



## Town Manager's Office

---

### TOWN COUNCIL INQUIRY RESPONSE

DATE: March 29, 2021

TO: Mayor and Councilmembers

FROM: Mary Jacobs, Town Manager  
Paul Melcher, CED Director  
Bayer Vella, Planning Manager

SUBJECT: Updated – Westward Look Resort Rezoning Frequently Asked Questions

---

This report is in response to a request for follow-up from Vice Mayor Barrett regarding Mr. Jon Rowley's Westward Look comments and concerns during the March 17, 2021 Council meeting call to audience. The Westward Look Frequently Asked Questions (FAQ) has been updated to address Mr. Rowley's comments and are highlighted in grey in the attachment. The document will be sent to Mr. Rowley and posted on the Town website.

#### ATTACHMENT

Updated FAQ – Westward Look Resort Rezoning



Town of Oro Valley  
Community and Economic Development Department

**Frequently Asked Questions -  
Westward Look Resort Rezoning**

Listed below are frequent questions the Town has received regarding the applicant's proposal. A Town staff response to each is also provided.

Please note, this document was first published on 3/12/2021. Since then, additional questions have been submitted and updates were made on 3/26/2021. New information is highlighted in grey.

**1. WHAT REVISIONS HAVE BEEN MADE TO THE PLANS IN RESPONSE TO NEIGHBOR FEEDBACK?**

There are three proposed "Tentative Development Plans" labeled as Concepts A, B and C. Over the course of two (2) application resubmittals, the following changes were made in response to neighbor concern:

1) Prohibiting select uses, including:

a) *Resort:*

- i) *Restaurant with Drive-in/Drive Thru*
- ii) *Large Retail Establishments (i.e. Big Box stores)*
- iii) *Short-term Rental Properties (e.g., Airbnb and Vrbo rentals) except for Independent Living and Time Shares*
- iv) *Golf Course*
- v) *Schools, Public or Private including Charter Schools*
- vi) *Home Occupations*
- vii) *Model Homes, Including Temporary Real Estate Office*

b) *Resort Gateway:*

- i) *Plant Nursery*
- ii) *Convenience Market*
- iii) *Vehicle Parts Store*
- iv) *Vehicle Storage Facility except for Parking Garage*
- v) *Restaurant with Drive-in/Drive Thru*
- vi) *Large Retail Establishment (i.e. Big box stores)*
- vii) *Short-term Rental Properties (e.g., Airbnb and Vrbo rentals) except for Independent Living and Time Shares*
- viii) *Golf Course*
- ix) *Schools, Public or Private including Charter Schools*
- x) *Home Occupations*
- xi) *Model Homes, including Temporary Real Estate Office*


c) *Open Space*

- i) *Golf Course*
- ii) *Government Services*

- iii) *Religious Institutions*
  - iv) *Schools, Public or Private*
  - v) *Utility Poles and Above Ground Wires, New*
  - vi) *Buildings and Facilities, Not-for-Profit Community Organizations, such as Boys and Girls Clubs or YMCA*
- 2) Reduced building heights for 2 and 3-story buildings
  - 3) Increased building setbacks and landscape planting areas (buffer yards) along the eastern and western property boundaries within Gateway East and West, respectively.
  - 4) Reduction of parking lot lighting pole heights in proximity to the eastern and western property boundaries near Ina Road

For more detailed information regarding changes over the course of two (2) application submittals, please see the table below:

**Table: Evolution of Three Proposed Development Concepts**

	CONCEPT A		CONCEPT B		CONCEPT C	
1		<b>USES</b> Retail (W) & Apartments (E) <b>BUILDING HEIGHTS</b> 50' (3 story) & 34' (2 story) <b>SETBACKS</b> 105' (W) & 50' (E) <b>BUFFERYARDS</b> 20' & 10'		<b>USES</b> Office (W) & Mixed Use (E) <b>BUILDING HEIGHTS</b> 50' (3 story) & 34' (2 story) <b>SETBACKS</b> 120' (W) & 50' (E – Office Casitas); 120' (E – Mixed use) <b>BUFFERYARDS</b> 20' & 10'		<b>USES</b> Villas (W) & Hotel/Apartments (E) <b>BUILDING HEIGHTS</b> 50' (3 story) & 34' (2 story) <b>SETBACKS</b> 40' (W) & 170' (E) <b>BUFFERYARDS</b> 20' & 10'
2		<b>USES</b> Retail (W) & Apartments (E) <b>BUILDING HEIGHTS</b> 40' (3 story) & 34' (2 story) <b>SETBACKS</b> 105' (W) & 120' (E) <b>BUFFERYARDS</b> No change		<b>USES</b> Office (W) & Mixed Use (E) <b>BUILDING HEIGHTS</b> 40' (3 story) & 34' (2 story) <b>SETBACKS</b> No change <b>BUFFERYARDS</b> No change		<b>USES</b> Villas (W) & Hotel/Apartments (E) <b>BUILDING HEIGHTS</b> 40' (3 story) & 34' (2 story) <b>SETBACKS</b> 85' (W) & 170' (E) <b>BUFFERYARDS</b> No change
3		<b>USES</b> Retail (W) & Apartments (E) <b>BUILDING HEIGHTS</b> 40' (3 story) & 28' (2 story) <b>SETBACKS</b> No change <b>BUFFERYARDS</b> Increased to 20' minimum <b>LIGHTING</b> Limited to 5' near residential		<b>USES</b> Villas (W) & Mixed Use (E) <b>BUILDING HEIGHTS</b> 40' (3 story) & 28' (2 story) <b>SETBACKS</b> 85' (W) & 50' (E – Office Casitas); 120' (E – Mixed use) <b>BUFFERYARDS</b> Increased to 20' minimum <b>LIGHTING</b> Limited to 5' near residential		<b>USES</b> Office (W) & Hotel/Apartments (E) <b>BUILDING HEIGHTS</b> 40' (3 story) & 28' (2 story) <b>SETBACKS</b> 120' (W) & 170' (E) <b>BUFFERYARDS</b> Increased to 20' minimum <b>LIGHTING</b> Limited to 5' near residential

For a larger and printable version of this table, please go to Page 10.

## **2. HOW DO THE NEWLY PROPOSED BUILDING HEIGHTS AND ASSOCIATED BUILDING DENSITY IMPACT NEARBY PROPERTY OWNERS AND EXISTING VIEWS?**

The newly proposed building heights (40' at the northeast intersection of Westward Look Drive and Ina Road and 28' nearest neighbors) and increased setbacks will have less of an impact than the building height/setbacks currently permitted in the Pima County CR-1 zoning district (34' height and 40' distance). Rationale:

- The proposed 40' tall buildings are higher than the current allowance of 34'; however, this is mitigated because the closest one is approximately 620 feet from the nearest western residential property line and approximately 275 feet from the closest eastern residential property line. Furthermore, there will be 28' high buildings between the tallest buildings and homes.
- The proposed 28-foot high buildings are lower than the current allowance of 34 feet and farther away than the 40-foot setback currently enabled in Pima County CR-1 zoning. The setbacks vary as follows:
  - Concept A
    - West: ~105 feet
    - East: ~120 feet
  - Concept B
    - West: ~85 feet
    - East: ~50 feet (Office Casitas) and ~120 feet (Mixed-use buildings)
  - Concept C
    - West: ~120 feet
    - East: ~170 feet

These combined factors reduce the line of sight, as depicted in the Exhibit II.9.A.ii (Pg. 84) of the applicant's proposal, compared to development currently permitted in County CR-1 zoning.

## **3. WHAT ARE THE IMPACTS TO MY PRIVACY, NOISE AND LIGHT POLLUTION LEVELS?**

To help minimize impacts to neighbors and provide additional privacy, future development will be required to provide the following:

- Enhanced buffer yards
- Landscape walls
- Larger setbacks
- Reduced building heights in strategic areas
- Restrictions on 2<sup>nd</sup>/3<sup>rd</sup> story balconies adjacent to residential properties
- Noise impact studies and associated mitigation if future noise generating land uses are proposed.
- Conformance with the Town's lighting standards and reduced parking fixture heights within 85 feet of surrounding residential to no more than 5 feet.

## **4. HAVE ALL ASPECTS OF TRAFFIC SAFETY BEEN ADDRESSED? DOES INA ROAD HAVE THE CAPACITY FOR THE ANTICIPATED TRAFFIC?**

An initial traffic assessment has been conducted for the proposed development. The traffic assessment included the greatest traffic generation scenario. The total traffic generated by new development has minimal impact to the existing background traffic already on Ina Road. Reducing the scope of the most rigorous scenario will not have a noticeable impact to the existing traffic patterns on Ina Road.

