

AGENDA

City of Sedona Planning and Zoning Commission Meeting

4:30 PM

Tuesday, November 7, 2023

NOTICE:

Pursuant to A.R.S. 38-431.02 notice is hereby given to the members of the Planning and Zoning Commission and to the general public that the Planning and Zoning Commission will hold a meeting open to the public on Tuesday, November 7, 2023, at 4:30 pm in the City Hall Council Chambers.

NOTES:

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

GUIDELINES FOR PUBLIC COMMENT

PURPOSE:

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

PROCEDURES:

- It is strongly encouraged that public input on the agenda items be submitted by sending an e-mail to cmeyer@SedonaAZ.gov in advance of the 4:30 Call to Order.
- Fill out a "Comment Card" and deliver it to the Recording Secretary.
- When recognized, use the podium/microphone.
- State your Name and City of Residence
- Limit comments to 3 MINUTES.
- Submit written comments to the Recording Secretary.

1. CALL TO ORDER, PLEDGE OF ALLEGIENCE, ROLL CALL
2. ANNOUNCEMENTS & SUMMARY OF CURRENT EVENTS BY COMMISSIONERS & STAFF
3. APPROVAL OF THE FOLLOWING MINUTES:
 - a. September 19, 2023 (R)
4. PUBLIC FORUM: *(This is the time for the public to comment on matters not listed on the agenda. The Commission may not discuss items that are not specifically identified on the agenda. Pursuant to A.R.S. § 38-431.01(H), action taken as a result of public comment will be limited to directing staff to study the matter, responding to criticism, or scheduling the matter for further consideration and decision at a later date.)*
5. Update/discussion regarding the Community Plan Update.
6. CONSIDERATION OF THE FOLLOWING ITEM THROUGH PUBLIC HEARING PROCEDURES:
 - a. Public Hearing/discussion/possible action regarding a request for approval of a Zone Change (ZC) and Development Review (DEV) to allow for development of a 110-room hotel and 40-unit multifamily housing project (Village at Saddlerock Crossing) at 1259 & 1335 W State Route 89A; 82 & 86 Saddlerock Circle; and 105 Elk Road. The property is within the Soldiers Pass Community Focus Area, is ±6.3 acres, and is located south of the intersection of W State Route 89A and Soldiers Pass Road between Saddlerock Circle and Elk Road. APN: 408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088. The requested Zone Change is from CO (Commercial) and RM-2 (Medium-High Density Multifamily) to L (Lodging).
Case Number: PZ19-00005 (ZC, DEV)
Owner/Applicant: The Baney Corporation (Curt Baney)
Authorized Representative: Withey Morris Baugh, PLC (Jason Morris and Benjamin Tate)
7. FUTURE MEETING DATES AND AGENDA ITEMS
 - a. Tuesday, November 21, 2023
 - b. Tuesday, December 5, 2023
8. EXECUTIVE SESSION
Upon a public majority vote of the members constituting a quorum, the Planning and Zoning Commission may hold an Executive Session that is not open to the public for the following purposes:
 - a. To consult with legal counsel for advice on matters listed on this agenda per A.R.S. § 38-431.03(A)(3).
 - b. Return to open session. Discussion/possible action on executive session items.
9. ADJOURNMENT

Physical Posting: November 2, 2023 By: DJ

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

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



Meeting Date: November 7, 2023

Hearing Body: Planning and Zoning Commission

Project Summary: Request for approval of a Zone Change and Development Review application to allow for the development of a 110-unit hotel and 40-unit multifamily project

Staff Recommendation: Recommendation to the City Council of Denial of the Zone Change application and Denial of the Development Review Application

Location: 1259 & 1335 W State Route 89A; 82 & 86 Saddlerock Circle; and 105 Elk Road
 South of the intersection of W State Route 89A and Soldiers Pass Road between Saddlerock Circle and Elk Road

Parcel Numbers: 408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088

Owner/Applicant: The Baney Corporation (Curt Baney)

Authorized Representative: Withey Morris Baugh, PLC (Jason Morris and Benjamin Tate)

Site Size: ± 6.3 acres

Sedona Community Plan Designation:

Commercial (C) and Multifamily Medium/High Density (4-12 DU/AC) (MFM/HD)
 The properties are within the Soldiers Pass Community Focus Area (CFA) Planning Area

Existing Zoning: CO (Commercial) and RM-2 (Medium-High Density Multifamily)

Proposed Zoning: L (Lodging)

Current Land Use: Vacant

Surrounding Properties:

	<u>Area Zoning</u>	<u>Area Land Uses</u>
North:	L and CO	Commercial (Bank, Restaurant, Offices, Retail)
East:	CO and RS-10	Commercial, Mobile Home Park, Elks Lodge
South:	RS-10	Saddlerock Homes Subdivision
West:	RS-10 and CO	Saddlerock Homes Subdivision, Retail, Restaurant

Report Prepared By: Cari Meyer, Planning Manager

Attachments:

1. Vicinity/Aerial Map 21
2. Project Application Materials 23

Note: Due to file size constraints, the Project Application Materials are not included as attachments to the packet but are included at the provided link to the City's website. Documents on that page include the following:

- i. Letter of Intent and Other Small Documents*
- ii. Architectural Plan*
- iii. Architectural Details*

- iv. Engineering Reports*
- v. Other Project Documents (Supplemental Site Plans and Survey)*
- vi. Citizen Participation Report*
- vii. Geotechnical Report*
- 3. Review Agency Comments 24
- 4. CFA Checklist..... 35
- 5. LDC Checklist..... 43
- 6. Public Comments 55



PROJECT DESCRIPTION

This is a request for approval of a Zone Change (ZC) and Development Review (DEV) to allow for the development of a 110-unit hotel and 40-unit multifamily project.

The properties are zoned Commercial (CO) and Medium Density Multifamily Residential (RM-2) and contain ± 6.3 acres. The RM-2 zoning covers ± 1 acre in the southeast corner of the property while the remaining ± 5.3 acres is zoned CO. Use of these properties is permitted in accordance with Land Development Code (LDC) requirements, specifically [Article 3 \(Use Regulations\)](#). While the multifamily component of the project is permitted under the existing zoning, lodging is not permitted.

APPLICATION COMPONENTS

If approved, this would allow the property to be developed with a lodging use. The following must be approved to allow this project to move forward:

1. *Zone Change (ZC)*
 - a. The requested ZC is from CO (Commercial) and RM-2 (Medium-High Density Multifamily) to Lodging (L).
2. *Development Review (DEV)*
 - a. Developments in excess of 5,000 square feet or more than 10 residential units require Planning and Zoning Commission review and approval of a Development Review application.
 - b. Staff's evaluation of the project in this staff report is based on the requirements for the L zone. If the rezoning is not approved, this review would not be valid, as lodging would not be a permitted use.

BACKGROUND

Existing Site Characteristics

- The property is located south of the intersection of W State Route 89A and Soldiers Pass Road between Saddlerock Circle and Elk Road (See [Attachment 1](#)).
- The property is in Yavapai County.
- The property is currently accessed via W State Route 89A and has other, informal access points along Saddlerock Circle and Elk Road.
- The property is currently vacant and previously housed an outdoor supply store and nursery (Biddle's). All previously existing buildings were demolished in 2017.
- There are no floodplains on the property.
- The property is not part of a recorded subdivision.

Previous Applications

Previous applications for development of the property include the following:

- Saddlerock Commons: PZ14-00007 (Major CPA, ZC, DEV)
 - Major Community Plan Amendment, Zone Change and Development Review
 - 117 hotel rooms and 18,800 square feet of retail space
 - Project was withdrawn prior to completion of staff review and any public hearings.
- Oxford Hotel Sedona: PZ16-00013 (ZC, DEV)
 - Zone Change and Development Review
 - 120 hotel rooms, restaurant/bar, retail space, and multi-family and employee housing
 - Submitted for conceptual review in 2016 and reviewed by staff

- Resubmitted for conceptual review in 2017, and a public hearing was held with the Planning and Zoning Commission on September 28, 2017
- The project was not pursued past conceptual review.

Current Application

The current application was submitted in 2019, with revisions submitted in 2020, 2021, 2022, and 2023. While multiple rounds of resubmittals are not unusual, many of these submittals had significant changes that caused the resubmittals to be delayed and/or caused the additional reviews by Staff to take longer.

The initial submittal had a mix of uses similar to the previous submittal (PZ16-00013), including hotel, retail, and housing. Based on the changing demands in the community, Staff suggested that the applicant remove the retail component and maximize the amount of housing. The earlier revisions centered around these changes while later revisions were addressing code compliance issues identified by staff.

As outlined in this staff report, there are multiple areas where the revised plans do not address Staff's comments regarding compliance with the Land Development Code (LDC). While the LDC only requires staff comments to be provided once, Staff has provided formal comments to the applicant four times. Each time comments were provided, Staff offered to meet with the applicant to discuss the details of the comments and what changes were needed to the plans or what additional information needed to be provided. The last meeting that Staff had with the applicant to discuss comments was in August 2021.

Existing and Proposed Community Plan and Zoning Designations

The properties are designated Commercial (C) and Multifamily Medium/High Density (4-12 DU/AC) (MFM/HD) on the Future Land Use Map and zoned CO (Commercial) and RM-2 (Medium-High Density Multifamily). The commercial portion of the site is also within the Lodging Area Limits of the Community Plan. The multifamily designations cover ±1 acre in the southeast corner of the property. The Commercial designations cover the remaining ±5.3 acres. See Existing Zoning Map to the right.

While multifamily is permitted in the CO and RM-2 zoning, neither of those zoning districts permits a lodging project. Therefore, a rezoning to L is required to allow the project described in the application to be developed.

The purpose of the L zone is:

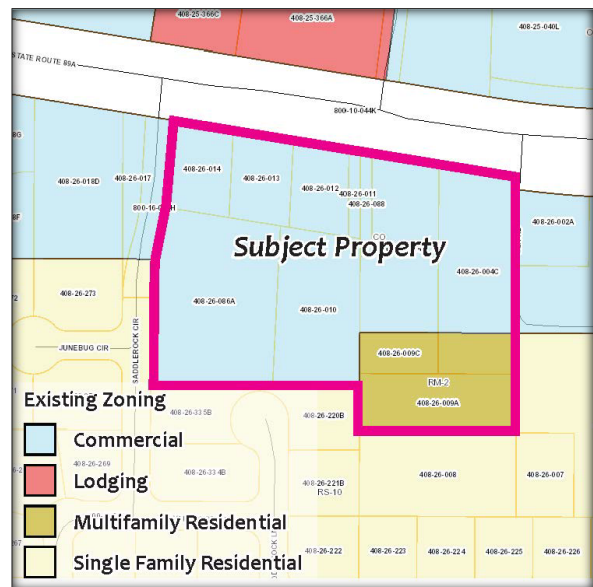
... to accommodate resort and lodging uses and limited supporting commercial and service uses and incidental and accessory uses in a manner that: (i) Is consistent with the Sedona Community Plan or specific plan for the area; (ii) Preserves the unique character of Sedona; (iii) Is compatible in size, scale, intensity, and character of other surrounding uses; (iv) Accommodates adequate vehicle parking and circulation; and (v) Promotes creative design and is sensitive to the natural environment..

[LDC Section 2.16.A](#)

Soldiers Pass Community Focus Area (CFA) Plan

As the properties are within the Soldiers Pass CFA (CFA 5, Sedona Community Plan page 41), a Community Plan Amendment is not required if the project complies with the CFA Plan. A CFA Plan for this area was adopted by City Council in 2016 and amended in 2022. The current version of the CFA Plan can be reviewed at the following link: [Soldier's Pass CFA Plan](#)

The 2022 amendments replaced references to lodging with mixed-use development and included a statement in the Mixed Use Development Standards that no additional lodging uses are recommended in the CFA (page 11 of the plan; see LDC Sections 2.11, 2.12, and 2.13 for Mixed-Use zoning standards). Pursuant to LDC Section 8.3.E(5)c,



an application that is contrary to an applicable plan, like the CFA Plan, may still be approved if it provides sufficient public benefit.

While the Land Development Code states that the code in place at the time the application is deemed complete may be used in review of an application ([LDC Section 1.5.D, Pending Applications](#)), this only applies to the Land Development Code. Changes to planning documents (such as the Community Plan, a CFA Plan, Transportation Master Plan, etc.) are not treated in the same manner. The current versions of all adopted plans (including the CFA plan) were used in review of the zone change component of this application. A major community plan amendment is not currently required as part of the project application because the lodging project is within the Lodging Area Limits.

Requirement for a Development Review

[LDC Section 3.2.E, Table 3.1, Table of Allowed Uses](#), lists “Dwelling, Multifamily” and “Lodging, High Density” as permitted uses in the L zone. [LDC Section 8.8.A, Table 8.2](#), sets the thresholds for Development Review. Projects with 11 or more dwelling units or 5,000 or more square feet gross floor area are classified as Major Development Reviews, requiring a review and approval by the Planning and Zoning Commission at a public hearing.

Use specific standards for multifamily dwellings are contained in [LDC Section 3.3.A\(3\)](#) and use specific standards for lodging are contained in [LDC Section 3.3.C\(14\)](#). In addition to use specific standards, the project would be subject to all other applicable design standards contained in the LDC. These are primarily found in [Article 2 \(Zoning Districts\)](#), [Article 5 \(Development Standards\)](#), and [Article 6 \(Signs\)](#).

PUBLIC INPUT

- A Citizen Participation Plan was completed for the project. A copy of the Citizen Participation Report is included in the application materials ([Attachment 2](#)).
- Project documents were placed on the [Projects and Proposals](#) page of the Community Development Department website.
- Property owners within 500 feet of the subject properties, along with all properties in the Saddlerock Homes subdivision (south of the project site) were included in the public outreach and notified of the Public Hearing.
 - The same notification list has been used for all iterations of this project.
- The property was posted with a Notice of Public Hearing and a notice was published in the Red Rock News on October 20, 2023.
- All notices contain contact information and a way to submit comments. All comments received are included as [Attachment 6](#).

REVIEW AGENCY COMMENTS AND CONCERNS

All internal and external review agencies were given an opportunity to review this application. While many comments were addressed, the following agencies had comments that were not sufficiently addressed in the latest submittal:

- City of Sedona Community Development Department
- City of Sedona Public Works Department
- City of Sedona Sustainability Program

The details of the areas where there are still outstanding comments are included in the Review Agency Comments ([Attachment 3](#)), project evaluation (below) and checklists ([Attachments 4 and 5](#)).

DEVELOPMENT PROPOSAL

The Village at Saddlerock Crossing proposes a Zone Change and Development Review to allow for the development of a 110 room hotel and 40 multifamily residential units. A detailed description of the proposal, including a site plan of the property, is included in the project materials ([Attachment 2](#)) and summarized below.

Phasing

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

Land Development Code (LDC)

A comprehensive evaluation for compliance with all applicable sections of the LDC was conducted and is outlined in [Attachment 5](#) (LDC Checklist). This review was done based on the requirements for the L zone. If the rezoning is not approved, the review would not be valid, as lodging would not be a permitted use for the property.

- [LDC Section 2.16: L: Lodging](#)
 - Setbacks: The survey shows an ingress/egress easement along the east property line that is not reflected on the site plan. If the easement is valid, the site plan will need to be adjusted.
 - Heights: There are multiple buildings that do not comply with height requirements, or the information provided is not sufficient to make that determination.
 - Impervious Coverage: It is not clear where/how the parking structure and parking lots are factored into the coverage calculations.
 - The project complies with all other standards established by this section.
- [LDC Section 2.24: Measurements and Exceptions](#)
 - The project complies with density and lot and space requirements (Subsections B & C).
 - The project may comply with setback requirements (Subsection D). The survey provided shows an ingress/egress easement that is not reflected on the site plan. If the easement is valid, the site plan will need to be adjusted.
 - The project does not comply with height requirements (Subsection E). There are multiple issues with how heights are presented on the plans, including:
 - Methods used to reduce unrelieved building planes to increase height are not appropriate
 - Inappropriate use of height exceptions (e.g., using the exception for elevator height in an area where there is no elevator)
 - Incomplete and inconsistent height information
- [LDC Article 3: Use Regulations](#)
 - The project complies with all applicable use specific standards.
- [LDC Section 5.3: Grading and Drainage](#)
 - A preliminary grading and drainage report and plan has been submitted and reviewed by the Public Works Department. If the project is approved, a Final Grading and Drainage report and plan will be required to be submitted with building permit applications.
- [LDC Section 5.4: Access, Connectivity, and Circulation](#)
 - A Traffic Impact Analysis (TIA) has been submitted by the applicant and reviewed by the Public Works Department.
 - The TIA states that, without mitigation, the existing delays at the Saddlerock Circle/89A intersection will continue. With the mitigation (rerouting Saddlerock Circle traffic to the light, making Saddlerock a right-in/right-out intersection), traffic in this area will be able to operate at an acceptable level of service.
 - Primary vehicular access to the site is from W State Route 89A at the light at Soldiers Pass Road. Secondary access is from Saddlerock Circle.
 - A deceleration lane is provided along W State Route 89A.
 - No vehicular access is provided to the east of the property (Elk Road). Pedestrian access is via a 3' wide gravel path.
 - The LDC requires that vehicular and pedestrian access be provided to adjacent properties, allowing for future connections.
 - Sidewalks are shown along Saddlerock Circle south to the intersection of Saddlerock and Valley View Drive, ±200 feet south of the project. The sidewalks along W State Route 89A would be widened to 10 feet wide. A sidewalk would be installed along Elk Road for the first ±110 feet south of W State Route 89A.
 - The new connector road (Saddlerock Circle to W State Route 89A) is shown with a 10' wide shared use path on one side of the road for the entire length of the road and a 5' wide sidewalk on the

west side of the north-south portion of the road. The east-west portion of the road does not include a 5' sidewalk; only the 10' wide shared use path is shown.

