



# THE VILLAGE AT SADDLEROCK CROSSING

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

# Development Team

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# Introduction

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

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

## Site Overview

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

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

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

Originally the site of Cook's Homestead, the Property has undergone various forms of development for decades and only limited vegetation remains with no preexisting natural grade. As a result of being occupied by a plant nursery for 50 years, several large non-native trees exist on the Property. The site has been cleared of all existing buildings, debris, and invasive vegetation, and has been continually maintained. Eighteen mature trees remain along with a variety of smaller trees. A portion of the remaining trees along the southern border provide a buffer for the adjacent single-family homes. Mulch and a temporary automatic drip-irrigation system has been installed to maintain all preserved trees.

## Request

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The Baney Corporation is submitting this application for Development Review and Zone Change to bring a vibrant lodging and residential development to the City of Sedona, in the heart of the Soldiers Pass Community Focus Area (CFA-5). This application proposes a mixed-use lodging and multi-family residential development with a 100-room Oxford Suites-branded hotel and a 46-unit workforce multi-family residential community, together known as The Village at Saddlerock Crossing. See Site Plan at **Tab 5**. The proposed project will provide a unique Sedona experience, intended to become a destination for guests and Sedona residents alike. Walkability, connectivity, a sense of place, and a sense of history are the common threads that run through every element of the proposed project. To achieve this vision, the applicant is requesting to rezone the Property from CO and RM-2 to L (Lodging).

The proposed project is the culmination of fifteen years of input, discourse, design, and collaboration between the development team, the City of Sedona, and the community. The most recent iteration of this project is a significant departure from previous submittals and designs, which focused more heavily on retail and commercial uses balanced with lodging and residential uses. Working closely with the City of Sedona, the current application, in conjunction with the proposed 100-room hotel, is a direct and substantive response to one of Sedona's most urgent needs: workforce housing.

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

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

# Project Overview

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The proposed project will feature a 100-room Oxford Suites-branded hotel and a 46-unit multi-family-residential community bisected by a connector road that will link Soldiers Pass Road with Saddlerock Circle. Guestrooms for the hotel are divided among three main two-story buildings and a series of 8 “treehouse suites” surrounding an existing 75-foot-tall pine tree. See Hotel Elevations and Floor Plans submitted with this application. The East and West Wings of the hotel will each contain 34 guest rooms, with 30 standard guest rooms and 4 one-bedroom suites in each building. The North Wing will contain 24 guest rooms, consisting of 14 standard guest rooms and 10 two-bedroom suites.

The one-story hotel lobby is tucked in between the guestroom buildings, accessible via a pull-through driveway and porte cochere off the west side of the connector road. A restaurant and bar with a rooftop terrace and views of the Sedona red rocks is available for both the public and guests to enjoy. Other hotel amenities include a meeting facility, business center, and fitness center/pool facility. See Lobby, Rooftop Terrace, and Business Amenities Elevations and Floorplans submitted with this application.

East of the connector road is a 46-unit multi-family residential community. The northern portion of the residential community along SR-89A is divided into two “quads” of fourteen (14) units each, all of which will be dedicated to rent controlled workforce housing - twenty-eight (28) workforce housing units in total divided into twenty-four (24) studio units and four (4) one-bedroom units. On the southern end of the residential community consists of a series of smaller two-story buildings containing an additional eighteen (18) workforce housing units consisting of twelve (12) one-bedroom units and six (6) two-bedroom units. See Multi-Family Elevations and Floor Plans submitted with this application.

Between the two multi-family components is a 179-space parking structure that will provide the majority of required parking for both the multi-family and lodging components of the development. Additionally, a small surface parking lot is provided in the southwest corner of the Property with 17 parking spaces and 2 bus bays (equal to 12 passenger vehicle spaces). Two commercial loading bays are also located adjacent to this parking area. The development will provide a total of 10 electric vehicle charging stations (2 in the surface lot and 4 on each level of the parking structure) and an additional 20 “EV ready” spaces with conduit and junction boxes installed to allow for easy installation of future charging stations. Appropriate locations for the EV ready spaces will be identified in the construction document phase of review.

The lower level of the parking structure will descend a half-story below the connector road, and the upper level will rise a half-story above the connector road bisecting the lodging and multi-family elements of the project. However, because of the change in grade across the site moving from east to west, the upper level of parking will sit on-grade with the multi-family buildings and Elk Road to the east. A landscaped parking island will run through the middle of both the upper and lower levels running north to south. On the lower level, a combination of grow lights and light wells will provide the necessary lighting for healthy vegetation. On the upper level, landscaped parking islands are provided in addition to the center landscape island. In the northeast corner of the parking structure’s upper level, a new driveway will provide vehicular access to Elk Road - facilitating off-highway vehicular access between Saddlerock Circle and Elk Road.

Covered parking will be provided on the east end of the upper level with a series of parking canopies equipped with photovoltaic solar panels. It is anticipated that the electricity generated by the parking canopy solar panels will power the site's landscape lighting, irrigation controls, rainwater harvesting pumps, and potentially the parking structure lighting. Additional solar-ready canopies will be provided on the center parking island of the parking structure's upper level, providing the future capability to increase solar energy output to power elements of the multi-family residential component of the project and potentially the EV charging stations in the parking structure.

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

## Hotel Facilities

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**Restaurant:** The lobby of the hotel will offer a 3,800 square-foot restaurant/bar that will serve both guests and the public. Half of the seating capacity in the restaurant will be permanently reserved for hotel guests in order to ensure adequate on-site parking. The remaining seating/tables will be available to the public via reservation only. Restaurant capacity will be tracked via check-in and the host station and monitored in real time via the point-of-sale (POS) system to ensure half of the capacity is maintained exclusively for hotel guests.

**Rooftop Terrace:** Above the lobby, an 1,800 square foot rooftop terrace will provide a unique gathering place unlike anything else in West Sedona. An 18-seat bar will serve drinks to rooftop patrons along with appetizers and small plates from the restaurant kitchen below. Multiple seating areas provide a relaxing setting to enjoy unobstructed views of the red rocks to the north. Like the lobby restaurant, the rooftop terrace will serve both hotel guests and the public, with half of the terrace capacity being permanently reserved for hotel guests to ensure adequate on-site parking. Rooftop terrace capacity will be tracked via check-in at the host station and monitored in real time via the point-of-sale (POS) system to ensure that half the capacity is maintained exclusively for hotel guests. The remaining seating/tables will be available to the public by reservation only. Adjoining the rooftop terrace is an adults-only rooftop wading pool and spa to provide a quiet, peaceful place for guests to relax. All rooftop activity will cease at 9:00 pm daily.

**Meeting Facilities:** Below the hotel lobby, a 3,000 square-foot meeting facility will provide meeting and event space for hotel guests. The Oxford Suites brand caters to business groups, corporate retreats, and other large group reservations in the off-season, making high-quality meeting space a necessary amenity.



The meeting facilities will include a large conference room, breakout meeting rooms, a buffet area, and social event space. The meeting facilities will be guest-only and will not be available to the public for rent.

**Dog Park/Relief Area:** Oxford Suites properties are known for being pet-friendly hotels, and a small dog park will be provided between the North and East Wings of the hotel to offer guests a place for their pets to safely roam and relax.

## Residential Overview

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As described above, the residential element of this project is intended to provide a meaningful contribution to both the market rate and affordable rental housing markets in the City of Sedona - a municipality that is currently experiencing a critical shortage of both. The Village at Saddlerock Crossing will offer forty-six (46) workforce housing units divided among a 28-unit cluster in the northeast corner of the Property and an 18-unit cluster in the southeast corner of the site, all of which are two-story buildings. Multi-Family North will consist of twenty-four (24) studio units and four (4) one-bedroom units, and Multi-Family South will consist of twelve (12) one-bedroom units and six (6) two-bedroom units.

In recognition of the fact that short-term rentals have worsened the housing crisis in Sedona, the developer will deed restrict all multi-family residences (workforce and market rate) against short-term rentals.

### **Affordable Housing Analysis**

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

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

The Village at Saddlerock Crossing will offer forty-six (46) workforce housing units. The DIGAH guidelines recommend providing affordable housing units equal to 12 percent of the proposed lodging units for new lodging development. The lodging component of the proposed development will have 100 guest rooms, 12 percent of which is equal to 12 affordable housing units. Consequently, The Village at Saddlerock Crossing's proposed 46 workforce housing units represent 46% of the proposed guest rooms and approximately 383% of the DIGAH recommendation, providing a considerable net public benefit for the community with respect to affordable housing inventory.

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

Following the recommendations of the Sedona Housing Department, the units will be offered at the following income levels:

	<b>Studio</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>
<b>80% AMI Rent</b>	12 Units	8 Units	N/A
<b>100% AMI Rent</b>	12 Units	8 Units	3 Units
<b>120% AMI Rent</b>	N/A	N/A	3 Units

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

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

These criteria/requirements will be regulated and enforced via a development agreement between the developer and the City of Sedona. Workforce housing units will be marketed to on-site employees first, (approximately 20-30 full-time employees) both as a convenience benefit to employees and to further reduce traffic generated by the development. However, workforce units will be available to all qualifying individuals in order to maintain compliance with applicable federal fair housing laws.