The new development is expected to generate a maximum of 279 vehicles/hour in the PM Peak Hour impacting Ina Rd. This adds approximately 4% at most to the overall street capacity. Even into the future in 2040, Ina Road will operate at 60% capacity without the project and 64% capacity with the project.

The level of service, which is a measurement of delay at an intersection, will continue to be at a functional level of “A” with or without the project in the east/west direction. Level of service has a direct correlation with both safety and congestion. In allowing the predominate traffic flow to remain at the most free-flow condition will continue to maintain the existing safety of the corridor.

The County, who currently operates this intersection, also recognizes that the route operates safely. To quote County staff, “this section of Ina Road operates quite safely under current conditions and is ranked quite low among the county roadway network.”

In summary, the additional traffic generated by the proposed development will not produce a noticeable effect to the existing vehicles utilizing this route.

- **SHOULD THE PROPOSED NEW INA ROAD ACCESS POINT FOR THE “GATEWAY EAST” PROPOSAL BE LIMITED TO “EXIT ONLY” BECAUSE OF HIGH TRAVELING SPEEDS AND THE CLOSE PROXIMITY TO SONYA WAY?**

When the actual uses and corresponding development building sizes are determined, further and more detailed traffic assessment(s) will be conducted to determine whether a right turn-lane is still warranted or not.

The initial traffic assessment, based on the scenario “B” and highest traffic configuration, determined that the creation of additional right-turn lane for Gateway East will be necessary to maintain current safety levels. Any right-turn addition will adhere to standard geometric configurations that ensure that deceleration occurs outside of the thru travel lanes, thus maintaining safety. The leading taper to the right-turn lane will start west of Sonya Way. As such, it will have no impact because the turn lane is west-bound and downstream of Sonya Way.

- **SHOULD THE PROPOSED NEW INA ROAD ACCESS POINT FOR THE “GATEWAY WEST” PROPOSAL BE “EXIT ONLY” BECAUSE OF HIGH TRAVELING SPEEDS AND THE CLOSE PROXIMITY TO WESTWARD LOOK DRIVE?**

When the actual uses and corresponding development building sizes are determined, further and more detailed traffic assessment(s) will be conducted to determine whether a right turn-lane is still warranted or not.

Any right-turn addition will adhere to standard geometric configurations that ensure that deceleration occurs outside of the thru travel lanes, thus maintaining safety. This can be a multiple access deceleration/turn lane, used commonly for many shopping centers; for example, the 1<sup>st</sup>

Avenue right turn lane entering Fry's on Oracle Rd. It could serve all three possible access points into Westward Look.

A proposed configuration of a multipoint ingress/egress/deceleration lane is a standard and accepted traffic configuration, particularly utilized for commercial developments. This type of configuration also exists on Ina Road, just west of Oracle Road accessing the Casas Adobes Plaza and at the Foothills Mall, just to name a few.

For the purposes of this discussion the example at 1<sup>st</sup> Avenue & Main was chosen because the Town does manage and operate this intersection and it's similar in overall operation of all the ingress/egress points as being proposed by Westward Look if a dedicated right-turn/deceleration lane is required. The 1<sup>st</sup> & Main intersection and subsidiary driveways have a proven historic safety record, even though they are subject to many times the traffic generation entering and exiting than Westward Look will ever produce. This intersection has had a total of 14 vehicular accidents over the past 5 years, with no accidents attributed to the driveway configuration.

Finally, the decision to create a dedicated right-turn lane and associated driveway ingress/egress points is based on traffic design and warrants. This cannot be calculated at this time until the actual development configuration is determined and a follow-up revision to the present TIA is created analyzing the turn lane warrants based on actual use sizes.

- **SHOULD THE STOP LIGHT AT WESTWARD LOOK DRIVE BE MODIFIED BY ADDING A LEFT TURN ARROW FOR ENTERING TRAFFIC FROM THE WEST AND LENGTHENING THE DURATION OF THE GREEN LIGHT FOR EXITING TRAFFIC TURNING EAST?**

From the traffic assessment conducted, the Town does not intend to modify the signal at Westward Look Drive & Ina Road. This is to continue to maintain the timing and coordination of the signals throughout the entire Ina Road corridor from 1<sup>st</sup> Avenue through Paseo Del Norte. This will maximize the flow experienced by the existing predominate traffic.