- [LDC Section 5.5: Off-Street Parking and Loading](#)
 - The applicant's parking analysis states that 196 parking spaces are required and 205 parking spaces are provided. City staff's comments on the parking analysis have not been addressed, including questions about shared parking, conference center parking and operations, and restaurant/bar parking and operations. Staff needs responses to these comments in order to determine if the conclusions of the parking analysis are acceptable.
 - The majority of the parking is provided in a two-level parking structure on the east side of the site, with a small additional parking lot provided on the west side of the site.
 - Parking areas are appropriately located and screened from the roads with buildings and landscaping.
 - No loading spaces are shown on the site plan (3 are required).
- [LDC Section 5.6: Landscaping, Buffering, and Screening](#)
 - The landscaping plans show compliance with required number and species of plants, native planting requirements, and location of landscape areas.
 - The plans state that a minimum of 10% of the parking lot areas are landscaped, but do not show what is included in this calculation. Staff has asked for this to be clarified.
 - Roof-mounted equipment, ground mounted equipment, and service areas are screened (the plans do not show loading areas, which are required and would need to be screened).
 - Staff has questioned the amount of trash and recycling areas shown on the plans to ensure that sufficient area/screening is provided.
 - Fences and walls meet LDC requirements.
- [LDC Section 5.7: Site and Building Design](#)
 - A complete evaluation of the plans for compliance with site and building design requirements is in the LDC Checklist ([Attachment 5](#)). Areas of non-compliance include:
 - Site Design: Changes to the site layout and circulation pattern would likely be needed to accommodate the changes needed to address the other deficiencies noted/areas of noncompliance.
 - Building Articulation: Requirements for transparency and roofline variation are not being met or the plans are inconsistent, and compliance cannot be evaluated.
- [LDC Section 5.8: Outdoor Lighting](#)
 - 445,200 lumens are permitted; 395,212 lumens are proposed.
 - All fixtures are fully shielded and meet lighting color requirements with the following exception:
 - Lighting on the lower level of the parking structure is shown at 3000K and would need to be reduced to 2700K.
 - Sign illumination does not appear to have been included on the lighting plans.
- [LDC Section 5.9: Public Art](#)
 - The project has designated a location for public art. Public art requirements would need to be met prior to issuance of a Certificate of Occupancy.
- [LDC Section Article 6: Signs](#)
 - A sign plan has been provided. The following changes are needed to bring the sign plan into compliance with sign requirements:
 - Correctly showing visibility triangles on the plans.
 - Including sign lighting on the lighting plan.
 - Clarification on what will be provided on the information and on-site directional signs to verify whether they meet the definition of these types of signs.
 - Correctly measuring the area of the sign and applying permitted allowances to determine if signs meet maximum area allowances.

Wastewater Disposal

The property will connect to the City's wastewater system. The plans show multiple connections; the City's Public Works Department has requested that the number of total connections from the project be reduced.

REVIEW GUIDELINES

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

- **ZONE CHANGE (ZC):** Recommendation to City Council
- **DEVELOPMENT REVIEW (DEV):** Final action, pending City Council action on other application components and any potential appeal

In making a recommendation to the City Council regarding a ZC, the Planning and Zoning Commission should determine whether the proposal is in the interest of the public and is consistent with the community's vision, and overall consistency with the Sedona Community Plan, the Soldiers Pass CFA Plan, and other applicable plans.

In taking action on the DEV, the Planning and Zoning Commission should determine whether the proposal is in compliance with the requirements of the Land Development Code.

DISCUSSION (ZONE CHANGE)

The ZC proposes to rezone the subject property from CO and RM-2 to L. As lodging uses are only permitted in the L zone, a zone change is necessary for the proposed development.

The L zoning district is intended to accommodate resort and lodging uses and limited supporting commercial and service uses and incidental and accessory uses in a manner that: (1) Is consistent with the Sedona Community Plan or specific plan for the area; (2) Preserves the unique character of Sedona; (3) Is compatible in size, scale, intensity, and character of other surrounding uses; (4) Accommodates adequate vehicle parking and circulation; and (5) Promotes creative design and is sensitive to the natural environment.

[LDC Section 2.16.A \(Lodging, Purpose\)](#)

In addition to evaluating the proposed zone change for compliance with the purpose of the L district and consistency with adopted City Plans, all development applications are reviewed under [LDC Article 8 \(Administration and Procedures\)](#). [LDC Section 8.3](#) contains procedures and rules applicable to all development applications while the following sections contain procedures and rules that apply to specific development applications. [LDC Section 8.3.E\(5\)](#) contains the approval criteria applicable to all development, subdivision, and rezoning applications. As these criteria are the same for a Zone Change and Development Review, these criteria and staff's evaluation are provided after the DEV section for both the ZC and DEV requests.

Evaluation of Proposal

When considering a zone change, consideration should be given to the following:

- The Community's Vision
- Overall consistency with the Sedona Community Plan
- Consistency with Adopted Plans (Soldiers Pass CFA, GO! Sedona Pathways Plan, Transportation Master Plan, Climate Action Plan)

Community Vision

The Community Plan Vision is as follows:

Sedona is a community that nurtures connections between people, encourages healthy and active lifestyles, and supports a diverse and prosperous economy, with priority given to the protection of the environment.

Sedona Community Plan, Vision Chapter, page 7

The Community Plan lists the following as components of the vision:

- Environmental Stewardship
- Community Connections
- Improved Traffic Flow
- Walkability

- Economic Diversity
- Sense of Place

Staff Evaluation

The following is Staff's evaluation of the project in relation to the City's vision:

- Environmental Stewardship
 - The project is an infill site that is surrounded by existing development. The site has been previously graded, and no natural areas are being disturbed for the project.
 - The landscaping plan for the site uses 58% native vegetation. While a higher percentage would contribute to a more natural appearance of the project, the minimum required is 50%.
 - Solar panels are proposed on the upper level of the garage and will be able to power the site's landscape lighting, landscape irrigation, rainwater harvesting pumps, and potentially the parking structure lighting. Solar panels are not proposed for the lodging buildings.
 - The application documents include commitments to sustainable business practices that could lessen the environmental impact of the business.
- Community Connections
 - The development includes sidewalks along most street frontages and the new street.
 - No sidewalks are proposed on the eastern side of the property along Elk Road and a vehicle connection to Elk Road is not provided. The pedestrian connection is via a 3' wide pathway that does not meet the minimum required sidewalk width.
 - Community space is provided at the transit stop along W State Route 89A. The open space around the hotel would function primarily as private open space for hotel guests.
 - The housing provides a mix of housing types (studios, one-bedrooms, and two-bedrooms) that could provide for more living opportunities/diversity of housing types for the local population. 28 of the 40 units would be restricted for workforce housing, allowing additional workers to live in the community in which they work.
- Improved Traffic Flow
 - The project proposes a connector road from Saddlerock Circle to the light at Soldiers Pass, allowing the residents of the Saddlerock Homes subdivision access to the light and removing their need to access W State Route 89A at an uncontrolled intersection.
 - Saddlerock Circle would be converted to right-in/right-out, reducing left hand turns from W State Route 89A.
 - The development does not include any direct vehicle connections to the properties to the east and the pedestrian connection does not meet minimum size requirements. Off-highway connections are key in improving the traffic flow on 89A and, this project could provide an off-highway connection and does not.
 - There is an existing transit stop along the 89A frontage of the property. This stop would be moved to the new deceleration lane to the west of the light, allowing vehicles along 89A to continue to move freely when a bus is stopped. A waiting area with seating would be provided.
- Walkability
 - Sidewalks are provided along all street frontages except for Elk Road.
 - Sidewalks would continue south into the residential neighborhood, providing residents with better walkability.
 - Shared use paths will be constructed at a wide enough width to accommodate bicycles.
 - The residents and the hotel guests would be able to walk to a variety of retail, restaurants, and recreational uses, reducing dependence on vehicles.
- Economic Diversity
 - The project proposes a lodging use, which does not contribute to economic diversification.
- Sense of Place
 - The buildings have been designed to complement the existing buildings in the area.
 - The plans do not show compliance with LDC requirements. If the project were to move forward and changes to the buildings were made, compliance with LDC requirements would ensure that

the buildings meet the expectations of the community and contribute to the overall sense of place for the community.

Sedona Community Plan

Staff has evaluated this proposal for overall consistency with the Sedona Community Plan. The following goals and policies apply to the application, with Staff comments provided in *italics*.

Chapter 3: Land Use, Housing and Growth (Goals, Page 17; Policies, Pages 53-54)

The properties are within the Soldiers Pass Community Focus Area (CFA 5, Sedona Community Plan page 41). Compliance with the CFA plan is addressed under the following section and in the CFA Checklist. In addition to the CFA for this area, other, more general, land use goals and policies relevant to this project include the following:

- Goal: Grow only within currently established residential and commercial limits
 - Policy 2: Limit expansion of the existing commercial areas, as represented on the Future Land Use Map, unless supported by an approved plan within a Community Focus Area or Planned Area.
 - Policy 3: Ensure that a balance of land uses is maintained and identify general areas for concentrated, mixed use development, public gathering places, and land use transitions to provide healthy and sustainable residential neighborhoods and commercial areas and to address specific area needs.
 - Policy 4: Ensure that the proportion of lodging uses to other commercial uses does not significantly increase by limiting locations for lodging uses and by evaluating the proportional increase in all lodging rezoning applications.
 - *While the project is within an area currently designated as Commercial and within the Lodging Area Limits in the Community Plan, the adopted CFA Plan does not recommend additional lodging uses for the area.*
 - *The southeast corner of the site is designated for multifamily and the development plan places multifamily uses on this portion of the site.*
 - *While the project itself only contains lodging and residential development, the surrounding area has a mix of uses, including retail, office, residential, restaurants, and existing lodging developments.*
- Goal: Ensure harmony between the built and natural environments.
 - Policy 5: Preserve scenic views, including potential utility undergrounding and view corridor planning, in the consideration of new development and infrastructure, including limits on the approval of multi-story structures.
 - *The buildings as currently designed on the plans do not meet City height requirements. If the project were to move forward, the plans would need to be adjusted to meet height requirements.*
 - *All proposed buildings are multi-story structures and it is not clear if any view corridors would be maintained or would need to be maintained.*
 - *The project would include undergrounding of existing utility lines.*
 - Policy 7: Require parking standards that are consistent with mixed and shared uses, promote efficient use of space, and minimize asphalt coverage.
 - *A parking analysis has been submitted. The City has provided comments to determine if the conclusions of the parking analysis and the requested parking reductions are appropriate. Those comments have not been addressed. While the City does not want parking constructed unnecessarily, the outstanding questions need to be addressed to ensure that the amount of parking being provided is the right amount for the proposed use of the property.*
- Goal: Reflect a sense of place in architecture and design.
 - Policy 8: Require design standards that reflect Sedona’s unique historic and cultural heritage and sign standards that provide diversity and prevent ‘franchise/monoculture’ (corporate signature) signs.

- *While the buildings as currently presented would need modifications, they are not designed as franchise/corporate standards.*
- Goal: Provide public gathering spaces that promote social interaction
- Goal: Create mixed use, walkable districts
 - Policy 9: Evaluate locations for public gathering spaces and residential services on a neighborhood scale and reflective of unique architectural character for neighborhoods within walking distance and located away from the main commercial areas.
 - *While some outdoor areas are restricted to use by hotel guests, there are areas along the highway/transit stop area that provide opportunities for public interaction.*
 - *The multifamily areas have outdoor areas specifically reserved for residents.*
 - *The project is located within walking distance of a variety of uses, including grocery, restaurants, offices, retail, and recreational uses.*
- Goal: Encourage diverse and affordable housing options
 - Policy 10: Where supported through citizen participation in a City-initiated planning process, allow densities greater than 12 dwelling units per acre in mixed use projects in the West Sedona Corridor.
 - *The Soldiers Pass CFA Plan supports residential densities above 12 units per acre.*
 - *The project includes 40 multifamily units, for a residential density of 6.34 units per acre. The project documents state that the multifamily portion of the project occupies 2.4 acres, making the density 16.7 units per acre if only the residential area is taken into account.*
 - *The project includes studio, one-bedroom, and two-bedroom apartments, unit types that do not exist in this area. The project would contribute to the housing density of the area.*
 - *The LOI states that 28 of the units will be deed restricted for those making up to 80% of AMI and all will be restricted to prohibit short term rentals.*
 - *The LOI states that the hotel will employ 20-30 full time employees. Staff has requested additional information regarding total staffing levels (including part time employees). It is unclear whether the housing will meet or exceed the increased demand for housing that the use would generate.*

Chapter 4: Circulation (Goals, Page 57; Policies, Pages 66-67)

- Goal: Reduce dependency on single-occupancy vehicles.
- Goal: Provide for safe and smooth flow of traffic.
- Goal: Coordinate land use and transportation planning and systems.
- Goal: Create a more walkable and bike-able community
- Relevant Policies:
 - Pursue a range of multi-modal options to reduce traffic to safe and convenient levels, including but not limited to: park and walk/ride, access control, parking interconnections, street connections, transit, and incentives for reducing vehicle trips.
 - Create a network of pedestrian and bicycle improvements and connections linking neighborhoods, activity centers, and popular destinations, and promote walkable, bike-able connections to transit stops.
 - Support improvements to SR 89A in West Sedona that will improve vehicle, pedestrian, and bicycle safety, traffic circulation, access, and appearance.
 - Provide street connections as low-speed alternatives to the highways that will maintain neighborhood safety and integrity.
 - Plan future transportation improvements and land use development at the same time and support a diversity of land uses within walking and biking distance of residential and lodging areas.
 - Support increased coordination and integration of land use and transportation planning and implementation to reduce traffic congestion and protect the natural environment.
 - *The project proposes improvements that address circulation goals and polices, including constructing a connection from Saddlerock Circle to the Soldiers Pass light, pedestrian and bicycle improvements (adding new sidewalks/pathways and widening existing ones), and an improved transit stop.*

- *The parking analysis includes commitments to providing guests with options for getting around town without using their vehicles (shuttles).*
- *The project has not provided connections to the properties to the east of the project site. There are no vehicular connections proposed and the proposed pedestrian connection does not meet minimum size requirements. This connection would not be possible if the project is built as proposed. Not providing this access goes against the goals and policies of the Community Plan as well as LDC requirements for cross access between uses.*

Chapter 5: Environment

See evaluation of the project under Other Adopted Plans, Climate Action Plan.

Chapter 6: Parks, Recreation, and Open Space

Staff did not identify any goals or policies from this chapter that would be relevant to the proposal.

Chapter 7: Economic Development (Goals, Page 89; Policies, Pages 92-93)

- Goal: Recruit new businesses and organizations representing different business and institutional sectors that diversify Sedona's economic base.
- Goal: Preserve and enhance Sedona's tourist based economic sector.
- Relevant Policies:
 - Attract high wage employment opportunities and professional based businesses to diversify the City's economic base and generate positive secondary benefits for the community.
 - Support sustainable tourism that values, respects, and recognizes the economic benefit of tourism based on the protection of the National Forest
 - *The proposal for a hotel does not diversify Sedona's local economy.*
 - *The project documents do not address economic diversification or indicate how the development offers something different than is offered by existing hotels.*

Chapter 8: Community (Goals, Page 97; Policies, Pages 106-107)

- Goal: Create increased opportunities for formal and informal social interactions.
- Goal: Enhance opportunities for artistic display, engagement and learning.
- Goal: Preserve and celebrate the community's history.
- Relevant Policies (Pages 106-107):
 - Pursue increased incentives for private installation of arts within the built environment.
 - *The development includes areas that could promote social interactions, such as near the proposed transit stop.*
 - *The development includes a space for public art installation (a requirement of the LDC).*
 - *The project documents state the applicant is working to improve and preserve the nearby Cook's Cemetery. No further details have been provided.*

Soldiers Pass CFA Plan

The project is within the Soldiers Pass CFA. CFAs were identified in the 2013 Community Plan as areas in need of additional planning. A planning effort for this area began in 2014 and a plan was adopted in 2016. This plan was amended in 2022. A complete history of the planning process, links to all meetings held during the planning process, and a copy of the current version of the CFA plan, can be found at the following link:

<https://www.sedonaaz.gov/your-government/departments/community-development/community-focus-areas/soldiers-pass-road-cfa>

An evaluation of this project in relation to the CFA plan is provided in [Attachment 4: CFA Checklist](#). While there are areas where the plan complies with some recommendations of the CFA Plan, in general, Staff's evaluation found the project to be partially compliant (or unclear on whether the project complies) with most of the recommendations of the plan and non-compliant with some of the larger, overarching recommendations for the planning area, as summarized below:

Areas of Non-Compliance

- Circulation: The CFA Plan recommends improved connectivity and an improved circulation network. While this project provides a new connection between Saddlerock Circle and the light at W State Route 89A as well as improved sidewalks and shared use paths, no connectivity is provided to the properties to the east.

Areas of Partial or Unclear Compliance

- Lodging: The CFA Plan does not recommend additional lodging uses. The CFA plan does allow for a lodging component as part of a Mixed-Use zoning district. This project proposes a primary lodging use and few, if any, public benefits.
- Mitigating impacts of development on existing residential uses: While some mitigation measures are proposed (walls and landscaping), the tallest buildings are located closest to the existing residential uses.
- Housing: While housing is included, it is unclear whether the housing provided will be offset by the additional housing needs created by the hotel.
- Walkability/Bike ability: New sidewalks or widened sidewalks and bike lanes are shown on Saddlerock Circle and the new connector street. No connection to the properties to the east is provided and the improvements along Elk Road are incomplete.
- Green Building/Sustainability: While some recommendations of the City's Sustainability Department have been addressed, other recommendations have not been. Many of the proposed sustainability strategies relate to the ongoing operation of the business, and it is unclear how compliance with these statements will be monitored going forward. Additional evaluation is included under Adopted Plans, Climate Action Plan.
- Cemetery: The LOI states that the applicant is working to improve access to the cemetery. The details of this plan have not been provided, and it is unclear what is being proposed, whether the proposal would be permitted, or whether affected property owners are in agreement.
- Historic Buildings: The LOI states a historic exhibit in the hotel lobby is proposed. No details have been provided.
- Community Spaces: Minimal community spaces are proposed and center around the transit stop. Most of the open spaces appear to be primarily for hotel guests.

Areas of Compliance

- Housing: Provision of a diverse mix of housing types and a commitment that 28 of the units would be restricted to those making no more than 80% of AMI.
- Housing: The project incorporates 1 acre of land that is currently zoned for up to 12 units of multifamily. 40 multifamily units are included in the proposal.
- Circulation: The project provides a connection from Saddlerock Circle to the Soldiers Pass light.
- Circulation: Saddlerock Circle would be converted to right-in/right-out, reducing left-turn movements along 89A.
- Circulation: Access off of 89A is restricted to a single access point.
- Transit: The transit stop is moved out of the travel lane and into the deceleration lane, allowing for freer traffic movement along 89A.
- Building and Site Design: Building layout in the proposal complies with the CFA recommendations. The development fits with the style of development in the CFA.
- Landscaping: The project is not over-planted and meets the minimum native requirements of the LDC. Rainwater harvesting is proposed to limit the amount of water used for landscaping.
- Trees: Existing trees are incorporated into the design of the site.

Adopted Plans

Staff evaluated the proposal relative to other adopted plans, including the Transportation Master Plan, the GO! Sedona Pathways Plan, and the Climate Action Plan. Those evaluations are summarized below.

Transportation Master Plan (TMP)

The TMP recommendations that this project addresses include elimination or consolidation of redundant driveways, limiting left turn movements to and from W State Route 89A, and additional sidewalk connections.

Off-highway connections for bicycles and pedestrians are recommended in the TMP. Though there is an opportunity for this project to include this type of connection, one is not provided.

