: H1 EXC. allows the elevator to extend +8' over base height.

Restaurant Bldg: Building Complies using height exceptions as noted...see below and roof plan (Sheet 2A-07). **Allowable = up to +31' over RFE and natural grade and +27' for the shallow shed roofs.**

- Flat Roof Area & Terraces: lie over the RFE 4206.35' area and complies using base of +22' height.
- Sloping Roofs: Lie half over Nat. Grade, however, complies using H1 EXC. for 3.5:12 slopes + H4 EXC. for LRV + unrelieved wall plane increase in ht. of +9' over base ht. of 22'.
- Shallow Shed Roofs: Lies half over RFE and over Nat. Grade but complies using H2 EXC. for increase for 10% of building area when multiple buildings occur and increases +5' over base height of +22'.

Unit 4CA Bldg: Building Complies using height exceptions as noted...see below and Sheet A2-14.
Allowable = up to +29.5' over RFE and natural grade.

- Flat roofs, terraces, balconies all lie over RFE and Nat. Grade and complies with base ht. of +22'.
- Sloping Roofs: Lie half over RFE and Nat. Grade, however, complies using H1 EXC. for 3.5:12 slopes, H3 EXC. for LRV increase in ht. of +7.5' over base ht. of 22'.

South Cluster:

Unit 4SA Bldg.: **Building Complies using Base Ht. of +22' above RFE. See Sheet A3-06.**

- The building is one story and complies using base of +22' height from Nat. Grade.

Unit 4SB Bldg: Building Complies using height exceptions as noted...see below and Sheet A3-06.
Allowable = up to +29.5' over RFE and natural grade.

- Flat roofs, terraces, balconies all lie over RFE and Nat. Grade and complies with base ht. of +22'.
- Sloping Roofs: Lie half over RFE and Nat. Grade, however, complies using H1 EXC. for 3.5:12 slopes, H3 EXC. for LRV increase in ht. of +7.5' over base ht. of 22'.

Unit 4SC Bldg: Building Complies using height exceptions as noted...see below and Sheet A3-10.
Allowable = up to +26' over RFE and natural grade. Additionally, uses 10% H2 EXC. for small portion of one shed roof to +36.

- Flat roofs, terraces, balconies all lie over RFE and Nat. Grade and complies with base ht. of +22'.
- Sloping Roofs: Lie half over RFE and Nat. Grade, however, complies using H1 EXC. for 3.5:12 slopes, H4 EXC. for LRV + wall plane, and H3 EXC. for LRV increases in ht. over base ht. of 22'.

BOH Bldg: Building Complies using height exceptions as noted...see below and roof plan (Sheet A3-04).

Allowable = up to +31' over natural grade.

- Sloping Roof: Lies over Nat. Grade, however, complies using H1 EXC. for 3.5:12 slopes + H4 EXC. for LRV + wall plane increase in ht. of +9' over base ht. of 22'.
- Portion of ridge/roof: Lies half over Nat. Grade but complies using H2 EXC. for increase for 10% of building area when multiple buildings occur and increases +5' over height of +31'.
- Elevator: H1 EXC. allows the elevator to extend +8' over base height.

Meeting Bldg.: Building Complies using Base Ht. of +22' above Natural Grade. See Sheet A3-01.

- The building is one story and complies using base of +22' height from Nat. Grade.

West Cluster:

Unit 1WA + 1WB Bldgs: Building Complies using height exceptions as noted...see below and roof plan (Sheets A4-01 and A4-02). Allowable = up to +26' over RFE for ridges and roofs. Additionally, uses 10% H2 EXC. for small portion of one shed roof to +31'.

- Flat roofs, terraces, balconies all lie over RFE comply with base ht. of +22'.
- Sloping Roofs: Lie half over RFE and complies using H4 EXC. for LRV + wall plane, and H2 EXC. for 10% of building area when multiple buildings occur and increases +5' over height of +31'.
- Elevator: H1 EXC. allows the elevator to extend +8' over base height.

Units 1WC + 1WD + 1WE Bldgs: Buildings Comply using height exceptions as noted...see below and roof plan (Sheet A4-04).

Allowable = up to +29.5' over Nat. Grade for ridges and roofs.

- Flat roofs, terraces, balconies all lie over Nat. Grade and comply with base ht. of +22'.
- Sloping Roofs: Lie half over Nat. Grade and comply using H1 for 3.5:12 slopes, and H3 EXC. for LRV, and increases to +29.5' allowable over Nat. Grade
- Elevator: H1 EXC. allows the elevator to extend +8' over base height.

MEP and Pool Bldgs.: Buildings Comply using Base Ht. of +22' above Natural Grade.

- Buildings are one story and comply using base of +22' height from Nat. Grade.

North Cluster:

Unit 1NA Bldg: Building Complies using height exceptions as noted...see below and Sheet A5-01.

Allowable = up to +31' over Nat. Grade for ridges and roofs.

- Flat roofs, terraces, balconies all lie over Nat. Grade comply with base ht. of +22'.
- Sloping Roofs: Lie half over Nat. Grade and complies using H1 EXC. for 3.5:12 slopes + H4 for LRV + wall plane and increases of up to +31'.
- Elevator: H1 EXC. allows the elevator to extend +8' over base height.

Units 1NB + 1NC + 1ND + 1Ne + 1NF + MEP Bldgs: Buildings Comply using Base Ht. of +22' above Natural Grade. See Sheets A5-03 through A5-06.

- Buildings are one story and comply using base of +22' height from Nat. Grade.