## **Soldiers Pass Community Focus Area (CFA-5)**

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

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

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

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

### **Compatible Land Uses**

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**CFA Objective:** A complete neighborhood center that is a mix of complementary and compatible land uses.

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**Strategy 1:** New development should complement and coordinate with adjacent land uses.

**Implementation:** The Village at Saddle Rock Crossing implements this strategy by offering a balanced mix of lodging and residential uses at a scale and intensity appropriate for its location bordering both a major commercial and transportation corridor to the north and a single-family neighborhood to the south.

The Village at Saddlerock Crossing offers two uses – lodging and multi-family residential – that are complementary to the West Sedona corridor and supportive of the existing commercial-and-retail dominated frontage along SR-89A. Hotel guests and multi-family residents alike will have the opportunity to walk, run, or bike to a variety of nearby stores, restaurants, and other businesses – providing an infusion of customer spending and support for the businesses of West Sedona. The workforce multi-family residential development, in turn, will support the Sedona workforce by providing 46 units of high-quality, convenient, and income-qualified affordable housing within the City of Sedona.

The proposed development coordinates with adjacent development and land uses by significantly improving off-highway vehicular and pedestrian circulation:

1. The new connector road bisecting The Village at Saddlerock Crossing will link Saddlerock Circle to the traffic signal at the intersection of Soldier’s Pass and SR-89A, providing the residents of the Saddlerock Homes neighborhood with signalized access to SR-89A.
2. The connector road will also provide a shorter and more direct pedestrian path to the traffic signal at Soldiers Pass and SR-89A, improving pedestrian safety with a more convenient signalized pedestrian crossing of SR-89A.
3. A new driveway on the east side of the Property will provide vehicular access to and from Elk Road, creating an off-highway vehicular connection between Saddlerock Circle to Elk Road as envisioned by the Soldiers Pass CFA Plan.
4. Two east/west pedestrian connections to Elk Road are provided on the north and south sides of the parking structure. Both east/west sidewalks will connect to a new 5-foot-wide north/south sidewalk on the west side of Elk Road. This network of new sidewalks will create a continuous off-highway pedestrian link between Saddlerock Circle and Elk Road.
5. A new 10-foot-wide detached meandering multi-use path along the south side of SR-89A to replace the existing 5-foot-wide attached sidewalk.

The network of new pedestrian and vehicular connections provided by The Village at Saddlerock Crossing will significantly improve off-highway pedestrian and vehicular circulation and enhance the walkability of the CFA-5 core area.

***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.***

**Implementation:** All buildings within the development are limited to two stories in height or lower and are configured/oriented to minimize their impact on surrounding development. Along the south side of the Property, the “Multi-Family South” cluster of buildings in the southeast corner of the Property is the closest to the adjacent neighborhood and are the shortest buildings in the development relative to natural grade by design. At 22 feet tall, they are set back 25 feet from the property line. To minimize the visual impact of the

massing, the cluster is broken up into six individual buildings, oriented so the smallest building planes face the adjacent homes. Additionally, the grading of the property will place the finished floor of the buildings of Multi-Family South considerably lower than the adjacent property to the south, minimizing impacts to the viewshed.

The lodging buildings in the southwest portion of the site are located and oriented to exist harmoniously with the two (2) adjacent single-family homes to the south. The buildings in this quadrant are buffered by the connector road, surface parking areas and landscape tracts, with the nearest buildings - the Treehouse Suites - set back 50 feet from the property line at the nearest point. The "West Wing" guest room building is pushed even further into the site at a minimum setback of approximately 115 feet. Both buildings take advantage of the natural grade of the site, which slopes away from the neighborhood and toward SR-89A, reducing the relative height of the buildings as viewed from the single-family homes. Additionally, the buildings are angled northwest to match the orientation of the windows and viewing angles of the adjacent homes and preserve existing viewsheds.

This concept is carried through the rest of the site, breaking out the guestrooms into multiple buildings instead of one monolithic structure and oriented to preserve sightlines. Finally, the most active elements of the hotel (lobby, restaurant, viewing decks) are located in the interior of the site and oriented north/northeast, away from the homes to the south and the west to screen noise, light, and other impacts.

***Strategy 3: Coordinated development is encouraged to enable shared access, parking, and community spaces.***

**Implementation:** As outlined above in Strategy 1, the proposed site plan contemplates shared access and shared parking for both guests and the public at large:

1. The residential and lodging uses will both utilize the parking structure on the east side of the site as described in this narrative and the parking study prepared by Southwest Traffic Engineering.
2. The new connector road provides the residents to the south with vehicular access to the traffic signal at SR-89A and Soldiers Pass, as well as off-highway access to Elk Road via the new driveway proposed on the east side of the site.
3. Multiple new pedestrian connections throughout the site enhancing walkability and pedestrian circulation between Saddlerock Circle, Soldiers Pass Road, SR-89A, and Elk Road.

Two community spaces are provided on the Property. First, a large sundial feature on the west side of the parking structure doubles as both public art and a small public plaza. Bicycle parking and seating areas with shade trees are provided on both sides of the sundial, creating a space along the 10-foot-wide multi-use path where visitors can secure their bikes and relax at one of the seating areas with beautiful views of the red rocks to the northwest. A second space is provided adjacent to SR-89A in the form of a relocated and enhanced Lynx stop with shaded seating areas, bike racks, and a water station.

***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.***

In West Sedona, the SR-89A frontage consists almost entirely of commercial storefronts, restaurants, and shopping centers of varying intensity, dotted with the occasional hotel or resort property. Multi-family residential housing located within walking distance of popular and desirable shops and restaurants in West Sedona, however, is significantly lacking in the Soldiers Pass CFA.

The Village at Saddlerock Crossing offers two uses - lodging and multi-family residential - that are complementary to the West Sedona corridor and supportive of the existing commercial-and-retail dominated frontage along SR-89A. Hotel guests and multi-family residents alike will have the opportunity to walk, run, or bike to a variety of nearby stores, restaurants, and other businesses - providing an infusion of customer spending and support for the businesses of West Sedona. The workforce multi-family residential development, in turn, will support the Sedona workforce by providing 46 units of high-quality, convenient, and income-qualified affordable housing within the City of Sedona.

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

## ***Mixed Use Development Standards***

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***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.***

**Implementation:** The language of this development standard was revised to its current form while this application was in review by the City of Sedona. The prior language, which had been in place for multiple review cycles with this application, was titled “Lodging Mixed Use Development Standards” and contemplated lodging as a significant component of the development of this site in concert with other uses such as commercial and residential. This application relies upon, and conforms to, this standard as it existed at the time of the original application and throughout the majority of this application’s review cycles.

Nonetheless, the current proposal still conforms to the spirit and intent of this standard. A total of 46 income-qualified workforce multi-family residential units are provided with this development. By any measure, this is a significant contribution to the housing needs in Sedona. The lodging use, when compared to other potential uses (namely commercial/retail), generates considerably lower trip average daily trip volumes. A commercial/residential mixed-use project, developed under the existing zoning for the Property and limiting the 5-acre commercial component to only 15% lot coverage, would generate approximately 4.5 times as much traffic as the proposed development. With the overarching goal of this standard being to encourage a coordinated development project with multiple uses that minimizes the traffic impact to the surrounding area, The Village at Saddlerock Crossing is more aligned with these goals than a traditional commercial/residential mixed-use development.

***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.***

**Implementation:** As noted above, there are two shared community spaces on the Property. First, the sundial feature on the west side of the parking structure, flanked on both sides by seating areas and bike racks, forms a small public plaza where visitors are invited to rest, secure their bikes, and enjoy the views of the red rocks to the north/northwest.

The relocated and reconstructed Lynx stop serves as another community space, offering a shaded seating area, bike racks, and a water station. The developer seeks to encourage greater use of public transit by providing a more spacious, comfortable, and inviting place for Lynx passengers to wait.

***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.***

**Implementation:** The current zoning includes approximately one acre of RM-12, which would allow up to twelve (12) multi-family units. The proposed development includes a total of forty-six (46) multi-family units.

***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.***

As noted in the previous section, the lodging and multi-family components are broken up into multiple buildings and oriented to preserve viewsheds and create visual interest along the streetscapes. Parking areas are located interior to the site and screened from the SR-89A by buildings.

***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.***

**Implementation:** As described in previous sections, the network of new pedestrian and vehicular connections proposed in this site plan will facilitate off-highway circulation from Saddlerock Circle to Elk Road via the new connector road and the new driveway to Elk Road on the east side of the site. The connector road will also provide vehicular and pedestrian access to the traffic signal at SR-89A and Soldiers Pass Road, allowing safer turning movement for vehicles and safer crossings of SR-89A for pedestrians.