GO! Sedona Pathways Plan (GO! Plan)

Following the adoption of the TMP, the City developed the GO! Plan, focusing on the trail and pathway system within the City (walkability and bike ability improvements). The GO! Plan emphasizes connected pathways and off-highway connections. While the GO! plan shows an off-highway connection through this property and there is an opportunity for one, the project does not include one. At a minimum, there should be an east-west off-highway connection via a shared use path, which are typically a minimum of 8-10 feet wide.

To further implement the plan, other components recommended by the GO! Plan include amenities such as wayfinding, waystations, and bike parking, integrating transit with bicycle/pedestrian infrastructure. None of these are components of the project.

Climate Action Plan (CAP)

Review for compliance with the CAP, along with other sustainability goals of the City, is done by Sustainability Program Staff. Based on this review, there are areas where the project is compliant and other areas where the Sustainability staff provided additional suggestions. These areas are outlined in the Sustainability comments ([Attachment 3](#)) and summarized below:

Areas of Compliance Include:

- Energy Conservation and Emissions Reductions: Use of solar for landscaping and exterior lighting, Mixed use development, Xeriscaping, Electric vehicle charging, and Energy efficient fixtures
- Transportation and Electric Vehicle Support: Provision of charging stations for lodging guests
- Water Conservation: Rainwater harvesting tanks, tankless water coolers, and water efficient features
- Landscaping, Native Plants, and Ecosystem Services: Retaining current native plants, planting native and adaptive species
- Recycling and Compost: Lodging recycling and food waste composting

Additional Suggestions:

- Energy Conservation and Emissions Reductions: Explore APS's Green Choice Program, Explore potential for rooftop solar, Limit new natural gas connections, Incorporate recycled products into construction, Incorporate elements from Coconino County's Sustainable Building Program checklist or explore other certifications (such as through LEED)
- Transportation and Electric Vehicle Support: Add additional electric vehicle charging for multifamily area
- Water Conservation: Evaluate operations for potential reductions in water consumption, Consider using rainwater harvesting for multifamily
- Landscaping, Native Plants, and Ecosystem Services: Increase use of native plants, Develop an invasive species management plan, Consider use of permeable pavement surfaces
- Recycling and Compost: Provide a recycling drop off location, Expand compost pick up service for food waste to multifamily development

Conclusion (Zone Change Evaluation)

The decision of whether to approve a particular zone change is a legislative policy action left to the judgment and discretion of the Planning and Zoning Commission and City Council. A variety of factors are considered when making these decisions, including how the proposal relates to the community's vision and overall consistency with the Sedona Community Plan and other applicable plans. The Planning and Zoning Commission is being asked to evaluate the proposal and forward a recommendation to the City Council.

While no project is expected to meet all of the recommendations and visions of the Community Plan, the applicable CFA Plan, and other adopted plans, zone change applications are expected to move the City closer to realizing this vision and projects should not detract from any of the visions. While the project as proposed is

consistent with some of these recommendations, it falls short in other areas. The evaluation above outlines the projects consistency/non-consistency in detail. To summarize:

- The CFA Plan for the area, along with the Community Plan and other adopted plans, emphasizes improvements to the circulation network, including vehicular, pedestrian, bicycle, and transit connections. While the project provides some of these improvements, the lack of an off-highway connection to the properties to the east is a significant concern of Staff.
- The applicant has included 40 housing units, with 28 deed restricted for affordability, but has not provided sufficient information or details to allow for a determination if this housing will meet the increased demand created by the project.
- Many of the areas where the project has been found to be consistent are a result of complying with LDC requirements and not necessarily an area where the project exceeds the minimum expectations of the LDC.

DISCUSSION (DEVELOPMENT REVIEW)

Staff's full evaluation of the proposal for compliance with LDC requirements is contained in the LDC Checklist ([Attachment 5](#)) and is summarized in the Development Proposal section of this staff report.

[LDC Section 8.3](#) contains procedures and rules applicable to all development applications while the following sections contain procedures and rules that apply to specific development applications. [LDC Section 8.3.E\(5\)](#) contains the approval criteria applicable to all development, subdivision, and rezoning applications. As the criteria are the same for a Zone Change and Development Review, these criteria and staff's evaluation of the project for compliance with these criteria are provided below for both the ZC and DEV requests.

APPROVAL CRITERIA APPLICABLE TO ALL APPLICATIONS (ZC & DEV)

A. Generally

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

Staff Evaluation: *The project has been reviewed for compliance with all applicable criteria. Therefore, staff believes this criterion is met.*

B. Prior Approvals

The proposed development shall be consistent with the terms and conditions of any prior land use approval, plan, or plat approval that is in effect and not proposed to be changed. This includes an approved phasing plan for development and installation of public improvements and amenities.

Staff Evaluation: *There are no prior approvals with which this development would need to be consistent. Therefore, staff believes this criterion is met.*

C. Consistency with Sedona Community Plan and Other Applicable Plans

Except for proposed subdivisions, the proposed development shall be consistent with and conform to the Sedona Community Plan, Community Focus Area plans, and any other applicable plans. The decision-making authority:

1. Shall weigh competing plan goals, policies, and strategies; and
2. May approve an application that provides a public benefit even if the development is contrary to some of the goals, policies, or strategies in the Sedona Community Plan or other applicable plans.

Staff Evaluation: As outlined in the evaluation of the ZC, this proposal is not consistent with, and does not conform to, or is only partially consistent with, the Sedona Community Plan, the Soldiers Pass CFA Plan, the Transportation Master Plan, the GO! Sedona Pathways Plan, and the Climate Action Plan. The proposal contradicts many of the policies within these documents.

When a project is out of compliance with these documents, staff evaluates the proposal to determine if there are conditions that could be placed on a project to bring it into closer conformance with the recommendations of the plans. As currently designed, and based on the lack of changes to the plans when comments have been provided previously, Staff does not believe that there are conditions that could be placed on the project to bring it into compliance.

Therefore, staff does not believe this criterion is met or that it can be met with the current proposal and design.

D. Compliance with This Code and Other Applicable Regulations

The proposed development shall be consistent with the purpose statements of this Code and comply with all applicable standards in this Code and all other applicable regulations, requirements and plans, unless the standard is lawfully modified or varied. Compliance with these standards is applied at the level of detail required for the subject submittal.

Staff Evaluation: As outlined in the Development Proposal section of this Staff Report, along with the LDC Checklist ([Attachment 5](#)), this proposal is not consistent with the purpose statements of the LDC, does not comply with all applicable standards, and does not include any requests to modify or vary the standards.

When a project is out of compliance with the LDC, staff evaluates the proposal to determine if there are conditions that could be placed on a project to bring it into compliance with the recommendations of the plans. As currently designed, and based on the lack of changes to the plans when comments have been provided previously, Staff does not believe that there are conditions that could be placed on the project to bring it into compliance.

Therefore, staff does not believe this criterion is met or that it can be met with the current proposal and design.

E. Minimizes Impacts on Adjoining Property Owners

The proposed development shall not cause significant adverse impacts on surrounding properties. The applicant shall make a good-faith effort to address concerns of the adjoining property owners in the immediate neighborhood as defined in the Citizen Participation Plan for the specific development project, if such a plan is required.

Staff Evaluation: The applicant completed a Citizen Participation Plan for the project. A Citizen Participation Report was provided by the applicant ([Attachment 2](#)). The Citizen Participation Report does not include any information regarding changes that may have been made in response to public comments.

Staff completed the required noticing and all public comments received are included as [Attachment 6](#). The public comments received generally are opposed to the project for the following reasons:

- Opposed to a new hotel
- Concerns about traffic and congestion
- Concerns that not enough parking is provided
- Concerns of insufficient utility services/infrastructure for the project
- Concerns regarding building and site design (heights, lighting, landscaping, etc.)

While some issues brought up by the public are outside the City's expertise (i.e., the City relies on the water company to determine whether sufficient capacity exists), other issues brought are similar to questions

that City Staff has asked that have not been satisfactorily addressed (e.g., circulation, parking). The comments about building and site design could be addressed through compliance with the LDC requirements. However, as outlined in Staff's evaluation of the project in relation to the LDC, the project as currently designed does not comply.

While providing a satisfactory response to the outstanding issues and redesigning the project to meet the LDC requirements would go towards addressing this criterion (minimizing impacts on adjoining property owners), this has not been done.

Further, the overarching theme for many of these comments was questioning the appropriateness of a hotel in this location. In amending the CFA Plan to remove the recommendation for additional lodging uses in this area, City Council has indicated that they agree with the residents that a hotel at this location is likely not an appropriate use.

Therefore, staff believes that, as currently proposed, this project does not minimize impacts on adjoining property owners and this criterion is not met.

F. Consistent with Intergovernmental Agreements

The proposed development shall be consistent with any adopted intergovernmental agreements and comply with the terms and conditions of any intergovernmental agreements incorporated by reference into this Code.

Staff Evaluation: There are no intergovernmental agreements that impact this project. This criterion does not apply to this request.

G. Minimizes Adverse Environmental Impacts

The proposed development shall be designed to minimize negative environmental impacts and shall not cause significant adverse impacts on the natural environment. Examples of the natural environment include water, air, noise, stormwater management, wildlife habitat, soils, and native vegetation.

Staff Evaluation: The City's Sustainability staff evaluated the original proposal and, while they did note some positives in the proposal, there were a number of areas they identified that would bring the project into greater compliance with the Climate Action Plan. Areas they identified for potential improvement include additional solar, an increased focus on water conservation and native landscaping, and providing the same level of service for the residential units as is being provided for the hotel use (electric vehicle charging, recycling, and compost). Therefore, staff does not believe this criterion is met.

H. Minimizes Adverse Fiscal Impacts

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

Staff Evaluation: No adverse fiscal impacts on the City are anticipated. Therefore, staff believes this criterion is met.

I. Compliance with Utility, Service, and Improvement Standards

As applicable, the proposed development shall comply with federal, state, county, service district, City and other regulatory authority standards, and design/construction specifications for roads, access, drainage, water, sewer, schools, emergency/fire protection, and similar standards.

Staff Evaluation: The application materials for this proposal were provided to review agencies for an opportunity to review. The only comment received was from the City's Public Works Department regarding the sewer report. The sewer report has not been updated as the project has changed, and the Public Works Department has requested that the number of sewer connections be reduced, which would help to address flow and odor issues identified in the area. The Wastewater Department has also requested a small easement for an underground odor control bio filter along Saddlerock Circle, which has not been addressed by the applicant. Until these issues are addressed, this criterion is not being met.

J. Provides Adequate Road Systems

Adequate road capacity must exist to serve the uses permitted under the proposed development, and the proposed uses shall be designed to ensure safe ingress and egress onto the site and safe road conditions around the site, including adequate access onto the site for fire, public safety, and EMS services. The proposed development shall also provide appropriate traffic improvements based on traffic impacts.

Staff Evaluation: *Provision of the connection from Saddlerock Circle to the light at Soldiers Pass is a positive for this project. However, this project should also be meeting the LDC requirements for cross access to the properties to the east. Unless that connection is provided, staff does not believe this criterion is met.*

K. Provides Adequate Public Services and Facilities

Adequate public service and facility capacity must exist to accommodate uses permitted under the proposed development at the time the needs or demands arise, while maintaining adequate levels of service to existing development. Public services and facilities include, but are not limited to, roads, potable water, sewer, schools, public safety, fire protection, libraries, and vehicle/pedestrian connections and access within the site and to adjacent properties.

Staff Evaluation: *Adequate public service and facility capacity exists to accommodate the proposed development. All applicable review agencies have reviewed the plans and have not stated any concerns from a serviceability standpoint. Therefore, staff believes this criterion is met.*

L. Rational Phasing Plan

If the application involves phases, each phase of the proposed development shall contain all of the required streets, utilities, landscaping, open space, and other improvements that are required to comply with the project's cumulative development to date and shall not depend upon subsequent phases for those improvements.

Staff Evaluation: *The project is proposed to be developed in a single phase. Therefore, staff believes this criterion is met.*

Staff Recommendation

Staff is recommending denial of the proposed Zone Change and Development Review based on the following:

1. As outlined in the staff report and staff evaluation, the proposal is not in compliance with applicable goals and policies of the Community Plan.
2. As outlined in the staff report and staff evaluation, the proposal is in partial compliance with applicable goals and policies of the Soldiers Pass CFA Plan.
3. As outlined in the staff report and staff evaluation, the proposal is not in compliance with applicable goals and policies of other adopted plans, including the Transportation Master Plan, the GO! Sedona Pathways Plan, and the Climate Action Plan.
4. The proposal directly contradicts multiple goals and policies in the above-mentioned plans.
5. As outlined in the staff report and staff evaluation, the proposal does not meet the requirements of the Land Development Code for this type of development.
6. The proposal does not comply with applicable review criteria as outlined in the Staff Report.

Recommendation and Motions

PZ19-00015 (ZC, DEV)

Village at Saddlerock Crossing



City of Sedona

Community Development Department

102 Roadrunner Drive Sedona, AZ 86336

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STAFF RECOMMENDATION (ZONE CHANGE, DEVELOPMENT REVIEW)

Based on lack of compliance with ordinance requirements, inconsistency with the Sedona Community Plan, Soldiers Pass CFA Plan, Transportation Master Plan, GO! Sedona Pathways Plan, Climate Action Plan, the Land Development Code, and the requirements for approval, as detailed in the attached Staff Report and accompanying exhibits, Staff recommends denial of the proposed Zone Change and Development Review as set forth in case number PZ19-00005 (ZC, DEV), Village at Saddlerock Crossing.

Sample Motions for Commission Use

Please note that the following motions are offered as samples only and that the Commission may make other motions as appropriate. If the Commission disagrees with Staff's evaluation and recommendation, the Commission should provide clarification/direction regarding how they believe the required findings are being met and Staff would request a continuance to allow for appropriate findings and conditions of approval to be drafted. A potential motion for a continuance is included below.

Recommended Motion for Denial (ZC):

I move to recommend to the Sedona City Council denial of the proposed zoning request as set forth in case number PZ19-00005 (ZC), Village at Saddlerock Crossing, based on lack of compliance with ordinance requirements, inconsistency with the Sedona Community Plan, Soldiers Pass CFA Plan, Transportation Master Plan, GO! Sedona Pathways Plan, Climate Action Plan, the Land Development Code, and the requirements for approval, as specified in LDC Sections 8.3 and 8.6, and failure to satisfy the Zone Change findings and applicable Land Development Code requirements as outlined in the staff report and accompanying exhibits, which staff report and exhibits are hereby adopted as the findings of the Planning and Zoning Commission.

Alternative Motion for Approval (ZC)

I move to recommend to the Sedona City Council approval of case number PZ19-00005 (ZC), Village at Saddlerock Crossing, based on the following findings (please specify findings).

Recommended Motion for Denial (DEV)

I move for denial of case number PZ19-00005 (DEV), Village at Saddlerock Crossing, based on lack of compliance with all ordinance requirements of LDC Sections 8.3 and 8.4 and failure to satisfy the Development Review findings and applicable Land Development Code requirements as outlined in the staff report and accompanying exhibits, which staff report and exhibits are hereby adopted as the findings of the Planning and Zoning Commission, and the attached conditions of approval.

Alternative Motion for Approval (DEV)







I move for approval of case number PZ19-00005 (DEV), Village at Saddlerock Crossing, based on the following findings (specify findings).

Alternative Motion for Continuance (ZC, DEV)

I move for continuance of the public hearing for case number PZ19-00005 (ZC, DEV), Village at Saddlerock Crossing, to the Planning and Zoning Commission public hearing on (please specify date).