- **WILL FURTHER STUDY BE UNDERTAKEN TO AVOID THE SUBSTANTIAL RIGHT LANE TRAFFIC BACKUPS WITH CARS TRAVELING WEST ON INA RD FROM 1ST AVE WAITING TO TURN NORTH ON ORACLE RD?**

There are ongoing studies by the Pima Association of Governments (PAG) regarding the timing of signals along the entire length of Ina Road. The relatively small amount of traffic that this development will generate will have no impact to the current back-up of the turn lane. This development will add approximately 104 vehicles in the peak hour traffic hour, or approximately four to five vehicles per signal phase. This will not be noticeable.

- **DOES THE TRAFFIC STUDY NEED TO BE UPDATED SINCE IT WAS DONE DURING TEMPORARY COVID-19 TRAVEL REDUCTIONS?**

There is no need for an additional traffic assessment at this time. However when the actual uses and corresponding development building sizes are determined, further and more detailed traffic assessment(s) will be conducted to recalculate the generated traffic from the new development and determine whether a right turn-lane(s) is still warranted or not.

The current Traffic Impact Analysis (TIA) was prepared by Kimley-Horn and dated October 12, 2020, during reduced traffic present due to the effects of COVID. We know that 2020 traffic volumes have generally been lower throughout the Town and elsewhere due to the impacts of COVID-19 and note that this adjustment is addressed in the current TIA. As such, the collected count data was adjusted to reflect typical conditions, by increasing the 24-hour traffic counts by 10%. This adjustment factor was determined from data available on ADOT's Midwest Software Solutions (MS2) Daily Traffic Volume Trends (DTVT) map and data, which showed that traffic volumes on June 24, 2020, were approximately 10% below typical traffic.

Count data for a 24-hour period was collected at two locations: 1) on Westward Look Drive north of the intersection, and 2) on Ina Road west of the intersection. Counts were conducted on Wednesday, June 24, 2020. Ina Road carries 34,500 vehicles per day, per the collected data. Westward Look Drive carried approximately 2,700 vehicles per day. Turning movement counts were also collected at the intersection of Westward Look Drive & Ina Road on Wednesday, June 24, 2020. The counts were conducted between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM. By applying the adjustment factor to the traffic model, the TIA utilized a traffic count on Ina Road of 38,720 vehicles per day otherwise known as Average Daily Traffic (ADT).

For comparison purposes, the most recent regional traffic count data provided by the Pima Association of Governments (PAG) Transportation Data Management Systems indicated 39,252 ADT as of 2019, pre-COVID. The PAG Transportation Data Management System reports count data at locations to the east and west of the Westward Look intersection on Ina Road, so in the exact same area as the Kimley-Horn TIA.

The 2020 Adjusted ADT used within the TIA is 97% of the 2019 PAG ADT, demonstrating that the applied adjustment brings the traffic count data within the report to typical non-COVID conditions

- **WILL THE NEW OFFICE COMPLEX PROPOSED AT THE CORNER OF FIRST AVENUE AND INA ROAD CREATE TRAFFIC ISSUES?**

The Town is not aware of the size nor magnitude of this development, or its timing. This development will be in the County and County staff will need to analyze the project traffic impacts by the addition of the current existing traffic as well as the proposed Westward Look anticipated traffic.

Just to clarify what the Westward Look new traffic volume contribution will be at the intersection of 1<sup>st</sup> Avenue & Ina Road, it will be approximately 140 vehicles/hour in the Peak hour. That translates to approximately 7 vehicles per traffic signal cycle. To further breakdown, in any one of the various travel directions at the intersection, at most there will be 4 cars present per signal cycle. Again, a very small contribution of traffic for this intersection.

## **5. WHAT CAN BE DONE TO MINIMIZE THE NUMBER OF RESORT GUESTS MISTAKENLY DRIVING INTO ADJACENT SUBDIVISIONS?**

The applicant's proposal includes plans for enhanced Resort signage in the future to improve visibility of the resort access.

The Westward Look Estates HOA could also install “No resort access” signage within common areas.