## ***Housing Diversity***

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

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

**Implementation:** In the Recommendations section of the CFA-5 plan, “A range of housing options that vary by type, size, and price ranges that offer an alternative to single-family housing” is identified as a Land Use objective. Here, the proposed multifamily component includes forty-six (46) workforce housing units in a mix of twenty-four (24) studios, sixteen (16) one-bedroom units, and six (6) two-bedroom units. This is an objective increase in the amount of multi-family residential housing within the CFA - particularly within the core of the CFA.

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

**Implementation:** Typically, lodging developments are expected to provide workforce housing units equal to 12% of the proposed lodging units - equal to 12 housing units for the proposed 100 guestroom hotel. The applicant’s commitment to improving access to housing in Sedona, however, extends beyond simply the bare minimum. With the development of forty-six workforce housing units, the applicant is nearly quadrupling the expected workforce housing contribution for new lodging development with 383% of the DIGAH recommendation. This is a significant overall increase in the workforce multi-family residential housing inventory in Sedona, in a location that will allow residents to drive less, shop local, and invest in their neighborhood.

***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.***

**Implementation:** As noted above, the multi-family component of the development consists of workforce units in a mix of studio, 1-bedroom, and 2-bedroom floor plans in order to accommodate a variety of residential needs, family sizes, and financial situations.

## ***Traffic Flow and Connectivity***

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**CFA Objective:** Improved safety and reduced traffic congestion on SR 89A.

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***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.***

**Implementation:** Several street improvements are proposed throughout the development both on-site and off-site to improve safety and traffic congestion on SR-89A and intersecting streets:

1. New connector road will provide safe, signalized access to SR-89A at Soldiers Pass Road for the residents of the Saddlerock Homes neighborhood. This will significantly improve the safety of certain turning movements onto SR-89A (particularly left turns onto westbound SR-89A) as well as encouraging safer pedestrian crossings by creating a more direct pedestrian route to the existing traffic signal.
2. In conjunction with the connector road improvements, the applicant proposes enhanced crosswalk striping for the crosswalks at the intersection of SR-89A and Soldiers Pass Road to improve visibility and to provide a better visual queue to motorists on the highway, subject to ADOT approval.
3. A "porkchop" will be provided at the intersection of SR-89A and Saddlerock Circle to limit turning movements to right-in/right-out.
4. A deceleration lane will be provided for the eastbound approach to Soldier's Pass Road on SR-89A to reduce turning movement congestion and improve traffic flow on eastbound SR-89A.
5. The driveway connection at Elk Road on the east side of the Property will allow off-highway vehicular circulation between Saddlerock Circle and Elk Road, decreasing vehicular trips that would otherwise be required to use SR-89A to travel east/west.

During the course of the traffic impact analysis review, ADOT has not requested or required the applicant to provide medians or roundabouts on SR-89A adjacent to the Property. A significant amount of planning and coordination would be required between property owners, the City of Sedona, and ADOT to design and install medians or roundabouts on SR-89A. The improvements proposed by the applicant will appreciably improve both vehicular and pedestrian circulation both on and around SR-89A.

***Strategy 2: Improve access between businesses and neighborhoods and reduce conflicts on 89A by connecting, consolidating, and sharing driveways and parking lots.***

**Implementation:** As noted above, both the connector road and the new driveway to Elk Road on the east side of the property - along with their adjacent pedestrian pathways - will improve access between neighboring properties/businesses on the south side of SR-89A. The parking facilities at the Village at Saddlerock Crossing are shared between the lodging and residential uses. Direct access to the Property from SR-89A is limited to a single, existing driveway at the signalized intersection of SR-89A and Soldier's Pass Road. Two additional off-highway access points are provided - one on Saddlerock Circle and one on Elk Road.

***Strategy 3: Street connections should be created, such as a connection from Saddlerock Circle to the signal on 89A at Soldiers Pass Road.***

**Implementation:** As noted throughout this narrative and illustrated on the site plan, the developer will provide a new connector roadway that links Saddlerock Circle to SR-89A at the intersection of SR-89A and Soldiers Pass Road.

## ***Walking and Biking Improvements***

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**CFA Objective:** Improved safety, convenience, and experience for walking and bicycling

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***Strategy 1: Continuous streetscapes along 89A should be created to provide a safer and more appealing place to walk.***

**Implementation:** As part of the streetscape improvements for the project, the development is providing a new detached and landscaped 10-foot-wide multi-use path along the south side of SR-89 for the length of the Property.

***Strategy 2: Safer crossings of 89A should be provided with enhanced crosswalks, medians, and/or roundabouts.***

**Implementation:** The development is providing two improvements that will facilitate safer crossings of SR-89A:

1. The new connector road will provide a direct path from Saddlerock Circle to the signalized pedestrian crossing at SR-89A and Soldier's Pass Road. The 10-foot-wide multi-use path adjacent to the connector road will provide residents of the Saddlerock Homes community a much shorter and more convenient route to the traffic signal.
2. The developer will also provide enhanced striping of the crosswalks at the intersection of SR-89A and Soldiers Pass Road, subject to ADOT approval.

As noted above, neither medians nor roundabouts on SR-89A have been requested or required as part of the traffic impact analysis review process with ADOT. Improvements of that nature are typically part of a larger traffic improvement plan that requires multi-jurisdictional planning and coordination.

***Strategy 3: Safety and amenities for bicyclists, such as bike racks and pavement markings should be improved to encourage bicycling.***

**Implementation:** The development will provide bicycle amenities - both public and private - throughout the development as follows:

1. A total of 35 public bike rack spaces, distributed throughout the site in groups of five bike racks, significantly more bike parking spaces than the 20 required by the LDC.
2. The hotel includes an indoor secure bike storage room for hotel guests on the first floor of the Treehouse Suites with room for 36 to 42 bikes depending upon the storage configuration. The storage room will also include a bike repair station with a ground-mounted repair stand, tools, and air pump.
3. Complimentary bike rental service for hotel guests.
4. 10-foot-wide multi-use paths on Connector Road and SR-89A. With respect to the Connector Road, the Sedona GO! Pathways plan allows for multiple design options, one of which is an 8 to 10-foot-wide shared use path adjacent to the right-of-way for bicycles and pedestrians. To provide

for the most efficient use of space, a 10-foot-wide shared use path was the option selected for the Connector Road.

***Strategy 4: Transit stops with bus pull-outs, benches, and shelters should be provided.***

**Implementation:** As shown on the site plan, the development will provide an enhanced Lynx stop with benches, a shaded waiting area, bike racks, and a water station. The Lynx stop is adjacent to the proposed deceleration lane to allow the Lynx shuttles to stop without impeding traffic flow on SR-89A.

***Strategy 5: Route information (destinations, distances, and direction) at visible locations, such as intersections, transit stops, trailheads, and public spaces should be provided.***

**Implementation:** Wayfinding nodes with route information will be provided at four (4) locations throughout the site:

1. At the intersection of SR-89A and Soldiers Pass Road.
2. At the intersection of Saddlerock Circle and the connector road
3. At the new Elk Road driveway
4. In the center of the site near the sundial feature or porte cochere.

Precise locations for wayfinding nodes will be established during the construction drawing/permitting phase of the project. Content on the wayfinding nodes will include local attractions, nearby trailheads, public parks, and other information.

## ***Neighborhood Connections***

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**CFA Objective:** 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.

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***Strategy 1: Connected paths that allow for direct pedestrian and bicycle access should be provided within and between housing and commercial developments.***

**Implementation:** As noted throughout this narrative, new sidewalks and shared use paths are provided along all existing and proposed streets, including Saddlerock Circle, SR-89A, Elk Road, and the new connector roadway that will link Saddlerock Circle to the traffic signal at SR-89A and Soldiers Pass Road. The proposed network of pedestrian paths will allow uninterrupted pedestrian travel within, through, and around the development both north to south and east to west.

***Strategy 2: Pedestrian access to public sidewalks and adjacent transit stops should be incorporated into development projects.***

**Implementation:** Pedestrian access to existing public sidewalks is provided via the network of new pedestrian paths within both the lodging and residential portions of the development. Additionally, new public sidewalks will be added on Saddlerock Circle, Elk Road, and the new connector road.

**Strategy 3: Sidewalks should be extended along streets such as Airport Road, Saddlerock Circle, and Soldiers Pass Road.**

**Implementation:** As noted above, the development will construct new sidewalks on Elk Road and Saddlerock Circle for the length of the Property.

**Strategy 4: Partnerships with landowners are encouraged to create a connected trail system that enables off-street pedestrian and bicycle travel.**

**Implementation:** The combination of the new connector road and the new Elk Road driveway and their adjacent pedestrian pathways will allow off-highway east/west pedestrian and bicycle circulation from Elk Road to Saddlerock Circle.

## **Green Building**

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**CFA Objective:** Conservation practices are incorporated into building and landscape design, construction, and maintenance.