Vicinity Map

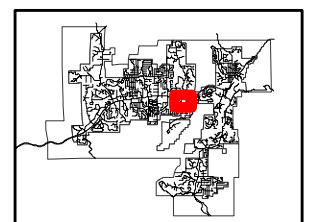
Selected
Parcels
Village at
Saddlerock

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



0 55 110 Feet

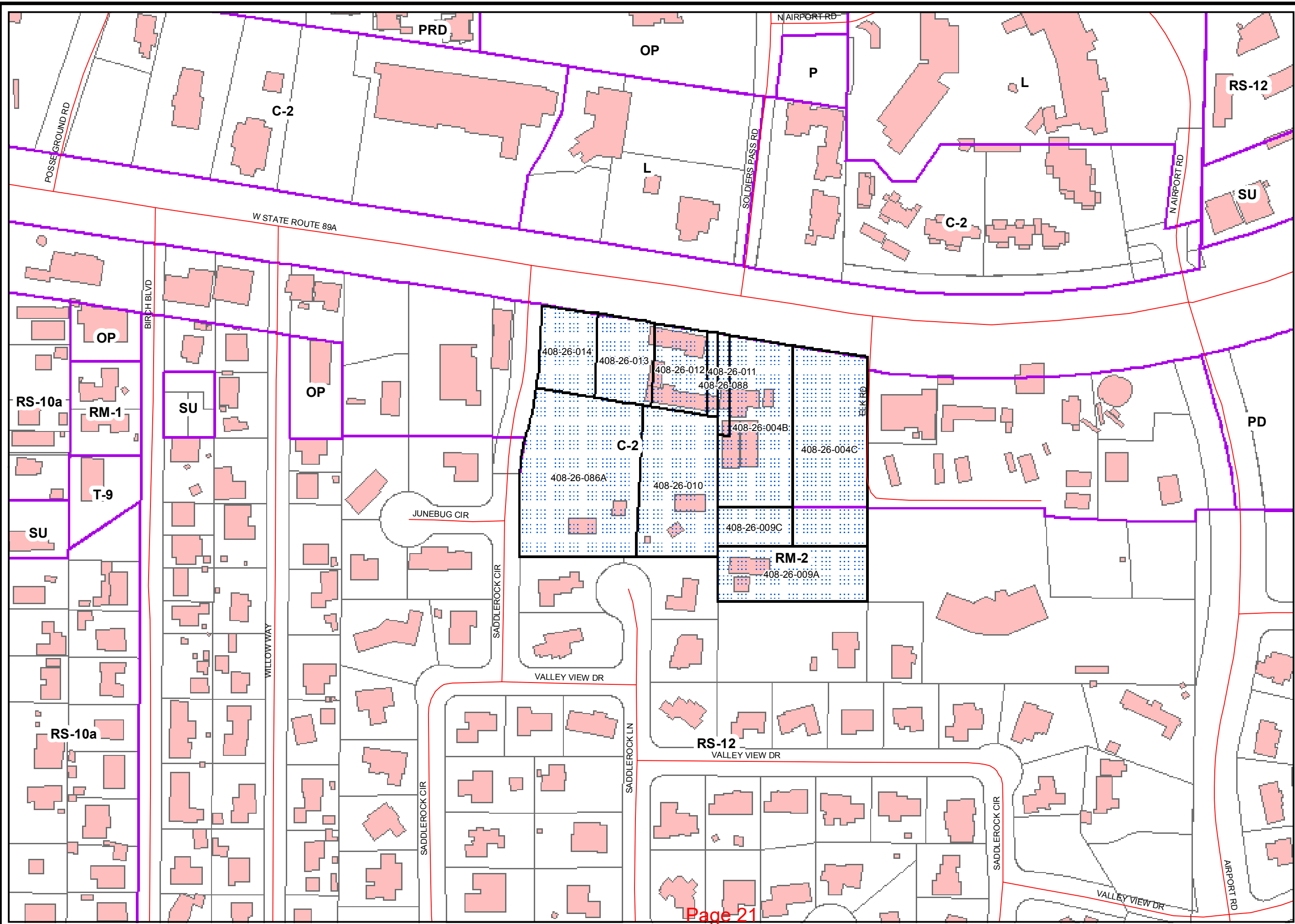
City Index



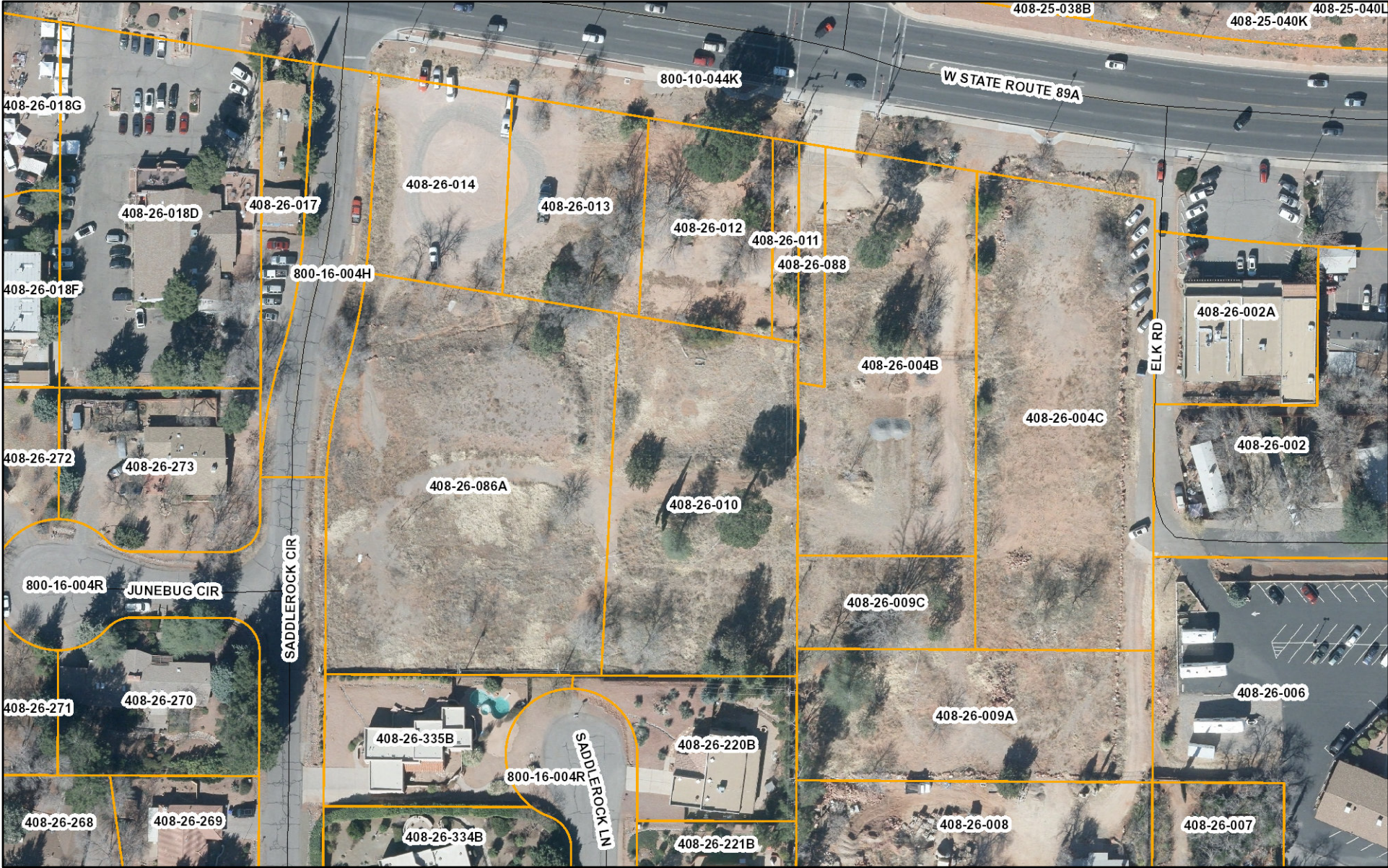
GIS, City of Sedona
07/12/2017
g:/pubreq/projects/stevenhompson/
villageatsaddlerock/mxd/
selectedparcels_vicinity.mxd

This map is designed to provide information about Sedona, and has been prepared for general planning and informational purposes only. It is not necessarily accurate to engineering or surveying standards. Every effort has been made to make this map as complete and as accurate as possible; however, no warranty or fitness is implied.

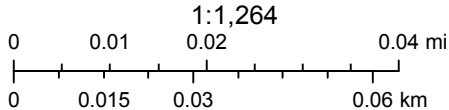
The information is provided on an "as-is" basis. The City of Sedona shall have neither liability nor responsibility to any person or entity with respect to any loss or damages in connection with or arising from the information contained on this map.



Village at Saddlerock Crossing



September 29, 2020



Agenda Item 6a, Attachment 2

Project Application Materials Available at the following link:

<https://www.sedonaaz.gov/your-government/departments/community-development/projects-and-proposals/the-village-at-saddlerock-crossing-oxford-hotel>

Documents at the Above Link Include:

- i. Letter of Intent and Other Small Documents
- ii. Architectural Plan
- iii. Architectural Details
- iv. Engineering Reports
- v. Other Project Documents (Supplemental Site Plans and Survey)
- vi. Citizen Participation Report
- vii. Geotechnical Report

Agenda Item 6a, Attachment 3

Review Agency Comments

1. City of Sedona Community Development
2. City of Sedona Public Works/Engineering
3. City of Sedona Sustainability Program



City Of Sedona Community Development Department

102 Roadrunner Drive Sedona, AZ 86336

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PZ19-00005 (ZC, DEV) Village at Saddlerock Crossing Comprehensive Review

1. Comprehensive Review

- a) City Staff has reviewed this project multiple times and has previously provided comments regarding how to bring the project into greater compliance with the CFA plan and LDC. It appears many of those comments have not been addressed. Staff has not included those comments again below, as it is assumed that the applicant is not open to making those changes. Removal of those comments should not be interpreted as staff support of the direction of the project, but rather an acknowledgement that the applicant is choosing to move forward with the project as is. A full evaluation by staff will be done when this project is scheduled for public hearing. For reference, the previous comments are attached.

Comments not sufficiently addressed in the latest (May 2023) submittal. The following are previously provided comments that have not been addressed, with Staff clarifications in red italics.

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.

Not addressed. Applicant has not acknowledged CFA amendments and wants the project reviewed under the previous CFA plan.

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).
 - ii) *July 2021 Comments*
 - (1) *Previous plans showed a connection to Elk Road, which does not appear to be on the current plans. A connection to Elk Road (either vehicular or pedestrian) is needed to address the CFA goal of coordinated development.*

Not addressed. Plans include a "3' granite walk path" from the south side of the parking garage. This does not address the CFA goal of coordinated development or the requirements of LDC Section 5.4.

- 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.
 - ii) *July 2021 Comments*
 - (1) *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.*
 - (2) *The CFA plan encourages safer crossings of 89A through enhanced crosswalks, medians, and/or roundabouts. Indicate whether any improvements are proposed that would lead to safer crossings of 89A.*

Not addressed. Plans include a "3' granite walk path" from the south side of the parking garage. This does not address the CFA goal of coordinated development or the requirements of LDC Section 5.4. No changes to 89A are proposed to meet the goal of safer crossing of 89A.

c) *Other July 2021 Comments*i) *Environment*

(1) *Indicate how the following Environment Goals of the CFA will be met:*

(a) *Waste reduction measures should be integrated into building construction, maintenance, and business operations, including the utilization of recycled building materials.*

No information provided.

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

On-building solar is not being proposed (recommended by Sustainability).

ii) *Community*

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

No information provided.

iii) *Sense of Community*

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

The plans now show fences between all the buildings, eliminating the potential for shared, community space in the open space area.

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.
- b) 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.*
 - ii) *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.*
 - iii) *Tab 7 in the LOI has not been updated.*

While the calculation of "Lodging Area" has been updated, the application has not addressed the CFA no longer recommending lodging uses, the areas common to both the lodging and multi-family uses are still attributed only to the multi-family uses, and Tab 7 has not been updated.

5. Site Plan

- a) 2021 Comment: The site plan includes one trash and one recycle dumpster for the hotel and one combination dumpster for the multifamily uses. This does not seem to be enough capacity for the anticipated level of use. In addition, separate trash and recycling dumpsters need to be provided (no combination dumpsters).

No increase or change to number/location of dumpsters.

6. Housing Units (2021 comments)

- a) Over 50% of the units are proposed to be studio units. The project should consider a greater diversity of unit types.

No changes to unit count.

- b) Provide information regarding the total number of employees the hotel anticipates having, what percentage of employees will be able to be housed on-site, and any other proposed strategies for housing employees not able to live on-site.

LOI states 20-30 full time employees and does not include any information regarding part-time employees.

7. 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.

Applicant did not meet with staff to discuss any of the comments.

- b) 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.
- 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.

Unrelieved building planes are not measured correctly.

c) 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.

Not changed, the elevation with the largest wall (elevator wall) removed from building plans, included on massing plan.

- 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.

No changes, elevation taken out of building plans. Massing plan shows this wall exceeding 800 square feet, along with multiple others exceeding 400 square feet. Some of the other areas exceeding 400 square feet may be less, as it appears the massing plan combines planes that may not need to be combined, but the delineation is not clear or reviewable by staff. Other plans show a change in building materials, which does not meet the requirements for unrelieved building planes for height and the elevations show a staircase enclosure with the wall/windows calculated separately, which is not permitted unless the windows are recessed a minimum of 1 foot, which it does not appear that they are.

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

Added mechanical equipment screening over Height 9 – no height for mechanical equipment provided.

- 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.

Area shown at less than 700 square feet (less than 5% of roof area), but this section is 50 feet wide (on the floorplans, 60 feet wide on the height exhibit) and the elevators on the floor plan area approximately 25 feet wide (2 elevators). Not clear that this area is being used for elevator equipment, and, if it is not, would not qualify for the height exception.

d) 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.

- (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.

Mechanical equipment area scales to slightly larger than 350 square feet. In addition, the area claimed for the elevator exemption (separate from the stair/mechanical equipment exception) includes a stairway – less than half of the area claimed for the elevator exemption includes the elevator.

ii) **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.

Windows and doors are not included in the calculation, which is not permitted unless the windows are recessed a minimum of 1 foot, which it does not appear that they are.

- (2) 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.

Unclear why the calculated area does not extend all the way to the parapet. Likely under 10% of the building footprint for the site, but total calculation is not provided.

iii) **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.

Windows and doors are not included in the calculation, which is not permitted unless the windows are recessed a minimum of 1 foot, which it does not appear that they are.

iv) **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.

Windows and doors are not included in the calculation, which is not permitted unless the windows are recessed a minimum of 1 foot, which it does not appear that they are.

v) **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.

The elevations/massing plan shows the unrelieved building planes broken up by a change in building materials. This does not break up building planes when being used to increase height. Windows are calculated separately, which is not permitted unless the windows are recessed a minimum of 1 foot, which it does not appear that they are.

e) **Multi-family North**

- i) Provide parapet heights.

Parapet heights not added to roof height schedule. Parapet between Heights 1 and 3 exceeds 27 feet above natural grade, maximum height is 27 feet. With the parapets at 27 feet tall, the building would need 10 points under alternate standards and the largest unrelieved building plane would be limited to 400 square feet. Same issue as with the hotel buildings, they are using a change in building materials, which does not work to break up building planes when using it for height and they are not including windows in their calculation, which they would need to do unless the windows were recessed a minimum of 1 foot.

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

- a) *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.*

Conference center not addressed in parking requirements other than to say that it's a typical use of hotels and no additional parking is required.

- ii) *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.*

Not addressed.

- iii) *The plans show 24 studios, 8 1-bedroom units, and 8 2-bedroom units. Amend parking calculations to match the submitted plans.*

Parking study has not been updated. Parking calculations on plans have been changed to reflect what is shown in parking study, but plans show 8 2-bedroom units, 8 1-bedroom units, and 24 studios. This would reduce the total number of parking spaces required for the housing from their calculation of 53 spaces to 48 spaces.

- b) *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.*

Page 9 of parking analysis states that as buses or shuttles will be available to transport visitors staying at the hotel to sites around the city, parking requirements may experience further reduced demand. Unsure how this would work, as guests of the hotel who would be using the shuttles would likely end up leaving their car at the hotel, making that space not available for other uses during the day, potentially increasing the parking demand rather than reducing it.

- c) *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.*

Parking study mentions a reservation system that would limit the number of non-guests. No additional information is provided.

- d) *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.*

Loading spaces not provided/designated.

3. Building Design (LDC Section 5.7.F)

- a) 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.

Not addressed. See additional comments under height sections.

- b) 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.
- 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.*

Calculations not included on elevations. End elevations do not appear to comply. Multifamily north elevations do not appear to comply.

- c) LDC Section 5.7.F(2)c.6: Roofline Variation: Maximum roofline length is 50 feet. Modify the following rooflines:
 - i) Roofline at the elevators in the lobby buildings exceeds 60 feet.

Shown at 50 feet on some plans, 60 feet on others.

4. 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.
 - (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.*

The corner of 89A/new road shows a 10' visibility triangle, but the note states 30' visibility triangle. A 30' visibility triangle would be required at this 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.
 - 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.*

Page 1 of Sign Plan states that information signs will be lit with "General Circulation Illumination". Page 4 of Sign Plan shows the information signs with sign-specific lighting. No sign lighting is included in the lighting plan.



Public Works Department

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

PZ19-0005 (DEV)
Village At Saddlerock Crossing (Comprehensive)
6/22/2023

Engineering Comments

Please address all comments by the next submittal:

1. Please provide a geotechnical report.
2. Please provide a sealed drainage & sewer report. Update sewer report with the new number of rooms.
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.

Prior to Issuance of grading and Building Permits:

- We would prefer to reduce the number of sewer connections. Please consider connecting all northern buildings 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.
- Please create tighter turns into the porte cochere in order to distinguish through traffic away from hotel traffic. Other methods like striping is an option.
- Please show driveway/curb ramp details at the parking garage entrance.
- Please provide a pavement striping plan. Please include the new right turn lane on 89A.
- Please provide the final 50' access easement prior to final acceptance.
- ADA parking spaces shall be 11' wide
- Ensure all basements and underground structures are protected from flooding, and design calculations include hydrostatic forces.
- Catch basins in parking lots require oil & debris filters.
- Design for the right turn deceleration lane and other infrastructure on 89A must be approved by ADOT.
- All sewer laterals must have a cleanout at the property/easement line.
- Include a end-of-line clean out southeast of the Multi-Family South units.
- Please offset parking spaces that are at a 90 degree angle to each other to prevent trapping vehicles.
- An elevation Certificate from an Arizona Registered Land Surveyor is required for each building.
- 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.
- Since this proposes more than 1 acre of disturbance, an AZPDES Construction Activity General Permit (CGP) must be submitted to ADEQ. We will need a copy of the ADEQ Permit Authorization Certificate prior to issuance of a building permit. Please see the AZPDES website at: <http://www.azdeq.gov/node/524>
- Provide Final Grading and Drainage Plans. The Site Plan shall meet the requirements of DREAM Chapter 3.1.
- Provide the Final Drainage Report. Include surcharge calculations and design recommendations for basements below the floodplain.
- Applicant shall follow the City of Sedona Land Development Code in its entirety.
- Applicant shall provide a Storm Water Pollution Prevention Plan. SWPPP measures shall be in place prior to the start of construction (DREAM 3.1). Storm water quality measures shall also comply with City

of Sedona Code requirements (City Code Chapter 13.5)

- Accessible sidewalks and parking areas will need to meet the current US Dept. of Justice ADA requirements.
- Accessible parking/signage shall meet the requirements of the City LDC and DREAM documents.
- All concrete within the City ROW shall be colored "Sedona Red" (Davis 160 color).

MEMO



To: Cari Meyer, Planning Manager

From: Sustainability Program Staff

sustainability@sedonaaz.gov

(928) 203-5127

Date: June 20th, 2023

Subject: Comments for The Village at Saddlerock Crossing Application

Energy Conservation and Emissions Reductions

Upon reviewing the application materials, the Sustainability Program commends the applicant for use of solar photovoltaics for landscaping and exterior lighting, mixed used development, xeriscaping components, electric vehicle charging stations, and energy efficient fixtures. Some additional suggestions for consideration are below:

- 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.
- 2) The Sustainability Program would also recommend that the Village at Saddlerock Crossing explore the potential for rooftop solar panels. As a commercial property, they may 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) would be ideal for solar, which would benefit from south-facing panels. Buildings should be designed to 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.
- 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. Potential VRF systems may be suitable for a number of buildings in the proposed development.
- 4) Recycled content or carbon sequestered concrete products can reduce the embedded carbon on the construction process and lower the buildings total carbon footprint. Incorporate these products into the design if feasible. A company in Flagstaff may be able to assist with identifying suitable solutions, as they are beginning a project using these products.
- 5) While the property is not located in Coconino County, the Sustainability Program encourages the pursuit of incorporating as many elements as feasible from Coconino County's [Sustainable Building Program Checklist](#). Other certifications such as LEED could be pursued as well.

Transportation and Electric Vehicle Support

The inclusion of vehicle charging stations is a nice addition to the site plans. Charging stations that accommodate and are positioned for usage from residences in the multi-family buildings would be desired.

Electrical infrastructure should be considered for expansion to charging station access in multi-family areas, in addition to chargers found for lodging participants.

Water Conservation

The inclusion of rainwater harvesting devices, tankless water coolers, and water efficient fixtures are nice additions to the proposed development. Additional suggestions follow:

- 6) Evaluate restaurant operations, multi-family buildings, and appliances for additional reductions in water consumption, such as installation of leak detection devices on water supply lines.
- 7) Consider using harvested rainwater on multi-family buildings as well. For rainwater amounts collected that are in excess of short-term irrigation needs, consider systems for use in non-potable indoor use, or for potable use by incorporating filtration systems if financially feasible.

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:

- 8) 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. Consider placing the native plants and green infrastructure between pedestrian walkways or shared-use paths and vehicular roads.
- 9) Consider the development of an invasive species management plan. When developing the site, 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.
- 10) Consider the utilization of permeable pavement surfaces in pathways and applicable parking areas in tandem with green infrastructure and stormwater management efforts.