**6. WHAT IS PROPOSED FOR THE 20 +/- ACRES OF OPEN SPACE AREA ADJACENT TO THE WESTWARD LOOK TOWNHOMES SUBDIVISION, AND DOES THE PROPOSED ZONING CHANGE NEGATE OR REPLACE THE 1972 SETTLEMENT AGREEMENT?**

The application includes a proposal to rezone this specific area from Pima County CR-1 (large-lot residential) to Oro Valley Planned Area Development - Parks and Open Space (POS). The current Pima County CR-1 zone enables development of one home per acre within this contractually restricted open space area.

The “1972 Settlement Agreement” is a private contract between neighbors and the resort restricting an area west of Westward Look Drive to open space and recreational uses. Because this is a contract between two private parties (resort and neighbors) the Town cannot legally enforce the terms or require execution of a new private contract. Furthermore, any change to the zoning does not negate or replace this contract.

The private agreement specifies the following relative to land use:

*“The WESTWARD LOOK does covenant and promise to keep the area...as open space, usable only for recreational purposes, with no habitable buildings...”*

A zoning change to Oro Valley POS zoning, if approved, would match the intent of the Settlement Agreement. This zoning district restricts uses to open space and recreation. As a result, an extra layer of open space protection - with the benefit of Town zoning enforcement - would be provided. If a future developer applies for a new subdivision or residential building permit in any Oro Valley Parks and Open Space zoned area, the request must be denied as it is not a permitted use.

Oro Valley POS zoning allows the following uses:

- Parks (Golf courses prohibited by Westward Look PAD zoning)
- Open Space
- Accessory Uses
- Mobile Food Trucks
- Government Services (prohibited by Westward Look PAD zoning)
- Religious Institutions (prohibited by Westward Look PAD zoning)
- Public Schools (prohibited by Westward Look PAD zoning)
- Above-ground Utility Poles (prohibited by Westward Look PAD zoning)
- Not-for-profit Recreational facilities (e.g. YMCA’s) (prohibited by Westward Look PAD zoning)
- Minor Communication facilities (prohibited by Westward Look PAD zoning)
- Major Communication facilities (prohibited by Westward Look PAD zoning)

With the abovementioned restrictions, the POS zoning district and PAD zoning requirements combine to meet the intent of the original 1972 agreement.

If the property owner wishes to change the amount of open space or the permitted uses within the Parks and Open Space (POS) area, the rezoning would have to be reconsidered by the Planning and



Zoning Commission and Town Council. Because the protection of the open space is an integral part of the applicant's proposed rezoning, any significant reductions to the amount of open space in this area or permitted uses would not be supported by Town staff.

## **7. WHAT IS BEING DONE TO CONSERVE THE DESERT LANDSCAPE AND WILDLIFE?**

- The applicant's proposal includes 100% conservation of the open space area west of Westward Look Drive (approximately 28% of the site).
- The concept plans along Ina Road include significant conservation (approximately 90%) of the existing wash/riparian areas within the site. Riparian areas are the most significant to conserve for wildlife.
- Significant vegetation has been specifically identified on-site (e.g. Saguaros, Barrel Cacti, healthy mature trees) and will be transplanted or mitigated as part of future development, as required by Code.
- All future landscaping must be drought tolerant and low water use. Town codes emphasize the use of native species.

## **8. WHAT IS BEING DONE TO ENSURE RETENTION OF PROPERTY VALUES AND ADDRESS SAFETY/CRIME CONCERNS?**

The architectural quality of the development, building setbacks, enhanced landscape buffer yards, reduced building heights and extent of open space conservation will help minimize any potential economic impacts to the surrounding areas.

The PAD includes the following architectural requirements:

*"The overall design elements shall exhibit a coordinated and unified theme that reinforces the Southwestern theme of the overall project..." (Part II.18, Pg. 97)*

*"The entire PAD shall be designed in an architectural style compatible with existing development in the area" (Part II.18, Pg. 98)*

Should the annexation be approved, the property will be within the Oro Valley Police Department (OVPD) jurisdiction. The OVPD's high level of performance is well documented. Furthermore, the Town has not experienced higher rates of criminal activity in rentals (apartments, townhomes, etc.) compared to single family residential subdivisions. We are unaware of any correlation between local (Oro Valley and Foothills) commercial development and increased crime in nearby neighborhoods.