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**Strategy 1: The use of solar energy in building designs for energy, heating, and lighting is encouraged.**

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

Additional solar-ready canopies will be provided on the center parking island of the parking structure's upper level, providing the future capability to increase solar energy output to power elements of the multi-family residential component of the project and potentially the EV charging stations in the parking structure.

Finally, the building rooftops for both multi-family and lodging buildings will be constructed to be "solar ready" with the necessary electrical and support infrastructure to allow for the efficient installation of future rooftop solar panels if the applicant elects to expand their solar capacity.

**Strategy 2: Waste reduction measures should be integrated into building construction, maintenance, and business operations, including the utilization of recycled building materials.**

**Implementation (Maintenance and Business Operations):**

### Green Hotel Measures

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

- In-room recycling program
- Recycling receptacles in public areas, as well as back-office areas

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

#### Reusable Water Bottles and Filling Stations

Oxford Suites partners with PATH® - a purified drinking water company that bottles all of its products in reusable aluminum bottles. Working with PATH®, Oxford Suites has replaced all single-use plastic water bottles at its properties with reusable aluminum bottles. To encourage guests to reuse their PATH® bottles after purchasing them, Oxford Suites provides filtered water bottle filling stations throughout its properties. Consequently, in addition to replacing all single-use plastic water bottles (both complimentary and for sale) with reusable aluminum water bottles, the developer will provide a minimum of five (5) water bottle filling stations throughout the lodging component of the project.

#### Guest Transportation

To reduce short-range individual vehicle trips, Oxford Suites offers both a complimentary shuttle service and complimentary bike rentals for hotel guests. The shuttle service provides free transportation to and from destinations within a five-mile radius of the hotel.

#### Additional Measures

In addition to the items outlined above, the applicant will implement the following additional measures throughout the project as suggested by the City of Sedona's Sustainability Program Staff:

- Enrollment in APS’s Green Choice Program or an equivalent program offered/available once the project is completed and operational.
- Leak detection devices on water supply lines.
- Solar-ready building rooftops as outlined above.
- 20 “EV Ready” parking spaces in addition to the 10 EV charging stations being provided.
- Incorporation of permeable pavers on internal walkways/pathways.

**Implementation (Building Construction):** The applicant will minimize waste during the construction process by recycling excess building materials to the greatest extent possible. The applicant and its general contract will utilize a Construction and Demolition Waste Management Plan to identify different types of construction waste, collection locations on site, disposal methods, handling procedures, and recycling/disposal location(s). This plan will be provided to the City of Sedona prior to the commencement of construction.

**Strategy 3: Non-compliant outdoor lighting should be converted to dark-sky compliant and energy efficient lighting.**

Not applicable - no existing lighting on site.

**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.**

**Implementation:** As illustrated in the landscape plan submitted with this application, a total of twenty-seven (27) existing trees on-site are being preserved for the development and 58% of the total plantings will be native species. The remaining plant material will consist of species adapted to the Sedona area and climate. The landscape on site is abundant but not overplanted (106% of LDC tree requirement and 100.3% of LDC shrub requirement). The landscape plan is tailored to allow the native and climate-adapted plant species to establish with minimal reliance on landscape irrigation, ultimately reducing water demand as the trees and shrubs mature and develop root structures adapted to the Sedona climate.

**Strategy 5: Stormwater should be managed with “green infrastructure” practices that slow and capture runoff.**

**Implementation:** As noted in the Project Overview, the applicant is investing significant resources in rainwater harvesting. The development will incorporate rainwater harvesting tanks on each of the five buildings in the lodging development as indicated and noted on the proposed site plan. These tanks will be connected to the on-site landscape irrigation system to reduce reliance on municipal water and provide a more sustainable source of landscape irrigation. As described in the previous section above, the tank pumps and irrigation system controls will be powered by the solar panels on the parking structure canopies to further enhance the sustainability of this system. Additionally, the use of rainwater harvesting tanks reduces the capacity requirements of the underground stormwater retention tanks by one-third.

### **Sense of Place**

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**CFA Objective:** An identifiable area recognized for its natural features and the design quality of its built features.

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**Strategy 1: Scenic views, natural areas, and hillsides should be preserved by clustering development to preserve open space.**

**Implementation:** Both the lodging and multi-family residential components of the Village at Saddlerock Crossing are demised into smaller buildings to reduce the visual impact of the massing, consistent with CFA strategies. The lodging buildings are oriented to preserve viewsheds between the Saddlerock Homes neighborhood and the red rocks to the north/northwest by angling the buildings to align with window orientations of the existing homes to the south. All buildings on site are within the height limitations of the LDC and take advantage of the site's natural slope from south to north, which reduces the relative height of the buildings on site as viewed from the Saddlerock Homes neighborhood to the south.

**Strategy 2: Development design should be complementary to the architectural character of the surrounding area as well as the natural environment.**

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

**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.**

**Implementation:** The applicant has been in discussions with the Sedona Historical Society and its Director Nate Meyers to establish an endowment provided by the Baney Corporation to the Sedona Historical Society for the purpose of improving Cook's Cedar Glade Cemetery. The applicant will collaborate with the Historical Society to deploy the endowment to enhance preservation efforts, improve access, and raise the public profile of this historic site.

To promote awareness of both the Cook's Homestead and Cook's Cemetery at the proposed hotel, a historic exhibit designed in consultation with the Sedona Historical Society will be permanently displayed in the hotel lobby. Additionally, directions to Cook's Cemetery will be included on the wayfinding nodes that will be placed in four locations around the Property.

**Strategy 4: The reuse of historic buildings is encouraged to preserve the cultural history that contributes to a sense of place.**

**Implementation:** The Property was originally part of the 160-acre Cook’s Homestead established by Henry Elmer Cook in the early 1900s. The structures associated with the Homestead located on the Property were included in the City of Sedona’s historical survey but were not landmarked by the City. For more than 50 years, the buildings were utilized in the operation of Biddle’s Nursery on the Property and were in a state of disrepair by the time the applicant acquired the Property. The remnants of the structures had no historical value (mostly CMU block and stone veneer) and could not be meaningfully salvaged for future use.

As noted above, the applicant is working with the Sedona Historical Society to establish a Cook’s Cemetery endowment that will be used for improvements to the historic site, and the hotel will provide a permanent historic display in the lobby detailing the history of Cook’s Homestead. The display will be designed and curated in consultation with the Sedona Historical Society.

## ***Sense of Community***

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**CFA Objective:** A neighborhood center with appealing and accessible community spaces that reflect a sense of community.

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**Strategy 1: Open, shared community spaces should be incorporated into development projects.**

**Implementation:** As described in the “Compatible Land Uses” section earlier in this narrative, two shared community spaces are provided on the Property: first, a large sundial feature on the west side of the parking structure doubles as both public art and a small public plaza. Bicycle parking and seating areas with shade trees are provided on both sides of the sundial, creating a space along the 10-foot-wide multi-use path where visitors can secure their bikes and relax at one of the seating areas with beautiful views of the red rocks to the northwest. A second space is provided adjacent to SR-89A in the form of a relocated and enhanced Lynx stop with shaded seating areas, bike racks, and a water station.

Additionally, the restaurant and rooftop lounge are both open to the public with 50% of the seating capacity for both locations available to the public by reservation. The rooftop lounge offers unobstructed views of the red rocks to the north and is likely to become a highly desirable gathering place for both residents and visitors alike.

**Strategy 2: Community space amenities such as shade, seating, landscaping, and public art should be provided.**

**Implementation:** As described above in Strategy 1, community space amenities including shade, seating, landscaping, and public art are provided at or near the transit stop adjacent to SR-89A and the sundial feature in the middle of the project adjacent to the connector road.

**Strategy 3: Community spaces should be designed to mitigate noise and other potential impacts to neighbors.**

**Implementation:** Both the enhanced Lynx stop and the sundial feature are low-impact community spaces that are not expected to generate excessive noise. Both community spaces are designed to serve as short-term places of respite – shaded areas with seating areas, bike racks, and public art that provide visitors an opportunity to rest and recharge before moving onto their ultimate destination. In either event, both spaces are located a significant distance from the nearest single-family homes and are either partially or fully screened by intervening buildings.

The rooftop lounge, which may also serve as a community gathering space, was intentionally designed to face north/northeast – away from the neighborhood and screened to the south by the building itself.

**Strategy 4: The large, mature trees south of the Soldiers Pass Road/89A intersection should be incorporated into future development as community space.**

**Implementation:** A total of 18 large mature trees are being preserved for the development of the Village at Saddlerock Crossing. Several of the preserved trees are located near the intersection and are being preserved as part of the development.

### ***Lodging: Lodging Limits***

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- The lodging project enhances the commercial area
  - Total amount of lodging in the CFA does not exceed 10 acres
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The Village offers a unique, pedestrian-oriented mixed-use experience designed to enhance the SR-89A corridor in CFA-5 and make it more walkable and enjoyable for residents and tourists alike. As discussed above, both the lodging element and residential element of the proposed project will enhance the commercial area by providing support to existing local businesses. A 100-room hotel and 46-unit workforce multi-family residential development will supply a welcome infusion of additional patrons and spending at nearby stores, restaurants, and businesses.