Recycling and Compost

The lodging recycling and food waste composting efforts are a welcome sight in the letter of intent. Additional suggestions are below:

- 11) Recycling drop off location: Considerations should be made on providing increased recycling access for users of the property, in particular in permanent residence locations. 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.
- 12) Considerations for utilizing a compost pick up service for food scrap waste expansion to multi-family buildings beyond the lodging compost efforts. 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.

Agenda Item 6a, Attachment 4

CFA Checklist

Soldiers Pass CFA Checklist
 PZ19-00005 (ZC) The Village at Saddlerock Crossing



City Of Sedona
Community Development Department
 102 Roadrunner Drive Sedona, AZ 86336
 (928) 282-1154 • www.sedonaz.gov/cd

The Sedona Community Plan provides the overarching vision for future development of the City and as an addendum the CFA Plan provides a more specific vision for this area. Both are important tools in the City’s development review process which looks at new construction projects, such as commercial, lodging, or housing as well as renovations and redevelopment. The CFA Plan will be used by City staff, the City’s Planning and Zoning Commission, and City Council when reviewing and evaluating proposed projects. The CFA Plan is also a tool for use by property owners, developers, and residents preparing a development proposal. The plan is intended to serve as a guide when preparing a development proposal by establishing the community’s expectations for future development of this area.

--Community Focus Area Plan for the Soldiers Pass Road CFA, page 25, Implementation

Public Hearing Date: November 7, 2023

LDC Section 8.3.E(5)c states: *the proposed development shall be consistent with and conform to the Sedona Community Plan, Community Focus Area plans, and any other applicable plans. The decision-making authority:*

1. *Shall weigh competing plan goals, policies, and strategies; and*
2. *May approve an application that provides a public benefit even if the development is contrary to some of the goals, policies, or strategies in the Sedona Community Plan or other applicable plans.*

The following is staff’s evaluation of the project (Village at Saddlerock Crossing) for compliance with the Soldiers Pass CFA Plan.

Reviewer: Cari Meyer, Planning Manager

Color Coding	Full Compliance	Partial Compliance	Non-Compliance	Not Applicable
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Planning Area Boundary (Page 4)	
	<i>Evaluation:</i> The entirety of the project site is within the CFA Planning Area Boundary.
	<i>Compliance:</i> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Future Land Use Map (Page 5)	
	<i>Evaluation:</i> The project site is designated Commercial and Multi-Family Medium/High Density on the Future Land Use Map (Note: This map is from the Community Plan and is included in the CFA plan for reference purposes only).
Compatible Land Uses (Page 10)	
CFA Objective: A complete neighborhood center that is a mix of complementary and compatible land uses.	
	Strategy 1: New development should complement and coordinate with adjacent properties
	<i>Evaluation:</i> The site is bordered on the north and west by public roads (Saddlerock Circle and W State Route 89A). The project provides a new connector road from Saddlerock to 89A, allowing the development and the Saddlerock neighborhood to connect to 89A at a signalized intersection, as well as a widened sidewalk along W State Route 89A and sidewalks along all existing and proposed roads. Sidewalks would also extend south on Saddlerock Circle to Valley View (about 200 feet south of project site).
	To the east of the project site is Elk Road (private road) and a mix of other uses, including the Elks Lodge, a salon, shops, offices, and Cook’s Cemetery. This development does not provide a vehicular connection to the properties to the east and the pedestrian connection provided is a 3’ wide granite pathway off of the back side of the parking garage, which does not meet the minimum sidewalk/walkway requirements of the Land Development Code or the more robust interconnected development expectations of the CFA plan.

	<p>Improving the walkability of the area enables residents of the multifamily housing and the guests of the hotel to leave their cars and provides them with access to local businesses and transit. This could increase the customer base for commercial businesses in the area, and new connections increase the walkability of the area as a whole.</p> <p>Compliance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 2: Mitigate the impacts of commercial land uses on neighboring residents using a variety of methods such as building design, site layout, and landscaping.</p> <p>Evaluation: The “Multifamily South” building is the closest building to existing residential neighborhoods and is the shortest building relative to natural grade (no alternate standards needed).</p> <p>The lodging building closest to the existing neighborhood is the “Treehouse Suites” building, which is the tallest building on the site relative to natural grade (applying maximum alternate standards and the height exception for sloped roofs). It is separated from the existing residences by approximately 50 feet, which includes a sidewalk, road, and landscaping. Other lodging buildings are at least 115 feet from the existing residences and separated by a sidewalk, road, parking lot, and landscaping.</p> <p>Other commercial land uses, including the parking garage, restaurant/rooftop bar, and hotel pool area, are located on the interior of the site and screened by the proposed buildings.</p> <p>Compliance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 3: Coordinated development is encouraged to enable shared access, parking, and community spaces.</p> <p>Evaluation: The layout of the site allows the uses proposed within this site to share access and parking and provides an opportunity for the properties to the south to have access to the light via the new connector road. However, the recommendations of the CFA plan would also include coordinated development with the properties to the east, allowing for cross access between those uses and giving those properties access to the light as well. Coordinated development/shared access with the properties to the east is not provided for as a part of this development plan.</p> <p>There are no shared community spaces.</p> <p>Compliance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 4: Create a dynamic area that is not dominated by a single use, but is a balanced mix of land uses that includes housing, lodging, and commercial.</p> <p>Evaluation: While the CFA as a whole has a wide variety of land uses, multifamily residential (apartments) is underrepresented. The Vista Montana townhomes are on the north side of the CFA and there is a significant amount of single family residential to the north and south of the CFA. Providing residential uses in proximity to the existing uses can contribute to a more dynamic, walkable area. Lodging uses can also take advantage of being located in a more walkable area, offering their guests the ability to leave their car at the hotel while walking to nearby restaurants and shops.</p> <p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Mixed Use Development Standards (Page 11)</p> <p>Evaluation: Page 11 of the CFA plan outlines the mixed-use development standards that projects within this CFA are expected to meet. These include:</p> <ul style="list-style-type: none"> • <i>Mixed Use Development: Integrating multiple uses into one coordinated development project with an emphasis on residential needs and uses can reduce the need to drive, and thus not contribute further to traffic congestion. No additional lodging uses are recommended in this CFA.</i> <ul style="list-style-type: none"> ○ This project includes 110 lodging units and 40 residential units. • <i>Shared Community Space: Common areas shall be incorporated into the project design that will serve as gathering spaces for visitors, and local residents. Examples: lounge, atrium, plaza, garden, or courtyard with ample seating.</i>

- The common areas in this project are provided as a part of another site element, such as the restaurant, bar, or conference center. The only outdoor area with seating is the bus stop.
- *Housing: If the mixed use project involves property zoned as residential, the equivalent number of maximum units allowed under the current zoning must be included within the development project. The housing shall be multi-family, such as apartments, condominiums, townhomes, or employee housing.*
 - The project includes 1 acre that is currently zoned as RM-2 (12 units per acre). 40 multifamily units are proposed. (The project complies with this criterion.)
- *Site Layout: Buildings adjacent to SR 89A shall be aligned perpendicular or at an angle to SR 89A (not parallel to SR 89A.); Multiple buildings are preferred to one larger building; Parking is to be located behind the buildings, and not facing SR 89A or visible from a public street or SR 89A.*
 - The buildings and parking layout are in compliance with these criteria.
- *Connectivity: Sidewalks and paths shall link on-site amenities, parking, building entrances, trails, streets, community spaces, and adjacent destinations; Projects shall be designed to maximize connectivity for vehicles to improve safety and minimize local traffic congestion, such as creating new street connections, and connected and shared driveways and parking lots.*
 - While the project provides a connection to the light for residents to the south, it has not been designed to incorporate connectivity to the properties to the east. Based on the project's layout (buildings and a parking garage along the eastern property line), that connectivity, which is recommended by the CFA plan, cannot happen with the current plan.

Compliance: Yes Partial No Not Applicable

Housing Diversity (Page 13)

CFA Objective: A range of housing options that vary by type, size, and price ranges that offer an alternative to single-family housing.

Strategy 1: Increase the amount of multi-family residential housing within the CFA.

Evaluation: The proposal includes 40 housing units. The plans show a mix of 2-bedroom, 1-bedroom, and studio units, but the plans are not consistent as to the number of each type of unit proposed.

The LOI states that the development will employ 20-30 full time employees. The LOI does not provide any information about part-time employees, which has been requested by Staff. If part-time employees make up a significant percentage of hotel employees, the housing impact from the project would be greater than the 20-30 full-time employees. While the amount of multi-family residential housing within the CFA would be increased with this project, it could be offset by the number of employees needing housing.

Compliance: Yes Partial No Not Applicable

Strategy 2: Commercial development projects should incorporate housing, such as workforce, affordable, and multi-family housing.

Evaluation: The project includes 40 housing units. 12 of those units are required based on the project incorporating approximately one acre of land currently zoned RM-2 (12 units per acre).

The LOI states that all units will be restricted for long-term rental and 28 units will be available to individuals earning up to 80% of AMI, with the units marketed to on-site employees first. The restricted units would be 24 studios and 4 one-bedrooms, leaving 4 one-bedrooms and 8 two-bedrooms as market rate units. It appears that the restricted units would be located in the "multifamily north" section of the project (closest to 89A) while the market rate units would be in the "multifamily south" section (furthest from 89A). Ideally, the restricted units would be spread evenly throughout the development and across unit types.

If the project moves forwards, the applicant will need to work with the City's Housing Department to discuss the specifics of what a development agreement for these restrictions would entail.

Compliance: Yes Partial No Not Applicable

	<p>Strategy 3: The diversity of housing types should increase with more multi-family residential options that accommodate seniors, singles, and others who want alternatives to a detached single-family house.</p> <p><i>Evaluation:</i> The project plans are inconsistent with the mix of unit types proposed – the coversheet for the plans states ten 2-bedroom units, twenty 1-bedroom units, and ten studios while the floorplans show eight 2-bedroom units, eight 1-bedroom units, and 24 studios. (The statements in the LOI appear to match what is shown on the floorplans.) While the unit mix would need to be clarified, the project would provide a diversity of housing types and an alternative to single-family houses.</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
<p>Traffic Flow and Connectivity (Page 14) CFA Objective: Improved safety and reduced traffic congestion on SR 89A.</p>	
	<p>Strategy 1: Safety and traffic congestion on 89A and intersecting streets should be addressed with appropriate street improvements, such as enhanced crosswalks, medians, or roundabouts.</p> <p><i>Evaluation:</i> Saddlerock Circle would be converted to a right in/right out intersection, eliminating left hand turns in and out of this intersection, reducing turning conflicts with the entrance to the Whole Foods center across 89A. (Vehicles will have the option of using the new connector road for left turns.)</p> <p>No other street improvements recommended by the CFA plan are proposed.</p> <p><i>Compliance:</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 2: Improve access between businesses and neighborhoods and reduce conflicts on 89A by connecting, consolidating, and sharing driveways and parking lots.</p> <p><i>Evaluation:</i> The entire development will use a single access on 89A with a secondary access point on Saddlerock Circle. As the current parcel layout includes at least six parcels with street frontage. Limiting access to two access points is an improvement over the current conditions. The development shares parking facilities. However, as mentioned previously, no access to the properties to the east is proposed and none is possible given the current layout of the site.</p> <p><i>Compliance:</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 3: Street connections should be created, such as a connection from Saddlerock Circle to the signal on 89A at Soldiers Pass Road.</p> <p><i>Evaluation:</i> This development creates the connection from Saddlerock Circle to the signal on 89A at Soldiers Pass Road.</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
<p>Walking and Biking Improvements (Page 15) CFA Objective: Improved safety, convenience, and experience for walking and bicycling</p>	
	<p>Strategy 1: Continuous streetscapes along 89A should be created to provide a safer and more appealing place to walk.</p> <p><i>Evaluation:</i> The development would provide a 10' wide sidewalk along State Route 89A. The sidewalks would be separated from the street and go through a landscape area.</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 2: Safer crossings of 89A should be provided with enhanced crosswalks, medians, and/or roundabouts.</p> <p><i>Evaluation:</i> No changes to 89A are proposed as a part of this project.</p> <p><i>Compliance:</i> <input type="checkbox"/> Yes <input type="checkbox"/> Partial <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 3: Safety and amenities for bicyclists, such as bike racks and pavement markings should be improved to encourage bicycling.</p> <p><i>Evaluation:</i> The 10' wide sidewalks will allow for bicycles. It is not clear whether the new connector road will have a bike lane. Bicycle parking is provided in compliance with code requirements, but no additional bicycle parking or bicycle amenities are shown.</p> <p><i>Compliance:</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>

	<p>Strategy 4: Transit stops with bus pull-outs, benches, and shelters should be provided.</p> <p><i>Evaluation:</i> The plans show a stop for the Verde Lynx within the deceleration lane on 89A entering the site. A bench and waiting area are also provided.</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 5: Route information (destinations, distances, and direction) at visible locations, such as intersections, transit stops, trailheads, and public spaces should be provided.</p> <p><i>Evaluation:</i> No information on how the project is addressing this strategy is provided. While implementation of this strategy would likely occur after the project is complete, the applicant has made no commitments at this stage of review.</p> <p><i>Compliance:</i> <input type="checkbox"/> Yes <input type="checkbox"/> Partial <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
<p>Neighborhood Connections (Page 17) A connected network of sidewalks and trails that link neighborhoods and lodging to businesses and destinations such as parks, National Forest trails, and the West Sedona School.</p>	
	<p>Strategy 1: Connected paths that allow for direct pedestrian and bicycle access should be provided within and between housing and commercial developments.</p> <p><i>Evaluation:</i> The development proposes sidewalks and shared use paths along all existing and proposed streets (with the exception of Elk Road). Sidewalks and shared use paths are provided into the development, connecting the housing and commercial uses to the sidewalk/shared use path network.</p> <p><i>Compliance:</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 2: Pedestrian access to public sidewalks and adjacent transit stops should be incorporated into development projects.</p> <p><i>Evaluation:</i> Pedestrian access from the lodging and housing uses is provided, which also connects to the transit stop.</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 3: Sidewalks should be extended along streets such as Airport Road, Saddlerock Circle, and Soldiers Pass Road.</p> <p><i>Evaluation:</i> The development will install a sidewalk along Saddlerock Circle, including the street frontage of the project and continuing south to the intersection of Saddlerock and Valley View Drive (approximately 200 feet south of the project site).</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 4: Partnerships with landowners are encouraged to create a connected trail system that enables off-street pedestrian and bicycle travel.</p> <p><i>Evaluation:</i> The pedestrian and bicycle travel proposed with this development would be limited to the streets, off-street travel is not enabled with this plan. This could be accomplished by providing a more robust connection to the properties to the east. This connection was provided in earlier versions of the plans, but was removed in the more recent versions of the plans. Staff had provided comments to the applicant that this connection needed to be added back in and the applicant chose not to do so.</p> <p><i>Compliance:</i> <input type="checkbox"/> Yes <input type="checkbox"/> Partial <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
<p>Green Building (Page 18) Conservation practices are incorporated into building and landscape design, construction, and maintenance</p>	
	<p>Strategy 1: The use of solar energy in building designs for energy, heating, and lighting is encouraged.</p> <p><i>Evaluation:</i> The project proposed solar panel on the upper level of the parking garage. The LOI states this will be able to power site's landscape lighting, landscape irrigation controls, rainwater harvesting pumps, and potentially parking structure lighting. No solar panels are proposed for the buildings and it does not appear that any of the buildings will use solar power.</p> <p><i>Compliance:</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>

	<p>Strategy 2: Waste reduction measures should be integrated into building construction, maintenance, and business operations, including the utilization of recycled building materials</p> <p><i>Evaluation:</i> The applicant has not made a commitment to waste reduction measures in the construction process. The LOI lists “green hotel” measures that are used at other properties they own/manage and have stated they intend to implement the same measures for this property.</p> <p>Compliance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 3: Non-compliant outdoor lighting should be converted to dark-sky compliant and energy efficient lighting.</p> <p><i>Evaluation:</i> The property is currently vacant; no non-compliant outdoor lighting exists.</p> <p>Compliance: <input type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input checked="" type="checkbox"/> Not Applicable</p>
	<p>Strategy 4: Xeriscape principles in landscaping should be practiced by conserving water and using appropriate plants reflective of Sedona’s natural environment that contribute to a sense of place.</p> <p><i>Evaluation:</i> 58% of the plants proposed are native species and the plans state that 27 existing trees will be preserved. The balance of plants are adaptive to the Sedona area. The plans do not include an excessive number of plants (174 trees required, 185 proposed – 106% of requirement; 813 shrubs required, 816 proposed – 100.3 % of requirement). Use of native and adaptive species and not overplanting the site will reduce water use for landscaping once the landscaping is established on the property and ensure the site fits into Sedona’s natural environment.</p> <p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 5: Stormwater should be managed with “green infrastructure” practices that slow and capture runoff.</p> <p><i>Evaluation:</i> The applicant has proposed including rainwater harvesting tanks, which will help reduce the amount of runoff as well as water used for landscaping. Any water not captured by the rainwater tanks will be managed through the drainage system on the property, which will need to be approved by the City’s Public Works Department prior to construction (a preliminary grading and drainage plan has been provided with this application).</p> <p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
<p>Sense of Place (Page 19)</p>	
<p>An identifiable area recognized for its natural features and the design quality of its built features.</p>	
	<p>Strategy 1: Scenic views, natural areas, and hillsides should be preserved by clustering development to preserve open space.</p> <p><i>Evaluation:</i> There are no natural areas or hillsides that need preserving on this property. While the buildings will likely block some of the scenic views from the properties to the south, the buildings would be required to meet the City’s height requirements and the applicant is not requesting any variances or waivers that are outside of code allowances. This site also sits at a lower elevation than the adjacent residences, limiting the impact the buildings will have on the views of the neighboring properties.</p> <p>**NOTE: As outlined in Staff’s evaluation of the heights of the buildings, detailed in the LDC Checklist, the buildings as currently designed either do not meet height requirements or the information provided on the plans does not allow for a complete review for compliance with height requirements. If the project were to move forward, the applicant would need to ensure that all buildings meet height requirements.**</p> <p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 2: Development design should be complementary to the architectural character of the surrounding area as well as the natural environment.</p> <p><i>Evaluation:</i> The design of the buildings is complementary to the design of the surrounding area. The buildings use dark, earthen colors, and natural materials to blend into the natural environment.</p> <p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>