## **9. CAN WESTWARD LOOK VARY FROM THE THREE TENTATIVE DEVELOPMENT SITE PLANS PROPOSED?**

There are three proposed "Tentative Development Plans" labeled as Concepts A, B and C. Furthermore, the applicant has requested flexibility to vary from the proposed designs in a limited manner. The proposal enables, for example, that a Plan element from Option A may be joined with another design in Option B or Option C. However, the PAD includes the following requirements regarding design changes:

*“All permitted uses in this PAD may be allowed as substitutes for those depicted in the Illustrative Site Plan concepts, provided that the final site plan is in substantial conformance with the approved illustrative concepts in this PAD and meets the following criteria:*

- *No further increases in FAR (Floor Area Ratio) or approved maximum total square footage;*
- *No further increases in approved height;*
- *No changes to approved ingress/egress except for along Ina Road;*
- *No further reductions in building setbacks;*
- *No modifications to enhanced landscape buffer yards” (Part II.19.B, Pg. 103)*

#### **10. HOW CAN THE TOWN ENFORCE REZONING CONDITIONS AND THE TENTATIVE DEVELOPMENT PLAN DESIGNS? CAN THEY CHANGE IN THE FUTURE?**

The Town has enforcement mechanisms (e.g. fines, stop work orders, remediation requirements, permit requirements, etc.) to ensure developers are in full conformance with all rezoning conditions of approval.

Any request for substantial changes would require new public hearings by both the Planning and Zoning Commission and Town Council. This would also entail more neighborhood meetings and re-opening of the rezoning application.

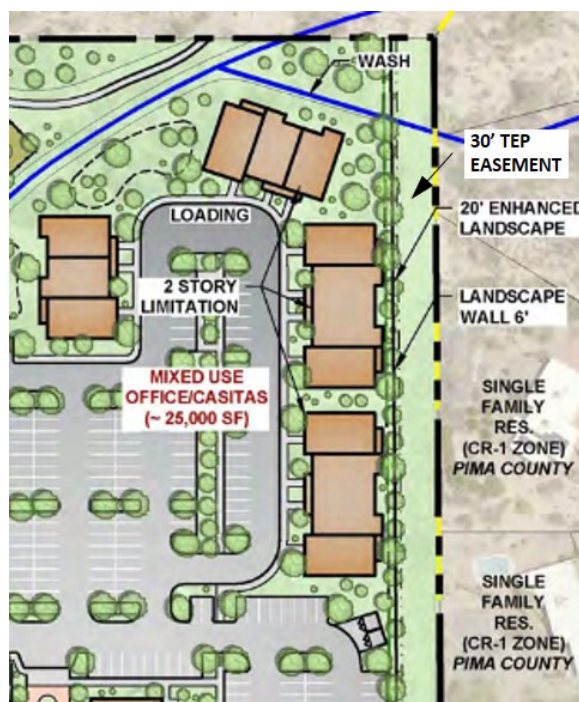
Only “non-substantial” changes (defined by the Zoning Code in [Section 22.3.E.2](#)) may be permitted by the Planning and Zoning Administrator. This includes changes that may have no greater impact to neighbors (e.g. the same square footage/location, etc.).

#### **11. SHOULD THE GATEWAY EAST BUILDING SETBACKS OF 50 FEET IN CONCEPT PLAN B BE INCREASED IN THE SAME MANNER AS OTHER AREAS (APARTMENTS, ETC.) TO MOVE THE PROPOSED OFFICE CASITAS FURTHER FROM ADJACENT HOMES?**

The proposed Gateway East office casitas depicted at right, are setback 50’ feet from the property line of the nearest residential neighbor.

The following are key considerations:

- Office uses are typically low impact (general activity, traffic, noise etc.) with limited hours of operation (generally closed by 5 p.m. and weekends) compared to the other uses proposed near Ina Road.
- The building heights are limited to 28 feet which is below the standard of 34 feet allowed for the adjacent homes. Furthermore, the adjacent homeowners are at a slightly higher elevation (approximately 10 to 14 feet) than the proposed office casitas. As a result, the line of sight impact is further mitigated.