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

### ***Lodging: Mixed Use Lodging***

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



## ***Lodging: Housing***

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- If property zoned residential is involved, an equivalent number of maximum units allowed under current zoning must be included as multi-family, such as apartments, condominiums, townhomes, or employee housing
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Approximately 1.06 acres in the southeast corner of the Property is currently zoned RM-2 for medium-density multi-family residential development, allowing up to 12 dwelling units per acre. As described throughout this narrative, the Village will be providing a total of 46 workforce multi-family residential dwelling units on site. In the northeast quadrant of the site, two two-story buildings with fourteen (14) units each will provide a total of twenty-eight (28) permanent workforce housing units. Each fourteen-unit building will offer twelve (12) studio units and two (2) one-bedroom units. In the southeast quadrant, eighteen permanent 1workforce housing units will be offered in a mix of twelve (12) one-bedroom units and six (6) two-bedroom units.

## ***Lodging: Site Layout***

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- Lodging buildings adjacent to SR-89A shall be aligned perpendicular or at an angle to SR-89A
  - Multiple buildings are preferred to one large buildings
  - Parking is to be located behind the buildings on SR-89A and not visible from a public street or SR-89A
  - Multiple, smaller parking lots are preferred to large parking lots
- 

Consistent with the recommendations and guidelines in the CFA-5 Plan, the two lodging buildings adjacent to SR-89A are at non-uniform angles relative to the roadway to provide a more visually interesting north elevation. The narrow sides of the buildings are oriented toward the roadway to avoid a monolithic appearance. As described above, the majority of the parking for the hotel is provided by a 179-space parking structure on the east side of the site. The remaining 29 surface parking spaces (17 vehicle + 2 bus spaces) are provided on the south side of the hotel development, screened from SR-89A.

# Design

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## *Design Principles*

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



*Treehouse suites and hotel lobby*

The building architecture and materiality are evocative an outpost at the foot of the red rocks, on the edge of the wilderness, traditional, sophisticated, and accommodating. Both lodging and multi-family residential elements will be drawn from the same detail, color, material and palette, while each creating an individual composition. The buildings incorporate a variety of materials and colors complementary to the surrounding natural landscape, utilizing a combination of stucco, stone, brick, metal, and composite wood in muted earth tones to give a “natural” aesthetic to the development that both complements and contrasts with the modern architecture to create visual interest without overpowering or distracting from the natural beauty of West Sedona. See Color Building Elevations and Color/Materials Palette submitted with this application.



*Hotel lobby rooftop terrace*

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

As the image illustrates, the terrace is screened from the neighborhood to the south with significant rooftop vegetation and walls/building elements to ensure that neither light nor noise from rooftop gatherings has an audible or visual impact on the neighborhood. The terrace is located in the center of the Property and

oriented to the northeast both to capture the best views of the red rocks to the north and further protect the adjacent neighborhoods from any potential impacts.

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

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

### *Landscaping*

The landscape plan for the Village at Saddlerock Crossing endeavors to incorporate the substantial, existing mature vegetation on site with a mix of native and adaptive vegetation to create a lush landscape palette that is complementary to the surrounding built environment and natural areas. See Landscape Plan submitted with this application. The plant palette will incorporate approximately 60% native vegetation, exceeding the 50% **LDC Section 5.6.C(1).a.2** requirement. Of that total percentage, approximately 67% of the 200 new tree plantings and 60% of the 811 new shrub plantings will be native species. The remaining plant species are adaptive plant species as identified in the Administrative Manual per **LDC Section 5.6.C(1).b.3**. The total plantings exceed **LDC Section 5.6.C(1).b.1** requirement of 1 tree and 3 shrubs per 400 square feet of landscape area. A total of 200 trees (plus 18 existing trees to be salvaged) and 817 shrubs are being planted in a net landscape area of approximately 108,100 square feet.

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

A total of seventy-eight (78) mature non-native trees occupy the site in various stages of growth and lifecycle. Per the Landscape Plan, twenty-seven (27) trees will be preserved in their existing locations and the remaining fifty-one (51) will be removed. The preserved trees are calculated per **LDC Section 5.6.C(1).h** on the submitted Landscape Plan. As noted earlier in this narrative and consistent with the guidance in both the LDC and DREAM, the landscape irrigation system for the Property will be supplemented with a rainwater harvesting system that will collect rainwater from all five buildings in the hotel development and pump it into

the underground irrigation system using solar power collected from the parking canopy photovoltaic panels on the upper level of the parking structure. The synthesis of these three elements: low-water usage vegetation, rainwater harvesting, and solar-powered irrigation control systems produces an extremely efficient and sustainable landscape program for the Property.

## *Parking*

**Overview:** As described above, a majority of the 208 parking spaces provided on the Property are contained in the two-level parking structure on the east side of the site between the two elements of the multi-family development. Consistent with Section 2.6 of the Design Review, Engineering, and Administrative Manual, the parking structure integrates with the terrain and the approved natural grade of the site – with its upper level sitting on-grade with Elk Road and the multi-family element and its lower level a half-story below the grade of the connector road between the structure and the hotel. The parking areas are broken up by vegetated landscape islands on both levels to avoid large uninterrupted stretches of pavement. Tile mosaic art will provide visual interest on the walls of the lower level, which, along with the landscaped areas and light wells will offer an unexpectedly pleasant, dynamic environment relative to a typical parking structure.

A total of 188 parking spaces are required per the Parking Study prepared by Southwest Traffic Engineering submitted in conjunction with this application to address on-site parking demand and parking procedures. Extensive use of valet services for hotel guests and on-site transportation of guests via electric carts will ensure adequate parking on-site for all guest vehicles. Valet parking allows for more efficient use of parking areas than could be achieved with self-parking (cars parked closer together and organized to maximize the number of cars that can fit in a given area). Valet service will also encourage guests to leave their cars once parked and find alternative means of transportation (public transit, shuttle service, walking, and biking) to get around Sedona – providing additional traffic relief to Sedona’s major roadways.

**Meeting Facilities:** As outlined in the Parking Study, the 3,000 square feet of meeting space below the lobby will not generate any additional parking demand with respect to both guests and employees. As noted earlier in this narrative, the meeting space will only be available for use by hotel guests – public reservation and use of the meeting facilities will not be permitted. With respect to employees, as part of its typical staffing operations, Oxford Suites delegates meeting space operations to existing employees already on-site performing other duties at the hotel. Because these employees are already on site whether the meeting space is being utilized by guests or not, the meeting space does not contribute to employee parking demand for the project as a whole.

**Restaurant/Rooftop Lounge:** As described above, both the restaurant and rooftop lounge will reserve 50% of their respective seating capacities for hotel guests at all times to manage parking demand related to both uses. As such, the parking study calculates public parking demand based upon 50% of the square footage for each use. The hotel will manage the public/private seating capacities of both uses via the point-of-sale system. To ensure that public capacity never exceeds 50%, all public visitors will be required to make reservations – no public walk-ins will be permitted.

## *Access, Connectivity, and Circulation*

**Vehicular Access and Circulation:** Vehicular access is provided through a system of primary and secondary connections to adjacent streets. The main point of access is the signalized intersection at Soldiers Pass Road

and SR-89A. A deceleration lane is proposed for eastbound approach to Soldiers Pass Road on SR-89A. No additional curb cuts are proposed along SR-89A. Lane design for northbound traffic on to the Highway will allow for designated left turns, through traffic and right turns. A new connector roadway is proposed connecting Saddlerock Circle to the signalized intersection at SR-89A and Soldier's Pass Road, allowing for safe and efficient access to the Highway for both left and right turns, as well as providing traffic relief to SR-89A. Because of its proximity to the signalized intersection of SR-89A and Soldier's Pass Road, signalization is not recommended at SR-89A and Saddle Rock Circle. However, based upon direction received from the Arizona Department of Transportation (ADOT), a "porkchop" will be constructed to limit turning movements at Saddle Rock Circle and SR-89A to right-in/right-out.

In addition to improving the signalized intersection, off-site improvements will be made on both Saddlerock Circle and Elk Road, including curb, gutter and sidewalks. A new driveway will be provided on the east side of the Property with access to Elk Road, allowing off-highway vehicular circulation from Saddlerock Circle to Elk Road. All elements of vehicle circulation on and access to public rights-of-way are subject to review and approval by Arizona Department of Transportation and the City of Sedona.

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

A new 5-foot-wide sidewalk will extend south along the east side of Saddlerock Circle from SR-89A to the southwest corner of the Property. Similarly, a new 5-foot-wide sidewalk will be provided on the west side of Elk Road from SR-89A to the southeast corner of the Property.