	<p>Strategy 3: The significance of the Cook’s Cemetery to Sedona’s history should be recognized by maintaining public access, improving the surroundings, and increasing awareness of this City Historic Landmark.</p> <p><i>Evaluation:</i> The LOI states that the applicant is working to improve access to the cemetery. This improved access is not shown on the plans. The cemetery is to the west of the project site and, as mentioned at other places in this review, the access/connections from this site to the properties to the east is lacking/does not meet the expectations of the CFA. A connection to the cemetery would also need to go through other private properties and the applicant has not specified if or how they are working with the other affected property owners to improve the connection.</p> <p>The LOI states that the applicant is working with a neighboring property owner to provide an 8-space parking lot for the cemetery and legal vehicular access. No plans for this parking lot or access have been submitted as a part of this project and it is unclear if this would be permitted, as many of the properties surrounding the cemetery are zoned residential and would not permit a parking lot.</p> <p>Compliance: <input type="checkbox"/> Yes <input type="checkbox"/> Partial <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 4: The reuse of historic buildings is encouraged to preserve the cultural history that contributes to a sense of place.</p> <p><i>Evaluation:</i> The property previously had buildings that had been surveyed as part of the City’s Historic Resource Survey (buildings were never landmarked). Staff comments on early iterations of the project included comments regarding reuse of the historic buildings, incorporating the building materials into the project site, or acknowledging the history of the site in another way. While the applicant has since demolished the surveyed structures, the LOI proposes a historic exhibit in the hotel lobby. No details of this exhibit have been provided.</p> <p>Compliance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
<p>Sense of Community (Page 22)</p>	
<p>A neighborhood center with appealing and accessible community spaces that reflect a sense of community.</p>	
	<p>Strategy 1: Open, shared community spaces should be incorporated into development projects.</p> <p><i>Evaluation:</i> While open spaces are provided, they appear to be primarily for hotel guests or residents of the development. The one area that may be considered a community space is the area around the transit stop, which includes shade, a bench, a bike rack, and water station.</p> <p>Compliance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 2: Community space amenities such as shade, seating, landscaping, and public art should be provided.</p> <p><i>Evaluation:</i> Amenities at the transit stop include shade, seating, and landscaping. The project’s public art is proposed to be installed further into the site near the parking structure.</p> <p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 3: Community spaces should be designed to mitigate noise and other potential impacts to neighbors.</p> <p><i>Evaluation:</i> The community space is on the north side of the project site, furthest from the adjacent residential neighborhood. The rooftop bar/restaurant could be viewed as additional community gathering space and is screened from the existing residential development by buildings.</p> <p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>Strategy 4: The large, mature trees south of the Soldiers Pass Road/89A intersection should be incorporated into future development as community space.</p> <p><i>Evaluation:</i> The trees at the intersection are preserved and adjacent to the proposed community space.</p> <p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>

Agenda Item 6a, Attachment 5

LDC Checklist

Land Development Code Checklist
 PZ19-00005 (DEV) The Village at Saddlerock
 Crossing



City Of Sedona
Community Development Department
 102 Roadrunner Drive Sedona, AZ 86336
 (928) 282-1154 • www.sedonaz.gov/cd

The Sedona Land Development Code sets the minimum criteria for review and approval of all new construction and renovation proposals by the City’s Community Development Department and Planning & Zoning Commission. Applicants of proposed development projects must demonstrate compliance with these development standards.

Public Hearing Date: November 7, 2023

****This application is being reviewed in conjunction with a concurrent request to rezone the subject properties to L (Lodging) and is done based on the requirements for the Lodging zone. If the associated rezoning is not approved, this review would not be valid, as lodging would not be a permitted use for the property.**

Reviewer: Cari Meyer, Planning Manager

Color Coding	Full Compliance	Partial Compliance	Non-Compliance	Not Applicable
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LDC Article 2: Zoning Districts	
2.16: L: Lodging	
2.16.B: L Lot and Building Standards	
	<p>Evaluation: Lot Standards: The lot meets the minimum lot width and area.</p> <p>Setbacks: The project provides 15 foot setbacks along W SR 89A and Saddlerock Circle and 20 foot setbacks along the south property line (adjacent to residential). The 10 foot setback along Elk Road (east property line) is shown as measured to the edge of a roadway easement (not the property line), as required by LDC Section 2.24.D(1)a. However, the ALTA Survey shows an additional 20’ ingress/egress easement to the west of the roadway easement that is not included on the site plan. The setback needs to be measured from the edge of that easement and the site plan needs to be adjusted.</p> <p>Heights: As outlined in the height evaluation (See LDC Section 2.24.E), multiple buildings either do not comply with height requirements or the information provided is not sufficient to make that determination.</p> <p>Impervious Coverage: The project plans state the project has a building coverage of 23.2% (60% permitted) and a total coverage of 62.5% (80% permitted). However, based on the calculations provided, it is not clear where the parking structure/parking lots are factored into these calculations.</p> <p>Compliance: <input type="checkbox"/> Yes <input type="checkbox"/> Partial <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
2.16.C: Other Standards	
	<p>Evaluation: The project complies with some code requirements, does not comply with others, or the application does not contain sufficient information to determine compliance. These areas are outlined in detail in the remainder of this checklist.</p> <p>Compliance: <input type="checkbox"/> Yes <input type="checkbox"/> Partial <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
2.24: Measurements and Exceptions	
2.24.B: Density	
	<p>Evaluation: 40 long-term rental units are proposed on approximately 6.15 acres. As the units would include restrictions for both long-term rentals and affordability, there is no cap on density in the Lodging district.</p> <p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
2.24.C: Lot and Space Requirements	
	<p>Evaluation: The lot meets minimum dimension requirements. All buildings are reviewed for the same setback and height requirements.</p> <p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>

	<p>2.24.D: Setbacks</p> <p><i>Evaluation:</i> The project provides 15 foot setbacks along W SR 89A and Saddlerock Circle and 20 foot setbacks along the south property line (adjacent to residential). The 10 foot setback along Elk Road (east property line) is measured to the edge of a roadway easement (not the property line), as required by LDC Section 2.24.D(1)a. However, the ALTA Survey shows an additional 20' ingress/egress easement to the west of the roadway easement that is not included on the site plan. The applicant has not clarified the status of this easement. If the easement is valid, the setback would be measured to the edge of the easement and the site plan would need to be adjusted.</p> <p>No exceptions to setback requirements are requested.</p> <p>Compliance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>2.24.E: Building Height</p> <p><i>Evaluation:</i> Commercial height standards were used in review of this project. All buildings (except for the multifamily south buildings) require alternate standards. The paint colors get 5 points (2.5 feet). Buildings that require more than 5 points would need to get the remainder of the points using unrelieved building planes. In the project plans, alternate standards have not been calculated correctly for any of the buildings, and Staff has not been able to make a determination of compliance for any of the buildings.</p> <p>Unrelieved building planes are defined as: <i>Any vertical surface, or the projection to a vertical plane of an inclined or curved surface, or wall of a structure that, when viewed in elevation, incorporates no overhangs, offsets, projections, decks, ramadas, loggias, or similar architectural features that would produce shadow patterns or otherwise serve to visually blend the structure into its natural background. Windows and doors do not in themselves provide relief, but if they project or recede a minimum of 12 inches they may be considered as providing visual relief.</i></p> <p>The applicant has shown building planes being reduced in ways that are not compliant, including:</p> <ul style="list-style-type: none"> • Change of building materials. A change of building materials is permitted to reduce the maximum building plane permitted under LDC Section 5.7.F(2)c.3, but not when being used to increase height (LDC Section 2.24.E) • Building planes not visible from the public ROW. This is permitted when addressing the maximum building planes permitted under LDC Section 5.7.F(2)c.3, but not when being used to increase height (LDC Section 2.24.E) • Removal of windows and doors from the calculation of unrelieved building plane. The plans do not indicate that any of the windows or doors are recessed by a minimum of 12 inches, as required by the definition in order to be removed from the calculation. <p>Height evaluations for each building are as follows:</p> <ul style="list-style-type: none"> • Lobby/Restaurant Building: 10 points required <ul style="list-style-type: none"> ○ The largest unrelieved building plane is limited to 400 sf. The plans show the largest unrelieved building plane at over 800 sf. Reductions using building materials are not applicable for this requirement. Other building planes are calculated at less than 400 sf, but do not include windows. Once windows are included, it appears that multiple building planes will exceed 400 sf. • Treehouse Suites Building: 10 points required <ul style="list-style-type: none"> ○ The largest unrelieved building plane is limited to 400 sf. The plans show the largest unrelieved building plane at over 800 sf. Reductions using building materials are not applicable for this requirement. Other building planes are calculated at less than 400 sf, but do not include windows or doors. Once windows and doors are included, it appears that the building planes will exceed 400 sf. • West Wing and North Wing: 10 points

- The largest unrelieved building plane is limited to 400 sf. Building planes are calculated by at less than 400 sf, but do not include windows. Once windows are included, it appears that the building planes will exceed 400 sf.
- East Wing: 9 points
 - The largest unrelieved building plane is limited to 450 sf. Building planes are calculated at less than 450 sf, but do not include windows. Once windows are included, it appears that the building planes will exceed 450 sf
- Multi-family North: Building exceeds maximum permitted height
 - The roof height schedule includes all ridges and eaves, but not the heights of the parapets (between ridges 1/3, 2/4, and 6/8). By comparing the roof plans to the floor plans, it does not appear they are for a purpose that would allow an exception (elevator, stair, mechanical equipment), as the buildings do not have elevators, the stairs are located elsewhere, and the mechanical equipment is ground mounted. Though parapet heights are not included on the roof height schedule, they are shown on the plans. The westernmost parapet exceeds 27 feet above natural grade, which is the highest it would be permitted to go if alternate standards were maximized. Though these heights are the same as the adjacent ridge lines, sloped roofs are given a height exception that a flat roof is not. If the parapet were reduced to no more than 27 feet, the building would have the same unrelieved building plane issues the lodging buildings have in that the methods being used to reduce the size of the building planes are not acceptable.
- Multi-family South: No alternate standards needed
 - The Multi-family South Buildings all have 3.5:12 pitched roofs, which permits a height of 27 feet before alternate are needed. All buildings are below this height. No alternate standards are needed; the multi-family south buildings comply with height requirements.

Many of the buildings are applying the permitted height exceptions of LDC Section 2.24.E(3), Table 2.7, including for chimneys, elevators, mechanical equipment, stairs, etc. While some exceptions have been applied correctly, others have not or are shown in a way that does not allow for review. For example:

- The elevators for the lobby/restaurant building are shown at a width of 50 feet on the floorplans and 60 feet on the height exhibit. At 60 feet, this area would exceed the maximum of 5% of the building footprint allowed for elevators and violate LDC Section 5.7.F(2)c.6, which limits rooflines to 50 feet. Further, the floorplans show the elevators at a width of approximately 25 feet, with the remaining area being used for storage. As the height increase is only permitted for elevators and associated supporting structures, this is not an appropriate use of the exception.
- Mechanical equipment is shown on a portion of the lobby/restaurant building (southwest side of building) without a height. Based on the heights of the surrounding building and cross referencing the elevations, it appears that this section would likely comply, but the plans would need to show that height for verification.
- The floorplans show the areas designated for the elevators on the guest room buildings as including space over the entry/lobby and stairs, which is not an appropriate use of the elevator exception. The exception for stairs is separate from the exception for elevators and is included in the exception for mechanical equipment. The exception for stairs and mechanical equipment is limited to 5% of the building footprint, which is maxed out by the stairs and mechanical equipment elsewhere on the building, so no additional increases are permitted for stairs.
- For the guest room buildings, the area shown on the roof plans as being for the stairs/mechanical equipment height exception scales to a larger size than is stated on the plans. As the stated square footages maximize the 5% allowance of the building footprint, the applicant would need to refine the measurements and ensure the areas meet the maximum size allowed.

Compliance: Yes Partial No Not Applicable

LDC Article 3: Use Regulations

3.2.E: Table of Allowed Uses

	<p><i>Evaluation:</i> Lodging and Multifamily developments are permitted uses in the L zone.</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
	<p>3.3: Use Specific Standards</p> <p><i>Evaluation:</i> LDC Section 3.3.A(3) states that, for mixed-use projects, residential uses shall not be located on the same level as the primary street entrance to the building unless permitted by the Director or Planning and Zoning Commission. While the project is considered a mixed-use project (lodging and residential), the project has also been designed with a clear distinction between the lodging and residential uses. If the rezoning to L is approved, Staff would be supportive of this design and permitting residential uses on the same level as the primary street entrance to the building.</p> <p>LDC Section 3.3.C(14) contains the use specific standards for lodging projects. The lodging buildings are limited to 150 feet in length (project complies) and the project is considered a high-density lodging project requiring a zone change, which this project has applied for. Other use specific standards address expansion of existing lodging facilities, which do not apply to this project.</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
<p>LDC Article 5: Development Standards</p>	
	<p>5.3: Grading and Drainage</p>
	<p>5.3.D: General Standards</p> <p><i>Evaluation:</i> The site has been previously graded. While little natural grade exists, the buildings have been sited to preserve existing trees to the greatest extent possible. All work, except for driveways to connect to existing streets and landscaping, is contained within the property boundaries. The City’s Public Works staff has reviewed the Preliminary Grading and Drainage Report and Plan and found them to be consistent with City requirements. A Final Grading and Drainage Report and Plan sealed by a Professional Engineer would be required to be submitted, reviewed, and approved prior to building permit issuance. A geotechnical report has been provided to ensure that the underground portions of the project (meeting facility and parking garage) are appropriately designed for the site.</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
	<p>5.4: Access, Connectivity, and Circulation</p>
	<p>5.4.D: Street Connectivity</p> <p><i>Evaluation:</i> The project connects to existing streets at two points (W SR 89A & Saddlerock Circle). The connection to W SR 89A is at the Soldiers Pass Road light, giving this development, along with the Saddlerock Homes subdivision to the south, access to a controlled intersection. Earlier iterations of the plans included a vehicular connection to Elk Road to the east of the project site, which was removed due to the parking garage. Staff has provided comments that this connection needed to be added back, in accordance with the LDC and the recommendations of the CFA plan.</p> <p>The proposal includes a 3’ walking path to connect this property with the property to the west, which does not meet the requirements for a vehicular connection or a pedestrian connection (minimum of 5’ wide would be recommended for a pedestrian connection; shared use paths are typically 8’ – 10’ wide).</p> <p>Rather than a 5’ sidewalk on each side of the new street, the applicant is proposing a 10’ wide sidewalk on one side of the new connector street.</p> <p>Police and Fire and reviewed the plans and have not expressed any concerns with the site layout. No cul-de-sacs or dead end streets are proposed, and no gates are proposed.</p> <p><i>Compliance:</i> <input type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input checked="" type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
	<p>5.4.E: Driveways and Access</p> <p><i>Evaluation:</i> Driveways are located to provide safe access to and from the site. Cars will be able to enter and exist the site in forward drive. The majority of the parking is located within the parking garage, which is accessible by one of two driveways. Staff had requested that the design of the pull out to the hotel entrance</p>

	<p>be modified to reduce the possibility that cars accidentally pull into the entrance rather than continue on the street. The applicant has proposed a change in paving color and pattern in this area.</p> <p>Police and Fire have reviewed the plans and have not expressed any concerns. Driveways and drive aisles will meet materials requirements.</p> <p>The property fronts W SR 89A and provides a singular point of access from the highway. Deceleration lanes are also proposed along the highway. A permit from ADOT would be required prior to construction.</p> <p>Two access points are provided, and the drive aisles meet size requirements.</p> <p>Compliance: <input checked="" type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
<p>5.4.F: Visibility Triangles</p>	
	<p><i>Evaluation:</i> No buildings are in visibility triangles. Landscaping in visibility triangles will be maintained to meet sight distance requirements.</p> <p>Compliance: <input checked="" type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
<p>5.4.G: Cross-Access between Adjacent Uses</p>	
	<p><i>Evaluation:</i> The site design does not provide cross access to the properties to the east. Earlier iterations of the plan included a vehicular connection to Elk Road to the east of the project site. This connection was removed due to the parking garage. Staff provided comments that this connection needed to be added back into the plans, in accordance with the LDC and the recommendations of the CFA plan. The proposal includes a 3’ walking path to connect this property with the property to the west, which does not meet the requirements for a vehicular connection or a pedestrian connection (minimum of 5’ wide would be recommended for a pedestrian connection; shared use paths are typically 8’ – 10’ wide). While Elk Road is private and responsibility for it is unclear, at a minimum the development should incorporate a location for a future connection and should not design a project that precludes a future connection.</p> <p>Compliance: <input type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input checked="" type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
<p>5.4.H: Pedestrian and Bicycle Circulation</p>	
	<p><i>Evaluation:</i> Sidewalks or shared use paths are proposed to be installed along W SR 89A, Saddlerock Circle (extended into Saddlerock neighborhood), and the new connector road. A sidewalk is only provided along a portion of Elk Road. The applicant has proposed a 3’ granite path along the remainder of Elk Road, which does not meet the minimum width of 5’ (LDC Section 5.4.H(2)b).</p> <p>Pedestrian access is provided from the sidewalks to each building in the development/all areas listed in this section as requiring connections.</p> <p>Compliance: <input type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input checked="" type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
<p>5.5: Off-Street Parking and Loading</p>	
<p>5.5.D: Minimum Off-Street Parking Spaces Required</p>	
	<p><i>Evaluation:</i> The parking analysis states 196 parking spaces are required and 205 parking spaces are provided. City staff has provided comments on the parking analysis that have not been satisfactorily addressed, including the following:</p> <ul style="list-style-type: none"> • Conference center parking: Parking for the conference center has not been addressed in the parking analysis. The LDC states “Accessory uses to lodging, such as meeting rooms and restaurants, shall be required to provide parking at the rates for those specific use types except that the Director may reduce those requirements for accessory uses that are clearly designed for only hotel guests.” This approach has been taken for the restaurant use, but not for the conference center. • Shared parking: The project documents state that there will be a shuttle available for guests to get around town (guests leave their car at the hotel) while the parking analysis assumes that the hotel parking spaces will be available during the day for other uses (guest parking vacated during the day). Staff has requested more detail regarding this arrangement, wanting to ensure that the proper assumptions have been made in the parking analysis.