- In addition to the building setback of 50 feet, a 20-foot wide landscape buffer yard with trees and a wall will be provided.
- The closest adjacent homes are approximately 58 to 173 feet away from the property line. At a minimum, each must maintain a minimum distance of 40 feet as required by Pima County zoning. This translates into a minimum physical separation of 90 feet between homes and the Office Casitas.
- Office related activity is not permitted on east side of the office. Furthermore, balconies are specifically not permitted when adjacent to residential uses.
- Plan A and C were depicted with ~120' and ~170' building setbacks, respectively, at the Planning & Zoning Commission hearing. Option B was shown with a 50' setback.
- Option A, the most impactful one, is represented within the view simulation on page 84 of the PAD.
- Per the applicant, there have been no previous agreements or representations that the Plan B office setbacks would be increased beyond 50 feet.

## **12. WILL AMPLE PARKING BE PROVIDED FOR SPECIAL EVENTS?**

Yes. Large events (e.g. Gem Show, Tennis tournaments, etc.) require a Special Use Permit. Special Uses are defined as:

“A temporary use of a property for a special event, which may or may not be in conformance with the standards of the zoning district in which it is to be located” ([Chapter 31: Definitions](#))

Special Use Permits enable Town review of anticipated impacts, including noise, vehicular and pedestrian circulation, parking and safety. To accommodate increased parking needs, the use of off-site locations like nearby churches, schools or shopping centers are typically adequate resources. Westward Look Resort staff has arranged such off-site accommodations for large events in the past.

As part of a large event requiring a Special Use Permit, parking areas must be specifically delineated. Furthermore, permit requirements for appropriate directional signage would be entirely appropriate. The Town will be responsible for the enforcement of the Special Use Permit terms and conditions.

## **13. WHY WAS THE MARCH 3, 2021 TOWN COUNCIL MEETING POSTPONED?**

The meeting was postponed to provide Town staff additional time to complete several outstanding annexation related requirements. It was not related to the proposed rezoning and associated land use proposals.


## **14. WHAT CHANGES DID THE ORO VALLEY PLANNING AND ZONING COMMISSION MAKE AT THE FEBRUARY 2, 2021 PUBLIC HEARING?**

The Planning and Zoning Commission's recommendation to conditionally approve the rezoning included the following revisions:

- All 2-story buildings are restricted to 28 feet in height (previously a mix of 34 feet and 28 feet)
- The easternmost and westernmost buildings in Concept A are limited to 2-stories (previously 3-story)
- Concepts B and C site plans must be revised to meet the following stipulation within the proposed zoning document: “Residential units may comprise no more than 20% of the entire PAD.”

The first two bullets above reflect commitments made by the Westward Look Resort representative at the meeting and the last bullet entails correcting an inconsistency in the zoning document.

Table: Evolution of Three Proposed Development Concepts

	CONCEPT A	CONCEPT B	CONCEPT C
1			
	USES	USES	USES
	Retail (W) & Apartments (E)	Office (W) & Mixed Use (E)	Villas (W) & Hotel/Apartments (E)
	BUILDING HEIGHTS	BUILDING HEIGHTS	BUILDING HEIGHTS
	50' (3 story) & 34' (2 story)	50' (3 story) & 34' (2 story)	50' (3 story) & 34' (2 story)
2			
	USES	USES	USES
	Retail (W) & Apartments (E)	Office (W) & Mixed Use (E)	Villas (W) & Hotel/Apartments (E)
	BUILDING HEIGHTS	BUILDING HEIGHTS	BUILDING HEIGHTS
	40' (3 story) & 34' (2 story)	40' (3 story) & 34' (2 story)	40' (3 story) & 34' (2 story)
3			
	USES	USES	USES
	Retail (W) & Apartments (E)	Villas (W) & Mixed Use (E)	Office (W) & Hotel/Apartments (E)
	BUILDING HEIGHTS	BUILDING HEIGHTS	BUILDING HEIGHTS
	40' (3 story) & 28' (2 story)	40' (3 story) & 28' (2 story)	40' (3 story) & 28' (2 story)
			
	SETBACKS	SETBACKS	SETBACKS
	No change	85' (W) & 50' (E – Office Casitas); 120' (E – Mixed use)	120' (W) & 170' (E)
	BUFFERYARDS	BUFFERYARDS	BUFFERYARDS
	Increased to 20' minimum	Increased to 20' minimum	Increased to 20' minimum
	LIGHTING	LIGHTING	LIGHTING
	Limited to 5' near residential	Limited to 5' near residential	Limited to 5' near residential