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

**Connectivity with Adjacent Properties:** As described throughout this narrative, the new connector road and the new driveway on the east side of the Property with access to Elk Road will allow off-highway vehicular access between Saddlerock Circle and Elk Road. Sidewalks adjacent to these vehicular access points will allow similar bike and pedestrian circulation from east to west between the subject site and adjacent properties.

### *Architectural Character and Building Form*

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

the Building Elevations and Massing Plan, the proposed multi-family buildings conform with **LDC Section 5.7.F(2).a.2** and lodging buildings **LDC Section 5.7.F(2).a.3**.

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

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

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

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

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

### *Grading and Drainage*

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

A drainage report prepared by Shephard-Westnitzer, Inc., detailing the pre- and post-development drainage characteristics of the site and proposed improvements for retention of onsite flows and conveyance of off-site flows has been submitted with this application. A runoff volume for the 100-year, 2-hour storm event was calculated for the project watershed to determine a required detention volume of 36,200 ft<sup>3</sup>. Runoff from the development of the site, along with the off-site flows to the west, east, and south will be conveyed into the proposed underground detention basin through a storm drain system. The underground detention structure will discharge to the west through the existing 36" culvert underneath Saddlerock Circle.

### *Exterior Lighting*

The proposed lighting plan will be fully Dark Sky compliant and in conformance with **Section 5.8** of the LDC. All lighting fixtures will be appropriately placed and fully shielded to minimize or eliminate the impact on surrounding properties. Light levels for the Village are at or near zero foot-candles at the property line. See Lighting Photometric Plan and Cut Sheets submitted with this application.

### *Signage*

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

### *Public Art*

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

## Good Neighbor Policy

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To ensure compatibility between The Village at Saddlerock Crossing and the surrounding community, the applicant has prepared a Good Neighbor Policy to establish a series of policies related to parking, noise, pet management, cut-through traffic, and landscaping. Upon the issuance of a Certificate of Occupancy for the development, the policy will also establish a designated contact during both business hours and after hours for the development who will respond to and address issues and complaints. The policy will be distributed to the residents of the Saddlerock neighborhood by mail and electronically. A copy of the Good Neighbor Policy has been submitted with this application.

## Summary

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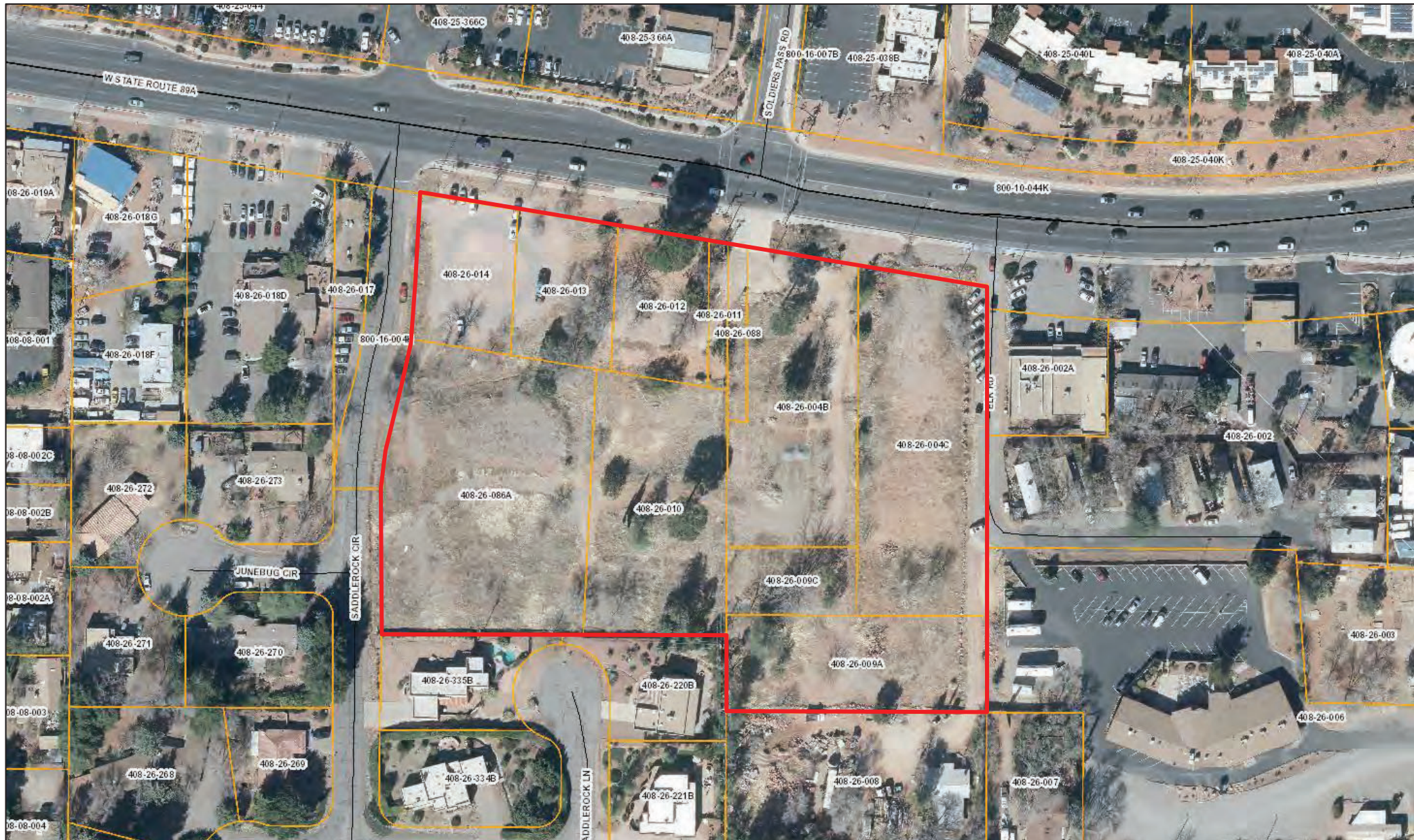
The Village at Saddlerock Crossing will have a significant, positive impact on the CFA-5 village and the West Sedona Corridor, providing an exciting mixed-use development that is contextually appropriate for the site and the heart of the Soldiers Pass Community Focus Area. The proposed project addresses all relevant policy

goals in the CFA-5 Plan and is consistent with the City's vision for this site and the greater area. Through meticulous planning, careful listening, and thoughtful design, the applicant has developed a project worthy of its location at the heart of the Soldiers Pass CFA and will serve as its vibrant nucleus for decades to come.