	<ul style="list-style-type: none"> Restaurant/bar parking: The project documents state that the hotel will limit non-guest use of the restaurant/bar to 50%. No details for how this will be managed have been provided. <p>The project plans are inconsistent with the mix of housing unit types proposed. A different unit mix could slightly change the number of required parking spaces.</p> <p>Without responses to these comments and the needed clarifications, Staff does not feel comfortable with accepting the conclusions of the parking analysis.</p> <p>20 covered parking spaces are required. The lower level of the parking garage meets this requirement.</p> <p>Bus parking is provided in the surface parking lot on the west side of the site.</p> <p>A minimum of 20 bicycle parking spaces are required and are provided. The developer would be encouraged to increase the number of bicycle parking spaces, particularly for the multifamily portion of the project.</p> <p>Compliance: <input type="checkbox"/> Yes <input type="checkbox"/> Partial <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>5.5.E: Parking Alternatives, Credits, and Adjustments</p> <p><i>Evaluation:</i> The applicant has provided a parking analysis in an attempt to show how shared parking would work. As outlined in the previous section, staff has outstanding comments on this analysis that have not been addressed by the applicant and would need to be addressed before the proposed shared parking could be approved.</p> <p>No compact parking or motorcycle spaces are proposed, and no reductions based on transit access are requested.</p> <p>Compliance: <input type="checkbox"/> Yes <input type="checkbox"/> Partial <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>5.5.F: Off-Street Parking Layout and Design</p> <p><i>Evaluation:</i> Parking spaces will be required to be available for parking. No parking is in a fire lane. Parking is located on the interior of the site and not between building facades and the public right-of-way. Parking areas and drive aisles comply with all dimensional standards of the LDC and Administrative Manual. Landscaping and lighting are provided in compliance with LDC requirements.</p> <p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
	<p>5.5.G: Loading and Stacking Areas</p> <p><i>Evaluation:</i> 3 loading spaces are required (minimum size of 14' wide x 50' long x 14' high). None are provided.</p> <p>Compliance: <input type="checkbox"/> Yes <input type="checkbox"/> Partial <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
<p>5.6: Landscaping, Buffering, and Screening</p>	
	<p>5.6.C: Landscaping and Buffering</p> <p><i>Evaluation: *Note: The numbers provided on the plans are not always consistent with each other. Discrepancies are noted in the following evaluation.</i></p> <p>(1) General Landscape Standards: Based on the landscape area, 271 trees are required. Based on size, the trees to be preserved provide a credit of 97 trees, for a net requirement of 174 new trees. 185-200 new trees are provided. Based on the landscape area, 813 shrubs are required, and 816-881 shrubs are provided.</p> <p>58% of the plants on the landscape plan are native species. (70% of trees and 54% of shrubs). The balance of the plants are adaptive. No inappropriate species are proposed. 21 different species are proposed (not including existing trees) and no one species makes up more than 50% of the required landscape materials. Visibility triangles will be maintained. The applicant expects to be able to save 27 trees (protect in place), factored into the native/adaptive percentages as native. Compliance with the other requirements of this section will be reviewed when plans are submitted for permits.</p> <p>(2) The areas between the buildings and streets are landscaped. Parking areas, where adjacent to streets, are screened with landscaped areas a minimum of 5 feet in width. While the plans state that more than 10% of the parking areas are landscaped, the plans do not clearly show which areas are being</p>

	<p>counted for parking areas/parking lot landscaping. If the project were to move forward, the applicant would need to clearly show how this percentage is being calculated. Landscaped areas are located appropriately throughout the site and where required for screening and buffering purposes.</p> <p>(3) Where the property abuts a single family residential zone on the southern property line, a 6' tall masonry wall is provided.</p> <p>(4) Landscape areas will be required to be maintained after installation.</p> <p>(5) A tree preservation and protection plan has been submitted. It is anticipated that 27 trees will be preserved.</p> <p>Compliance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
5.6.D: Screening	<p><i>Evaluation:</i></p> <p>(1) Roof mounted equipment is screened on all sides. As outlined in the height section, some of these areas may need to be reduced in size/redesigned to ensure height requirements are met.</p> <p>(2) Any additional ground mounted equipment will be screened by patio walls or landscaping.</p> <p>(3) Loading and service areas, though required, have not been shown on the plans, and would need to be screened. Trash enclosures have been provided. Staff has concerns as to whether the number provided (one dumpster for the hotel, one for the residential units) is sufficient.</p> <p>(4) No outdoor storage areas are proposed.</p> <p>Compliance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
5.6.E: Fences and Walls	<p><i>Evaluation:</i> Most fences are located outside of the setbacks. The screen wall along the south property line will have columns every 10 feet to break up the wall as well as landscaping between the wall and the shared use path. Fences and walls located within front and exterior side setbacks will be required to comply with height requirements. Fences and walls will maintain visibility triangle requirements. Fences and walls will meet color and material requirements. Materials listed as prohibited are not proposed. Where walls are proposed adjacent to a public street, landscaping is provided between the street and wall. No retaining wall exceeds 8 feet in height, and all are designed to meet design and color requirements.</p> <p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
5.7: Site and Building Design	
5.7.D: Site Design	<p><i>Evaluation:</i> The site has been graded/disturbed in the past and the existing grades are lower than natural grades. As part of the site plan review process, the applicant submitted a plan that approximates what natural grades were. This plan was approved by the Community Development Department and has been used in evaluation of the proposal. Based on this, the site slopes from a high point in the southeast corner of the site to the low point in the northwest corner. While there is a floodplain to the west of the site, there are no floodplains on the site and there are no significant natural features. The buildings have been sited to preserve existing trees where possible.</p> <p>The plans show sidewalks along street frontages (except for Elk Road) and connections from sidewalks to the interior of the site. While trash/recycling areas have been provided, they do not appear to be enough to effectively serve the size of the development and the site has not made provisions for loading/unloading areas, as required by the LDC. Lack of these areas will impact the circulation of the site, as delivery trucks would need to disrupt the circulation patterns (parking lots, road) in order to make their deliveries.</p> <p>All new utilities and existing utilities serving the site will be underground.</p> <p>Compliance: <input type="checkbox"/> Yes <input type="checkbox"/> Partial <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>
5.7.E: Building Placement and Orientation	

	<p><i>Evaluation:</i> The lodging buildings have been arranged around the pool area and the multifamily buildings have been arranged around the parking garage. The entire development is arranged around the new Soldiers Pass Connector through the middle of the site.</p> <p>The site has been designed to have driveways/garages accessed from the interior of the site, shielding most of the parking from the public rights-of-way with buildings or in the structure.</p> <p>Buildings less than 20 feet apart meet the building separation requirements of subsection 3.</p>
<p>Compliance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>	

5.7.F: Building Design

	<p><i>Evaluation:</i></p> <p>(2) Building Massing: Each building contains a minimum of 3 masses in both plan and elevation views. Massing is visible from the public rights-of-way. Structures for screening rooftop mechanical equipment were not considered when massing was evaluated.</p> <p>Building Proportions and Scale: The buildings are all similar in height. The tallest building is the "Treehouse Suites" building, which is located away from the public right-of-way, but on the south end of the development, closest to the existing residential development. These buildings have an increased setback and use a sloped roof for the upper stories.</p> <p>Building Articulation: The buildings are broken up into a series of smaller components and incorporate recessions, projections, changes in masonry patterns, etc., at least every 30 feet. The upper stories are at least 10% smaller than the lower stories and no building plane exceeds 800 sf, though, as outlined in the height evaluation, multiple building planes would need to be modified to comply with height requirements.</p> <p style="padding-left: 40px;">Transparency (subsection c.5): The plans do not include the transparency calculations for each façade facing a public right-of-way (LDC Section 5.7.F(2)c.5.ii), compliance cannot be verified. It appears that the end elevations of the lodging buildings along with the north elevation of the multifamily buildings would not comply with the transparency requirements.</p> <p style="padding-left: 40px;">Roofline Variation (subsection c.6): The plans are inconsistent. Some plans show rooflines exceeding 50 feet in length while on other plans, these same rooflines are shown at 50 feet or less. If the project were to move forward, the plans would need to be consistent with each other and show compliance with this requirement.</p> <p>Building Length: No building exceeds 150 feet in length.</p> <p>(3) There is not a predominant architectural style or character in the immediate vicinity of the project. The most prominent buildings in the area are within the Whole Foods center across W SR 89A. These buildings would complement the architectural style seen in that shopping center. The project has been designed in compliance with the general standards of the LDC. The buildings are not designed as signage and all buildings use the same or a complementary design.</p> <p>(4) No mirrored or reflective surfaces are proposed. No exterior finishes on the prohibited list are proposed.</p> <p>(5) The maximum light reflectance value proposed is 17%, in compliance with general color requirements and the more restrictive color requirements based on building height.</p>
<p>Compliance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partial <input type="checkbox"/> No <input type="checkbox"/> Not Applicable</p>	

5.8: Exterior Lighting

	<p>5.8.E: General Lighting Standards</p> <p><i>Evaluation:</i></p> <p>(1) All lighting is proposed at 2700K, with the exception of the landscape lighting and the lighting for the lower level of the parking structure, both of which are shown at 3000K. Landscape lighting is permitted to be 3000K, but parking lot lighting (including within parking structures) is required to be 2700K.</p>
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	<p>(2) No prohibited lighting types are proposed.</p> <p>(3) All proposed light fixtures are fully shielded.</p> <p>(4) The site is approximately 6.36 acres, allowing for a total lighting output of 445,200 lumens. 395,212 lumens are proposed (lighting on the lower level of the parking garage does not count towards this limit).</p> <p>(5) No motion sensor lights are proposed. Lodging (24-hour business) and residential lighting is not subject to time limitations.</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
5.8.F: Supplemental Class 3 Lighting Standards	
	<p><i>Evaluation:</i> The landscape lighting would be considered Class 3 lighting, but is proposed as fully shielded (not uplighting), so no additional requirements apply.</p> <p><i>Compliance:</i> <input type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input checked="" type="checkbox"/> <i>Not Applicable</i></p>
5.8.G: Parking Area Lighting	
	<p><i>Evaluation:</i> Parking lot lighting for the top level of the parking structure and surface lot is 2700K, fully shielded, and the lighting poles are 8-12 feet in height. Lighting on the lower level of the parking garage is shown at 3000K and would need to be reduced to 2700K.</p> <p><i>Compliance:</i> <input type="checkbox"/> <i>Yes</i> <input checked="" type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
5.8.H: Pedestrian Walkway Lighting	
	<p><i>Evaluation:</i> Pedestrian walkway lighting is Class 2 lighting and meets all applicable requirements.</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
5.8.I: Exterior Building Lighting	
	<p><i>Evaluation:</i> Exterior building lighting is considered Class 1 lighting and meets all applicable requirements.</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
5.8.J: Sign Illumination	
	<p><i>Evaluation:</i> The sign plans indicate that the signs will be illuminated. No sign lighting has been included on the lighting plan. Sign lighting would need to be added to ensure the project does not exceed maximum allowable lumen levels.</p> <p><i>Compliance:</i> <input type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input checked="" type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
5.8.K: Supplemental Lighting Standards for Specific Uses	
	<p><i>Evaluation:</i> None of these standards apply to this project.</p> <p><i>Compliance:</i> <input type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input checked="" type="checkbox"/> <i>Not Applicable</i></p>
5.9: Public Art	
	<p><i>Evaluation:</i> Public art is required for this project. The project plans designate a location for public art between the parking structure and the connector road. If the project is approved, a public art plan will be required to be submitted for review and approval by the Community Development Director and public art must be installed prior to issuance of a Certificate of Occupancy for the project. If the project does not install artwork, a cash contribution based on the square footage of the project would be required.</p> <p><i>Compliance:</i> <input checked="" type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
Article 6: Signs	
6.5: General Standards Applicable to All Signs	
	<p><i>Evaluation:</i> The proposed signs comply with all standards in this section, with the exception of the following: The visibility triangle at the corner of 89A and the new connector road is shown at 10' – this would need to be increased to 30' (the note on the plans is correct).</p> <p><i>Compliance:</i> <input type="checkbox"/> <i>Yes</i> <input checked="" type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
6.6: Sign Measurements and Calculations	

	<p><i>Evaluation:</i></p> <ul style="list-style-type: none"> (A) Sign Area: Sign area is calculated incorrectly, but the plans include more area than the code would require, so calculating correctly would decrease the size of the signs. This may help where the signs are shown at greater than the permitted sizes (see evaluation under Section 6.9) (B) Sign Height: Sign height is calculated correctly and signs comply with the maximum heights. (C) Items of Information: Signs comply with requirements for the maximum number of items of information. <p><i>Compliance:</i> <input checked="" type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
<p>6.7: Design Standards Applicable to All Signs</p>	
	<p><i>Evaluation:</i></p> <ul style="list-style-type: none"> (A) Sign Legibility: Signs comply with the maximum items of information and number of font styles permitted. (B) Sign Placement: Signs are placed in accordance with the requirements of this section. (C) Sign Color: Signs are proposed as cut out metal letters, so the buildings, which comply with color requirements, will act as the sign background. Where a sign background is needed (directory signs), the sign background will complement the building. (D) Sign Materials: Signs will use acceptable materials. All building signs will use cut out metal letters, which would allow for an increase in sign area. The signs have not used this additional area, which may help where the signs are shown at great than the permitted sizes (see Section 6.9). (E) Sign Illumination: The sign plans state that the signs will be illuminated, but illumination details have not been provided on the sign plans or on the lighting plans. Additional information would be needed to complete this review. <p><i>Compliance:</i> <input type="checkbox"/> <i>Yes</i> <input checked="" type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
<p>6.8: Exempt Signs</p>	
	<p><i>Evaluation:</i> The plans include the following exempt signs:</p> <ul style="list-style-type: none"> • Information signs. While the plans show multiple information signs, no information has been provided regarding what the purpose of these signs is or what types of information they will have. While a note has been added to the plans stating that the signs will comply with the code definition of informational signs (see below), it is unclear why these signs would need to be scattered throughout the property. Further, the code limits information signs to a maximum of 2 sf per business entrance. If the information signs don't end up meeting these definitions and limitations, they may not be exempt and would need to be evaluated based on the appropriate sign type. <ul style="list-style-type: none"> ○ <i>The LDC defines Informational Signs as: 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.</i> • On-Site Directional Signs: While no on-site directional signs are shown, the information or directory signs may fit better into this category. On-site directional signs are limited to a maximum of 1 per property unless approved as part of a master sign plan. • Street Address Signs: Each building contains a street address sign. <p><i>Compliance:</i> <input type="checkbox"/> <i>Yes</i> <input checked="" type="checkbox"/> <i>Partial</i> <input type="checkbox"/> <i>No</i> <input type="checkbox"/> <i>Not Applicable</i></p>
<p>6.9: Permanent Signs (Commercial Districts)</p>	
	<p><i>Evaluation:</i></p> <ul style="list-style-type: none"> (A) For sign computation purposes, the entire project is considered a single development site.

(B) The property is a development site with two or more tenants (lodging and multifamily), with sign allowances allotted separately. Each use is large enough to qualify for the maximum allotment of 50 sf. The multifamily uses would need to split the allotted 50 sf. The sign plans show each multifamily building getting its down 50 sf, which is incorrect.

Building Signs: For the hotel, the plans include 5 building signs – one for the lobby and one for each of the guest room buildings. The lobby sign is 18 sf and the guest room building signs are 8 sf each, for a total of 50 sf. As all signs are cut out metal letters, a 20% increase in the total allowed sign area is permitted, for a maximum of 60 sf.

For the multifamily buildings, a total of 4 signs are shown at 20 sf each, for a total of 80 sf. As all signs are cut out metal letters, a 20% increase in the total allowed sign area is permitted, for a maximum of 60 sf. However, the sign area on the plans is measured incorrectly (more area included than needs to be). If the signs were measured correctly, they may fall within the allowable square footage. If they don't, the 10 sf not used on the hotel building could be transferred to the multifamily buildings as part of the master sign plan.

(C) **Monument Signs:** Based on the size of the property, two monument signs are permitted, and two are proposed at 8 feet in height and 25 sf. As the signs are located within a landscaped area and use dimensional lettering, they would be eligible for increases in size or height, but are not applying these increases, which could be transferred to the multifamily buildings. The monument signs are located on the 89A frontage, but are more than 250 feet apart, in compliance with code requirements. The plans include a note that the monument signs will be located outside of the 30' visibility triangle at each intersection. The visibility triangle at the corner of 89A and the new road is shown at 10' – this would need to be increased to 30' (and in compliance with the note on the plans). The monument signs are designed in the same style as the buildings and would be consistent with the architecture of the site.

Directional Signs: Directional signs are not proposed at driveway entrances.

Directory Signs: Directory signs are proposed at pedestrian entrances to the site, at places where customers would be exiting parking areas and entering the site. The code permits a maximum of 2 directory signs; 3 are proposed. The increased number of directory signs may be approved through a master sign plan. They are proposed as monument signs, a maximum of 6 feet in height, and would provide directional information to help guests get to the correct area of the site (building and room numbers, restaurant, etc.). Directory signs are typically used for multi-tenant office complexes; as described, these signs may fit better into the on-site directional sign category.

Compliance: Yes Partial No Not Applicable

Agenda Item 6a, Attachment 6

Public Comments

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Sun 10/29/2023 8:56 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Christopher Norlock <CNorlock@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name: Comments on Development Proposals
Date & Time: 10/29/2023 8:56 p.m.
Response #: 435
Submitter ID: 6085
IP address: 47.215.239.63
Time to complete: 12 min. , 0 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing

2.

What are your comments, concerns, ideas, and suggestions about this project?

The newest revised documents do not address:

1. Any increase in building height over previous submissions or the impact upon red rock views from residences south of the project.
2. Anticipated noise generated at the newly proposed roof top bar.
3. Height of trees and landscape at rooftop patio and garden, or visual impact to residences to south of the project.
4. Project lighting. While it is noted that the proposed fixtures have shields, there is no discussion of the additional light from the project further impacting our dark sky community. It is already problematic with the STRs contributing to light pollution (walkway lights and bright porch lights left on all night), but how will the project keep from further light pollution?

3. Your contact information

Name: Mark Bulot
Mailing Address: 45 Valley View Drive
E-mail: mark@markbulot.com

4.

Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Sun 10/29/2023 9:42 AM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Christopher Norlock <CNorlock@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name: Comments on Development Proposals
Date & Time: 10/29/2023 9:42 a.m.
Response #: 434
Submitter ID: 6083
IP address: 107.116.89.68
Time to complete: 12 min. , 38 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

Saddlerock hotel

2.

What are your comments, concerns, ideas, and suggestions about this project?

This building complex is not elevating Sedona. I do not have a problem with more hotels per se. However they should be more creative.

They should enhance the experience and prestige of Sedona. This will bring in more revenue per person. To control our tourism we should focus on fewer visitors, but those that spend more. So we reduce traffic, but maintain or grow the tax base.

I'd like to see Sedona try to compete more with Santa Fe, Aspen, Carmel, Sonoma/Napa and other destinations with a focus on the experience and not just high volume tourism.

We need to protect the environment while still thriving with tourism. This project just looks like another high volume Holiday Inn churning the visitors through. Visitors that come up for a day or two, buy gas and a Big Mac and leave.

Can't we do better?

3. Your contact information

Name: David Rossi
Mailing Address: 411 Acacia Dr, Sedona 86336
E-mail: Dcrossi@msn.com

4.

Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Wed 10/25/2023 8:34 AM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Christopher Norlock <CNorlock@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name: Comments on Development Proposals
Date & Time: 10/25/2023 8:34 a.m.
Response #: 433
Submitter ID: 6066
IP address: 74.196.16.3
Time to complete: 3 min. , 32 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

Saddleback

2.