# TAB 1

# Aerial Map



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



**TAB 2**

# Zoning Map

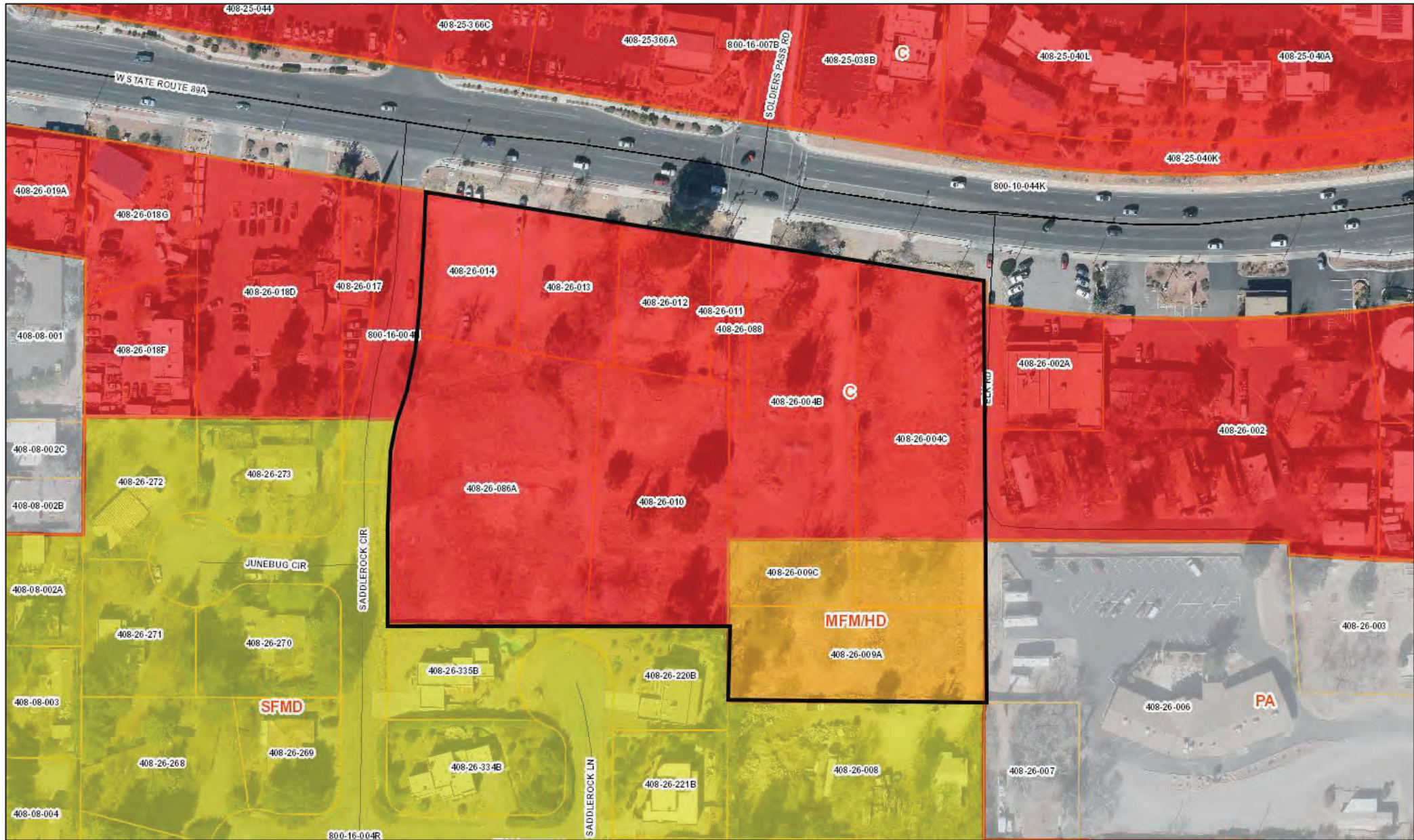


State Route 89A & Soldiers Pass Road – Sedona, AZ



**TAB 3**

# Community Plan Future Land Use Map



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



**TAB 4**

# CFA -5 Boundary Map

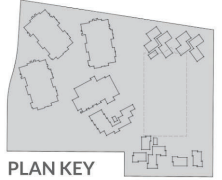


State Route 89A & Soldiers Pass Road – Sedona, AZ



# TAB 5

- LOBBY / RESTAURANT
- HOTEL: 58 guest rooms.
- HOTEL: 34 guest rooms  
Basement/ Business Center
- HOTEL: 8 guest rooms.  
Treehouse Suites
- MULTI-FAMILY:  
28 units
- MULTI-FAMILY  
18 units

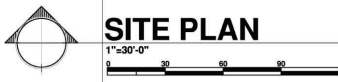
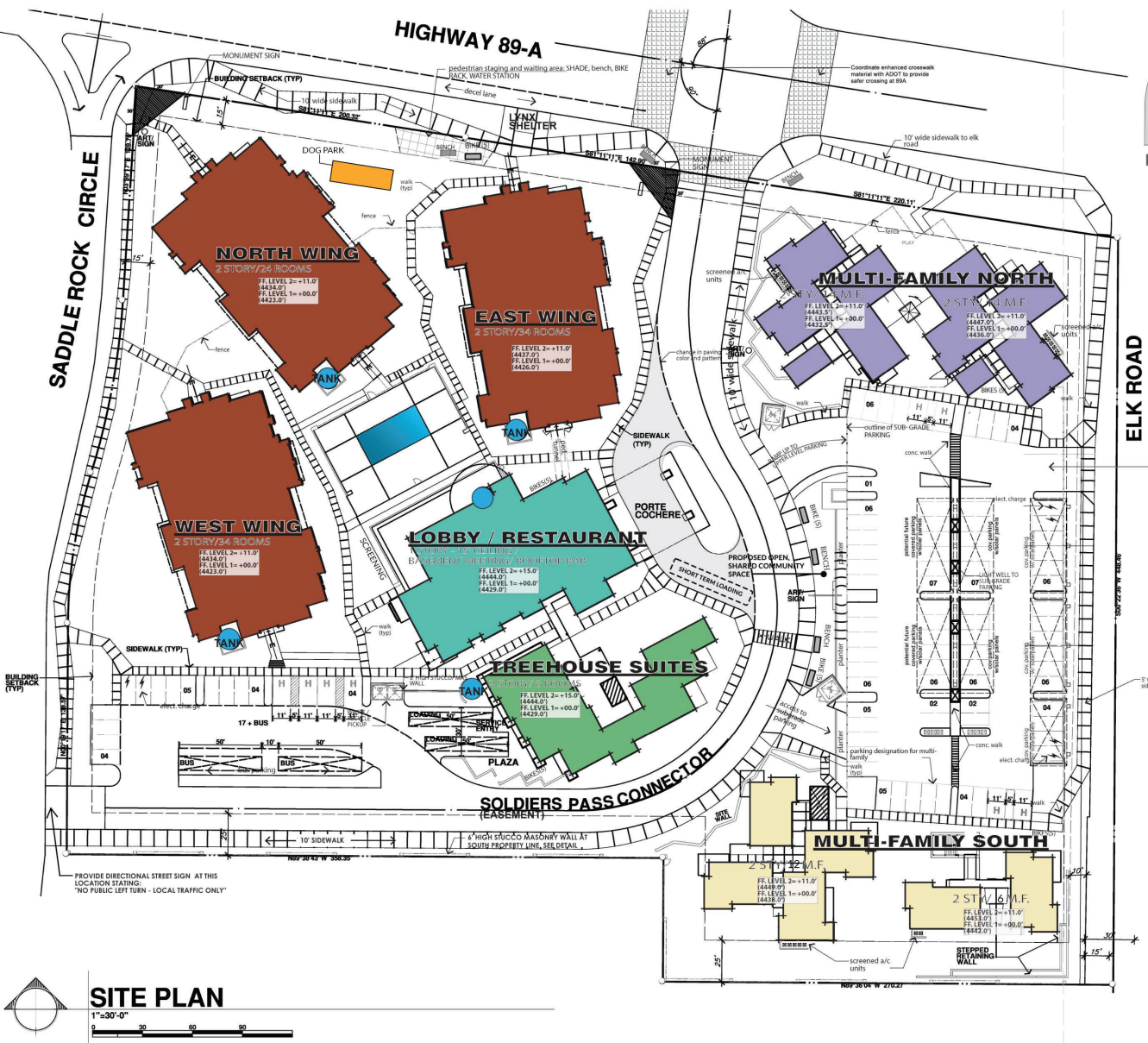


THE VILLAGE AT SADDLEROCK CROSSING - SEDONA, ARIZONA										
PROJECT DATA										
PROJECT LOCATION:	South of the intersection of West State Street and Soldiers Pass Road between Sedona, Coles and Elk Road.									
ASSESSORS PARCEL NUMBER(S):	2759 & 1700 West State Street 001, 02 & 03 Sedona AZ 86351									
EXISTING ZONING:	R20-10000000, R20-10000000, with 200' front setback, 400' side setback, 400' rear setback									
PROPOSED ZONING:	R20-10000000									
COMMUNITY FOCUS AREA:	Sedona Pass Community Focus Area									
SITE AREA:	1.07 Acres (46,200 SF)									
PROPOSED LAND USE AREA PLAN:	<table border="1"> <tr> <td>Lotting</td> <td>West of Soldiers Pass Connector</td> <td>1.28 Acres</td> </tr> <tr> <td>Multi-Family</td> <td>East of Soldiers Pass Connector</td> <td>0.88 Acres</td> </tr> <tr> <td>Multi-Family</td> <td>South and East of Soldiers Pass Connector</td> <td>0.85 Acres</td> </tr> </table>	Lotting	West of Soldiers Pass Connector	1.28 Acres	Multi-Family	East of Soldiers Pass Connector	0.88 Acres	Multi-Family	South and East of Soldiers Pass Connector	0.85 Acres
Lotting	West of Soldiers Pass Connector	1.28 Acres								
Multi-Family	East of Soldiers Pass Connector	0.88 Acres								
Multi-Family	South and East of Soldiers Pass Connector	0.85 Acres								
LOT COVERAGE:	<table border="1"> <tr> <td>Lotting</td> <td>30%</td> </tr> <tr> <td>Multi-Family</td> <td>30%</td> </tr> <tr> <td>Multi-Family</td> <td>30%</td> </tr> </table>	Lotting	30%	Multi-Family	30%	Multi-Family	30%			
Lotting	30%									
Multi-Family	30%									
Multi-Family	30%									

THE VILLAGE AT SADDLEROCK CROSSING - SEDONA, ARIZONA	
BUILDING DATA	
<b>LOBBY</b>	
GROSS FLOOR AREA (schematic square)	
Basement	3,900 SF
Level 01	3,900 SF
Level 02	3,900 SF
<b>TREEHOUSE</b>	
GROSS FLOOR AREA (schematic square)	
Level 01	5,800 SF
Level 02	5,800 SF
<b>GUESTROOM WEST</b>	
GROSS FLOOR AREA (schematic square)	
Basement	12,000 SF
Level 01	11,200 SF
Level 02	11,200 SF
<b>GUESTROOM NORTH</b>	
GROSS FLOOR AREA (schematic square)	
Level 01	11,200 SF
Level 02	11,200 SF
<b>GUESTROOM EAST</b>	
GROSS FLOOR AREA (schematic square)	
Level 01	11,200 SF
Level 02	11,200 SF
<b>TOTAL HOTEL AREA</b>	
Building Coverage	48,500 SF
Number of Guest Room Keys	100 KEYS

MULTI-FAMILY	
<b>MULTI-FAMILY NORTH</b>	
GROSS FLOOR AREA (schematic square)	
Level 01	5,800 SF
Level 02	5,800 SF
<b>MULTI-FAMILY SOUTH</b>	
GROSS FLOOR AREA (schematic square)	
Level 01	5,800 SF
Level 02	5,800 SF

THE VILLAGE AT SADDLEROCK CROSSING - SEDONA, ARIZONA	
PARKING DATA	
USE CATEGORY	SPACES PROVIDED
Lotting	110 spaces
Multi-Family	41 units
Food and Beverage	18 spaces
Convenience Facility	80 spaces



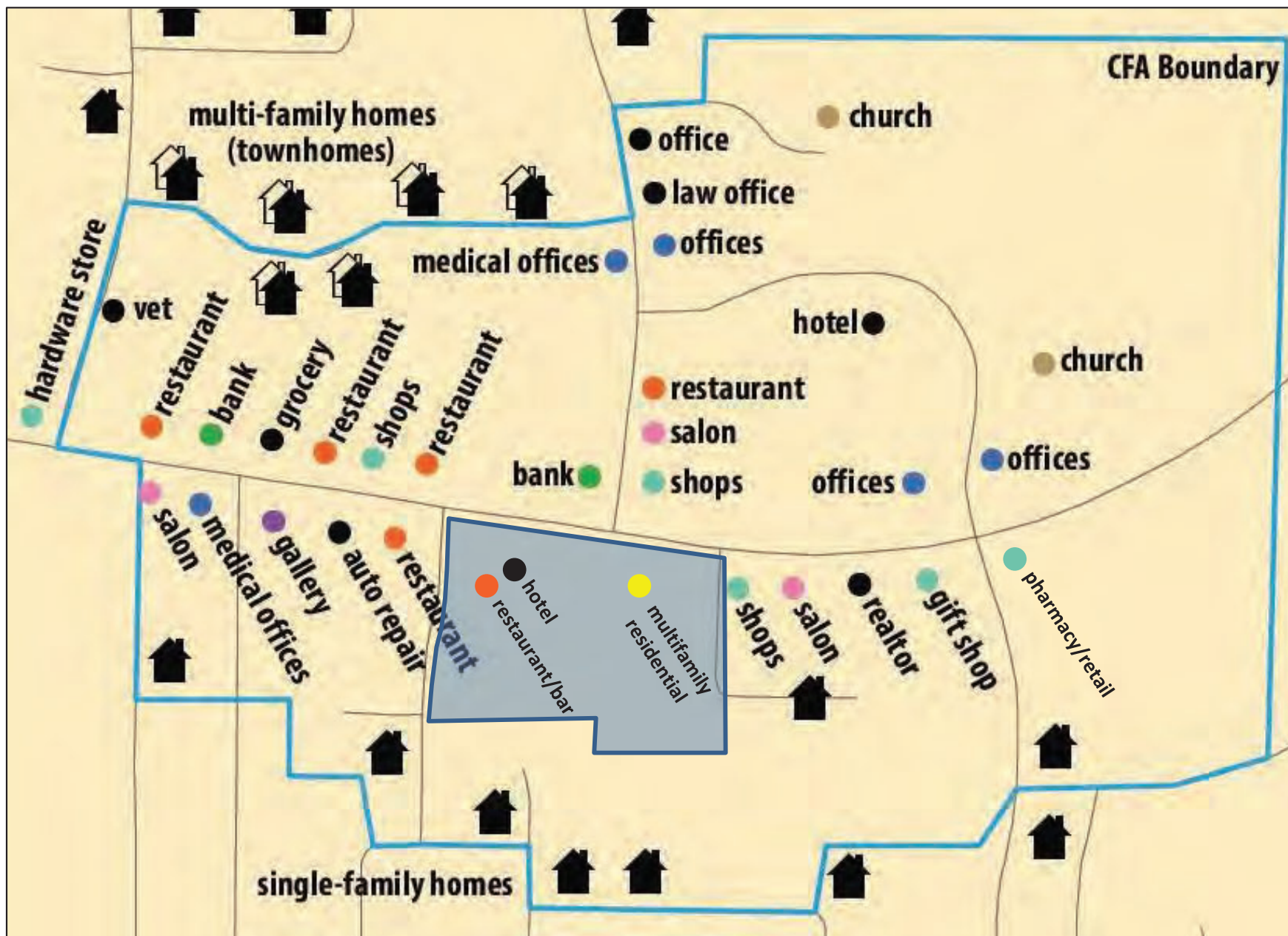
1. ALL ELECTRIC VEHICLE CHARGING STATIONS TO BE MINIMUM LEVEL 2 CHARGING TYPE.

PROVIDE DIRECTIONAL PUBLIC STREET SIGN STATING "NO RIGHT TURN - NOT A THROUGH STREET"

cemetery project →

**TAB 6**

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

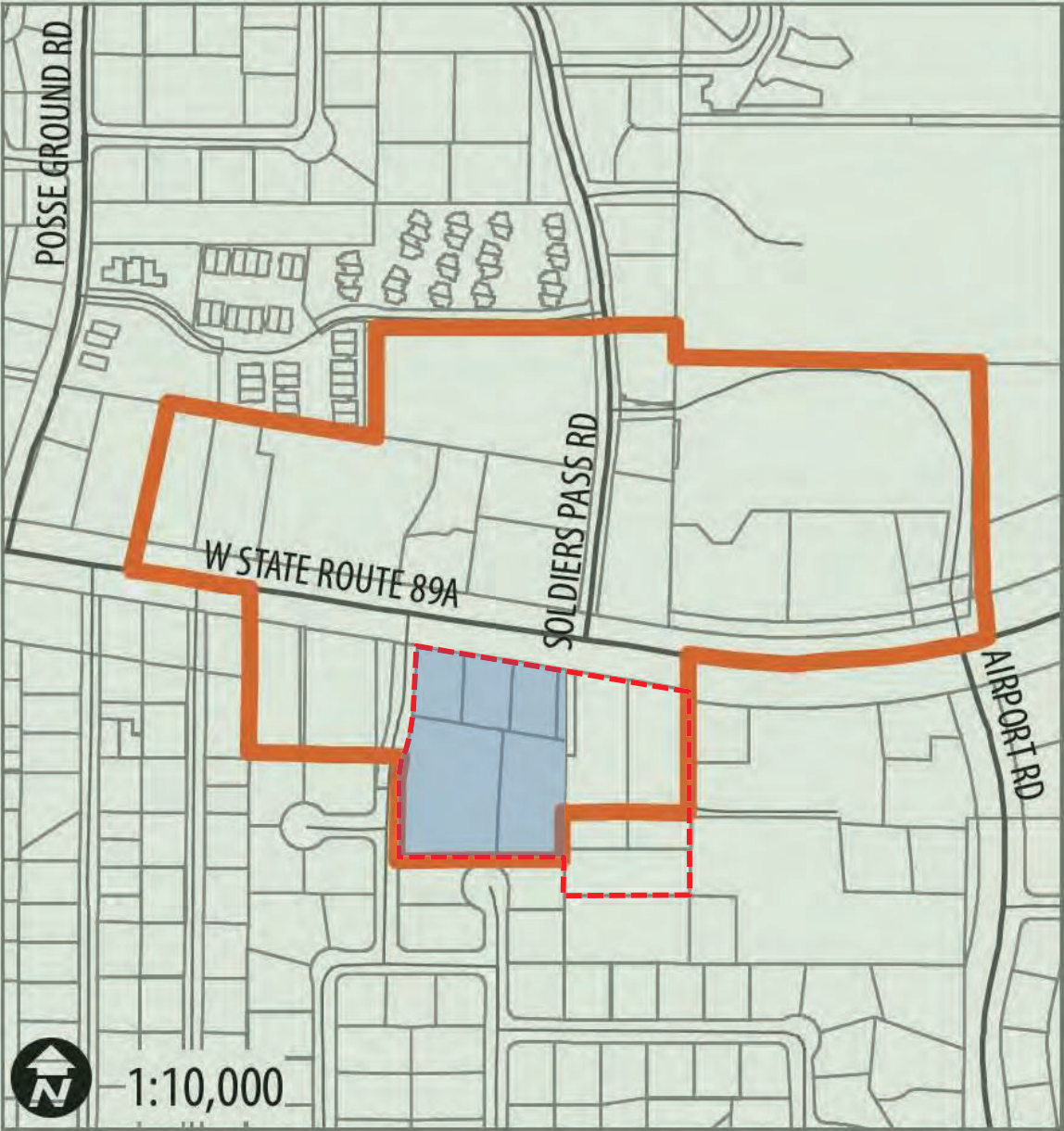


Soldiers Pass Road & State Route 89A – Sedona, AZ



**TAB 7**

# CFA-5 Lodging Area Limits (LAL) Map



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