What are your comments, concerns, ideas, and suggestions about this project?

Do we really need 110 more hotel rooms? I hope the developers, and the city, are reading the statistics about our visitor numbers. Way way way down since 2020. I don't think more hotel rooms are an answer to anything.

But maybe the developer thinks that throwing in a handful of worker units will satisfy Sedona residence. That won't even be enough units to staff this hotel. So while they build more high priced housing, they also make affordable housing less available.

This project is not in line with the character or nature, or desired future of Sedona. Say no to this project.

3. Your contact information

Name: Margaret Connery
Mailing Address: 110 Canyon Diablo, Sedona 96351
E-mail: Margaret.connery@hotmail.com

4.

Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Thank you,
City of Sedona

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Wed 10/25/2023 5:43 AM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Christopher Norlock <CNorlock@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name: Comments on Development Proposals
Date & Time: 10/25/2023 5:43 a.m.
Response #: 432
Submitter ID: 6065
IP address: 2601:19e:8380:2f33:4c35:ffa2:34cb:fcf6
Time to complete: 13 min. , 25 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

Village at Saddlerock

2.

What are your comments, concerns, ideas, and suggestions about this project?

Concerns about the south building. It is quite close to the residential properties.

Could it be moved closer to the rest of the project?

Having second story balconies will create noise and light pollution in the surrounding properties. Can they be moved to the front of the design? The height is out of place with the surrounding buildings.

Are these condos? Long term rentals? STRs? Can they be subletted?

I am very concerned about late night activity on the property in general (for light and sound) A roof top pool seems to asking for loud gatherings late into the night. Then there is little control over what will happen in the residential buildings and placing them so close to the Valley View properties is asking for problems. 2 story buildings right next to classic 1 story Sedona houses is a stretch. If the upper story is just bedrooms there is a slight chance it would not create as much problems, but living rooms and an outside deck towering above our property is a poor design.

3. Your contact information

Name: Allan Sirotkin
Mailing Address: 115 VALLEY VIEW DR
E-mail: allan@grchocolates.com

4.

Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Tue 10/24/2023 4:36 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Christopher Norlock <CNorlock@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name: Comments on Development Proposals
Date & Time: 10/24/2023 4:36 p.m.
Response #: 431
Submitter ID: 6054
IP address: 2600:387:8:5::93
Time to complete: 13 min. , 30 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing (Oxford Hotel)

2.

What are your comments, concerns, ideas, and suggestions about this project?

I am 100% against the zoning change for this project which will negatively impact my neighborhood. It will affect the serenity and peacefulness and traffic negatively.

Keep your commercial and lodging zoning on the outskirts of town and not in residential areas for safety.

Sedona does not need anymore hotels or high density building projects. The city should focus on keeping Sedona a small town atmosphere and work on the traffic issues we have already and not make it worse by adding more high density projects.

As a resident of the community I am against any and all high density building projects.

Where does the zoning changes stop? Do the changes benefit the residents or corporations and city?

It seems that our leaders are on a rezoning trend for areas that are inappropriate for the project and areas that can be made in to open spaces and parks for residents and visitors.

I am certain there are more residents against this project than are for it and take note of this before you proceed changing any zoning.

3. Your contact information

Name: Gayle Baingo
Mailing Address: 245 Saddlerock Circle Sedona AZ 86336
E-mail: Gmbaingo@gmail.com

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Tue 7/13/2021 4:01 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Mike Raber <MRaber@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name: Comments on Development Proposals
Date & Time: 07/13/2021 4:01 p.m.
Response #: 327
Submitter ID: 3121
IP address: 65.101.51.2
Time to complete: 4 min. , 14 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

Village of Saddlerock Crossing

2.

What are your comments, concerns, ideas, and suggestions about this project?

I am opposed to any zoning change for the property. The current zoning was approved by the citizens of Sedona in the current community plan. Any changes to the plane should be voted on by the citizens of Sedona, not the political appointees. The developer has stated that he wants to be a good neighbor, than why is he storing shipping containers on the south end of the lot not in accordance with the current zoning.

3. Your contact information

Name: Michael F Vitek
Mailing Address: 550 Saddlerock Cir
E-mail: mvitek2@msn.com

4.

Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Thank you,
City of Sedona

This is an automated message generated by Granicus. Please do not reply directly to this email.

The Village at Saddlerock

Eduard Uzumeckis <uzy@me.com>

Tue 10/6/2020 2:50 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>

Good Afternoon Cari,

I am writing in opposition to the proposed development of The Village at Saddlerock and the conceptual zoning change requested by the Baney group.

The placement of a hotel, Oxford Suites, on the corner of Saddlerock Circle and 89A will exacerbate the already dangerous traffic situation that exists at that intersection. Additionally, while the connector to Soldier Pass Road does provide a safer exit to 89A it provides no buffer between the residences across from the hotel. It will also cause an increase in traffic and noise through the residences of Saddlerock Homes.

The developer states that there has been not new multi-family residences, which is not accurate. The apartments built Next to Relics have only recently been completed.

There is much in this plan that is detrimental to the surrounding neighborhoods, especially Saddlerock homes. In fact there has been no community meeting to acquire input into this proposed zoning change.

Therefore, it is my opinion that this plan be denied. If the Baney Group wants to provide multi-family housing they should do that and quit trying to build a hotel. In fact between Ambiente and Marriott Residence Inn 128 additional lodging rooms are being added. With the recent change in the travel habits due to Covid-19 it would seem that the current inventory of lodging rooms is sufficient. As the intent letter states we need more affordable multi-family residences not more hotels.

Respectfully,

Ed

Eduard Uzumeckis, MFA, PhD
Vietnam Veterans of America
Arizona Chief Service Officer
928.202.2193
uzy@me.com



1969—1970

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Tue 10/6/2020 2:18 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Warren Campbell <WCampbell@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name: Comments on Development Proposals
Date & Time: 10/06/2020 2:18 p.m.
Response #: 151
Submitter ID: 2195
IP address: 24.156.98.194
Time to complete: 1 min. , 38 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing (Oxford Hotel)

2.

What are your comments, concerns, ideas, and suggestions about this project?

I strongly oppose such development:

- 1 - Increase in violent crime: According to relevant studies (UALR Center for Public Collaboration, Dr. Michael Crow, Principal Investigator, January 19, 2017) Large (five or more) market-rate apartment complexes and condominiums appear to increase the vulnerability of properties within 1000 feet to violent crime!
- 2 - Traffic congestion and increased risk of vehicle accidents and injury: It is already difficult to make turns onto SR 89A from the residential neighborhood. Additional envisioned traffic will cause sever problems!
- 3 - Lack of adequate parking will have many vehicles spill onto the residential neighborhood in close proximity of the development
- 4 -The development results in decreased hygienic conditions and poorer environmental setting!
- 5 - Combination of these and other factors: It is envisioned that these factors and a combination of other elements of this development will impart a property value decrease!

No change in the zoning regulation does not come at the expense of lost development. The project can be implemented further along the SR 89A highway to the southwest where there are plenty of space and no existing residential neighborhoods!

3. Your contact information

Name: Hooman Laali
Mailing Address: 90 Rockridge Drive, Sedona, AZ 86336
E-mail: hla86351@gmail.com

4.

Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Thank you,
City of Sedona

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PZ19-00005(ZC,DEV)

KariLee Hertzberg <lareineklh@gmail.com>

Mon 10/5/2020 4:30 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>

Please turn down the request for Conceptual Zone and Conceptual Development Review for a new project consisting of 128 lodging units (Oxford Suites) & 44 multi-family residential units.

Sedona has SERIOUS traffic issues & current standards are already inadequate. Witness the multitude of traffic jams on 89A from Airport Rd & even further back!

NO MORE HOUSING until these issues are resolved.

Kari Lee Hertzberg

290 Rockridge Dr, Sedona, AZ 86336

Oxford Hotel

roxann.higuera@gmail.com <roxann.higuera@gmail.com>

Mon 10/5/2020 1:48 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>

We own a home at 220 Rockridge Dr.

At this time I am AGAINST changing the zoning for the parcels for the Oxford Hotel project.

After chatting with others in the area, we have the following concerns:

1. Parking.

My husband and I looked over the plans very carefully. We are not convinced that this project has enough parking for the planned residents, hotel guests, restaurant diners, employees, and possibly event attendees as well. In fact, their plan actually shows a shortfall of parking even BEFORE considering event attendees. Not everyone attending an event will be staying in their hotel. The way I see it, their plan is short by 50 to 60 parking spaces, if not more. That is a lot of extra cars that will have to go somewhere. If they won't put in that many more parking spaces, then they need to provide a plan for what they will do when they actually need those spaces. But it would be better if they provided the spaces or scaled back the project.

I notice that they intend to house employees at the site, but not all will live on-site. Parking needs to be based on actual statistics for usage, not some ideals for what some think tank thinks they should be. Homes occupied by more than one adult often have more than one vehicle as well. We need to be assured that the project will be self-contained with respect to parking. If the project doesn't have adequate parking, we'll end up with cars parked along the streets in the nearby neighborhoods or in lots owned by other businesses, resulting in unhappy neighbors. I've seen this happen in another location where planning for parking for a project was inadequate. Please don't let it happen here.

2. Traffic.

Sometimes the line for registration or valet parking at large hotels can back up into the street, particularly when it is hosting a large event. Can 89A handle having a lane blocked as people wait to register or for a valet?

3. Impact on surrounding roads.

Residents of the Saddlerock neighborhood are concerned about the type of access those at this project will have to Saddlerock Circle. Will there be a wall or gate to restrict access? It appears from the plans that the main access is expected to be from Soldiers Pass Road, which is good because that intersection already has a light.

4. Water.

We want to know where the water is coming from for this project. The local residents, including our family, subscribe to a small local well for our water. Will this large hotel and residential complex be drawing from the same source? We are not sure that is even possible. We need to know that when we turn on our faucets, water will come out.

5. Sewage.

How will they be handling their sewage? Does the city's sewer system have the capacity for another large development? Are there plans to improve the sewer system to handle the extra waste?

6. General Infrastructure.

At a time when Sedona is already bursting at the seams and struggling to function at its current level of residency and tourist traffic, many believe that we need to make things work well for the people who are already here before we change zoning or add capacity. I am also against changing zoning while Sedona clearly has problems meeting the needs of the current capacity. As Jen Farnsworth of Uptown aptly put it during our discussion,

When a city or town is unable to properly and successfully manage its growth, has inadequate infrastructure, has toxic air, has water and sewer problems and has huge and mismanaged traffic problems, it is time for a "zoning change" moratorium, period. Time is needed to understand what this town's "carrying capacity" is before approving one more zoning change. It is time for greed to take a back seat.

Roxann Higuera

Conceptual Review: Case Number: PZ19-0005 scheduled 6Oct2020

Patricia Donahue <patdonahue@vom.com>

Mon 10/5/2020 10:44 AM

To: Cari Meyer <CMeyer@sedonaaz.gov>

Cc: 'Mike Donahue' <mike@mikedonahue.com>

TO: Carrie Myer, Senior Planner, Sedona City Council

Michael Donahue and I live at 370 Saddlerock Circle and are providing the following concerns related to Case Number: PZ19-0005, Request for Conceptual Zone Change and Development Review of commercial zoning and Medium-high density consisting of 128 lodging units and 44 multi-family units.

Our concerns regarding the proposed density and commercial zoning changes:

- a. Medium-high density housing: How does the development plan propose to build 128 lodging units and 44 multi-family units on that plot of land. Is this best location for these homes given it is on a busy street. Will there be height restrictions for these buildings? Will it be affordable housing, what is in place to ensure it remains as affordable housing or can it become a vacation rental?
- b. How will traffic and parking be managed: Traffic problems are already an issue at the Whole Foods shopping center, the addition of a high density project across the road will add significantly to this matter. Already we are experiencing back-ups from the 89A round-about to Solders' Pass. Will there be another stop and go light at Saddlerock at 89A, how will traffic be managed through the neighborhood - do you expect to direct traffic through to Airport?
- c. Safety: This is a neighborhood for walking and people are always on the street walking with dogs and children on bikes. The safety issues are of great concern for the residents of Saddlerock circle.
- c) Water: The increased demand in water with the current deteriorating older infrastructure cannot support this expansion. With all the development projects the city is addressing (including expansion of the Airport and hotel above Saddlerock) how will this be addressed under these development plans and who will pay for any "improvement" costs? Residents should not be taxed for the increasing demands of a for-profit commercial area nor should we lose or receive reduced access to water.
- d) Dark Sky: Sedona is known and marketed as a Dark Sky Community. Within the development plan and the density proposed how will lighting be addressed, what type of lights will be used in the area. The lights at the Posse Grounds field can easily be seen in our neighborhood at night.

Patricia and Michael Donahue
370 Saddlerock Circle
Sedona, AZ

Case PZ19-00005 AC,DEV)

Carl Ritter <azcritter@suddenlink.net>

Fri 10/2/2020 7:08 AM

To: Cari Meyer <CMeyer@sedonaaz.gov>

This proposed project appears to be yet another attempt to take the land available, rezone it and have an overcrowded 128 unit Oxford Suites somehow, along with other multiple family units crowd this area with way too many new residents and cars. So I assume the 128 lodging units will have spaces for 256 cars? just for the Oxford Suites. That is very implausible and if they are thinking underground parking, there is already flooding at the corner of June Bug Circle and Saddlerock Drive. Already the area is inundated with so called craft and art shows with cars blocking June Bug Circle to the point residents can at times have to call the fire department to get in. This very small cul de sac is already inundated. I do not even see how the contractors would be able to park during construction.

Has anyone looked into the Oak Creek Water Co re-organization. I question if it can handle this overly crowded project.

As co-owner of 35 June Bug Circle, I am asking that P and Z again give developers with the overly ambitious plans a reality check.

Susan M. Ritter.

July 6 Notice of public hearing

CHARLES KETCHAM <ketcham3@aol.com>

Thu 10/1/2020 10:53 AM

To: Cari Meyer <CMeyer@sedonaaz.gov>

In regards to PZ1900005 ZCDev, we have some concerns. We live at 350 Saddlerock Circle, above the proposed new plan.

Our concerns are:

Ingress and Egress. Have all the safety issues been addressed? This means more traffic on 89a and possibly surrounding neighborhoods. This increases the possibilities of more accidents.

Traffic lights on 89a. Will there be yet another traffic light on 89a? Again, more traffic, more accident possibilities.

Increase light and noise pollution. Sedona is a Dark Sky City. Will the increase lighting affect that designation?

Building height. Will this be a single story project. If there is a two story building (anywhere in the project) will it have inside corridors? Outside corridors are not as safe (for occupants) and draw more nefarious activity to the building.

What liabilities for the city of Sedona are associated with this project?

Increase in infrastructure usage. There will be more demand for water, power, sewers and emergency personnel. Is the city prepared to cover the cost of the aging utility structure?

Size of project. Obviously, the city of Sedona wants the taxes and money brought in with each new project. Can the size of the project be reduced so to achieve the wants of the city and the needs of homeowners?

Thank you for your attention to our concerns.

Charles and Deborah Ketcham

ketcham3@aol.com

805.402.2441

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Mon 9/21/2020 7:11 AM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Warren Campbell <WCampbell@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name: Comments on Development Proposals
Date & Time: 09/21/2020 7:11 a.m.
Response #: 149
Submitter ID: 2186
IP address: 47.215.231.58
Time to complete: 6 min. , 22 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village of Saddlerock Crossing

2.

What are your comments, concerns, ideas, and suggestions about this project?

1. Traffic will increase on 89A and Airport Road. Seems the airport AND the hotel up there are expanding too so that makes the traffic REALLY increase. The employees already cut through Saddlerock Circle Subdivision to get to the airport or the jeep tour guys do the same. I live in the subdivision and see it all the time!
2. Water supply...where is it all coming from.
3. WHY are you asking for re-zoning? The previous plan was basically Ok'd by the local residents, so what the heck happened?
4. What is 'multi-family' housing? That means school buses, multi-cars because no one these days has a 'one' car family!
5. Are the trees that the OWNERS stated they would keep (the older and bigger ones) are they still staying or are they going to wipe them out too!
6. Seriously....what are YOU GUYS doing about the traffic in SEDONA...West and VOC!

3. Your contact information

Name: Nancy Hashim
Mailing Address: 500 Saddlerock Circle, Sedona
E-mail: nancyjsa7@yahoo.com

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Sun 9/20/2020 4:13 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Warren Campbell <WCampbell@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name: Comments on Development Proposals
Date & Time: 09/20/2020 4:13 p.m.
Response #: 148
Submitter ID: 2185
IP address: 71.193.79.40
Time to complete: 2 min. , 23 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

Village at Saddlerock Crossing

2.

What are your comments, concerns, ideas, and suggestions about this project?

It appears there aren't nearly enough parking spaces. Otherwise I have no problem with it.

Our winter address is 90 Morning Sun Drive

Anasazi Village

3. Your contact information

Name: Ray Visser

Mailing Address: 13230 Yorktown Lane N, Champlin MN 55316

E-mail: unklray@yahoo.com

4.

Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Sun 9/20/2020 1:58 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Warren Campbell <WCampbell@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name: Comments on Development Proposals
Date & Time: 09/20/2020 1:58 p.m.
Response #: 147
Submitter ID: 2184
IP address: 47.215.244.76
Time to complete: 11 min. , 39 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

village of saddlebrook

2.

What are your comments, concerns, ideas, and suggestions about this project?

I am very concerned about the density of this project, which will create extreme traffic on 89A with the very high number of hotel rooms, and multi family use units. we live in Les Springs and have great concerns about how dense this development is for a 6 acre property. Not enough open space, too many hotel rooms and the multi level parking structures are a great concern. I am opposed to such a high density development in West Sedona, with the new Ambiance hotel being built right across the street from our subdivision to put another very large development just to the west of our subdivision will create a very busy corridor and deprive us of the peaceful community which we desire and will be to the detriment of the current residents in surrounding neighborhoods and subdivisions who are full time residents and call Sedona home. We do not want tourism to expand at an exponential rate, we have already seen the huge increase in tourism which is causing traffic headaches even during non peak season. I have grave concerns how this will effect Cooks cemetery, it is so close to this planned development that it will certainly be harmed. Please do not approve this proposal keep Sedona a place for its residents and not a city only for tourists which this development promotes. We cannot keep approving lodging for tourists to the detriment of its citizens,

I worry about the noise and disruption the building of such a large development will bring to our subdivision, we already have to deal with the airport noise from jets, planes and now add bulldozers and contractors to the mix, it will totally destroy our quality of life for several years.

3. Your contact information

Name: Wanda Skonieczny
Mailing Address: 10 Pen Court Sedona AZ 86336
E-mail: wanda@unitronex.com

4.

Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Thank you,
City of Sedona

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