CivTech

April 17, 2025

Mr. Bill Doherty
Walton Global Holdings
8800 N Gainey Center Drive, Suite 345
Scottsdale, Arizona, 85258

RE: REVISED PARKING STATEMENT FOR SMOKETREE RESORT MIXED-USE HOTEL: FEBRUARY 2025 SITE PLAN – PARADISE VALLEY, ARIZONA

Dear Mr. Doherty,

Thank you for retaining CivTech to provide a parking statement for the proposed Project planned to consist of 95 total resort hotel rooms, 88 lodge rooms, and 7 casita room keys. Additionally, the Smoketree Resort will provide 3,140 square feet of indoor restaurant dining area, 2,027 square feet of outdoor dining area, a 285 square foot private dining area, and 830 square feet of grab & go meal area, a 300 square foot bar, a 200-seat event area, and other hotel amenities. A total of 187 parking spaces are proposed. Of the 187 spaces provided, 34 are tandem spaces located in the parking garage. When used in tandem, these spaces must be reserved for employees or valet parked only. The proposed site plan is included herewith as **Attachment B**.

BACKGROUND AND PURPOSE

The Project is submitting for a Minor Special Use Permit (SUP) Amendment within The Town of Paradise Valley. This SUP anticipates the preparation of a parking study prepared and sealed by a licensed engineer that will consider, among other things, internal capture and time-of-day usage. The information herein provides the parking requirements for the Smoke Tree Resort during its peak operations on a typical weekday and weekend. Peak operations are defined as the number of parking spaces required during the peak season when all the resort uses are at full occupancy. CivTech prepared the original parking study which was approved as part of the Smoketree Resort redevelopment project, This updated parking study has been completed to determine the number of spaces required by the revised site plan. The results of this analysis are documented herein. The following changes from the previous site plan are noted:

- +13 hotel keys
- -491 square feet of fitness center
- -1,280 square feet of indoor spa/pool
- -3,719 square feet of hotel restaurant
- -343 square fee of private dining
- -98 square feet of grab & go restaurant
- -148 square feet of hotel bar

The parking ratio requirements for a resort are summarized in **Table 1** per the *Town of Paradise Valley Special Use Permit Guidelines: Section 4 Resorts, July 2017*. An excerpt of the Town code is included as **Attachment C**.

Table 1 – Town of Paradise Valley Special Use Permit (SUP) Parking Ratios

SUP	Category	Parking Requirement
i.	Hotel Guest	1.2 spaces per Key
ii.	Homes/Dwelling Unit	2.0 spaces per DU
iii.	Restaurant	1 space per 50 SF of net dining area
iv.	Meeting Rooms/Auditoriums/Group Assembly	1 space per 2 seats of public area (50 SF per seat)
v.	Retail/Sales Establishments	1 space per 300 SF of net sales area
vi.	Office/Service Establishments	1 space per 300 SF of net occupied space

PROPOSED DEVELOPMENT

The land uses for the proposed development as used in this Parking Study are summarized in **Table 2**.

Table 2 - Land Use Plan

SUP	Land Use	Quantities PS	
i.	Hotel Guest	95	Keys
ii.	Banquet / Meeting Space	200	Seats
iii.	Indoor Fitness	815	SF
iv.	Indoor Spa/ Pool	3,485	SF
v.	Hotel Restaurant	5,167	SF
vi.	Private Dining	285	SF
vi.	Grab & Go Restaurant	830	SF
vi.	Bar	300	SF

TOWN OF PARADISE VALLEY SUP PARKING CALCULATIONS

The net, unreduced, parking demand for guests based on Town of Paradise Valley SUP Parking Ratios is summarized in **Table 3**.

Table 3 - Special Use Permit Baseline Unreduced Parking Calculations

Land Use	Quantities		Rate		Demand
Hotel Guest	95	Keys	1.20 spaces	per Key	114.00
Banquet / Meeting Space	200	Seats	1 space	per 2 seats	100.00
Indoor Fitness	815	SF	1 space	per 300 SF	2.72
Indoor Spa/ Pool	3,485	SF	1 space	per 50 SF	11.62
Private Dining	285	SF	1 space	per 50 SF	5.70
Hotel Restaurant	5,167	SF	1 space	per 50 SF	103.34
Grab & Go Restaurant	830	SF	1 space	per 50 SF	16.60
Bar	300	SF	1 space	per 50 SF	6.00
Total	**-**		**-**		**359.98**

*Indoor and outdoor dining area combined.

SIMILAR PROJECTS

CivTech collected parking lot information for the total parking supply provided at similar resort hotels in the Town area to provide a comparison to the proposed parking supply. The existing resort parking is summarized in **Table 4**.

Table 4 - Comparison of Parking Provided at Town Resorts

Resort	Size (Acres)	Guest Units	Other Facilities	Parking Provided	Spaces per Key
Hermosa Inn	6.4	35	Restaurant & Meeting Space	111	3.17
Sanctuary	53	125	Restaurant, Meeting Space, Spa, & Tennis Courts	369	2.95
Camelback Inn	117	453	Restaurant, Conference, & Spa	1157	2.55
Ritz Carlton (Proposed)	110	225	Restaurant, Ballroom/Banquet, & Meeting Space	480	2.13
Montelucia	28	293	Retail & Restaurant	610	2.08
Smoke Tree Resort	**5.3**	**95**	**Event/Meeting space & Restaurant**	**187**	**1.97**
Mountain Shadows	(1)8.4	183	Event/Meeting Space, Restaurant, Retail, Spa, Golf	305	1.67
Doubletree Paradise Valley	20	378	Retail, Restaurant, Ballroom, & Meeting Space	559 on-site 45 off-site	1.60
Scottsdale Plaza	36.5	404	Restaurant, Ballroom/Banquet, & Meeting Space	403	1.00
Andaz Resort	27.5	145	Restaurant, Meeting Space, & Fitness/Spa	145	1.00
(2)Average for Other Resorts	**45.2**	**249**	**-**	**465**	**(3)1.87**

(1) Acreage from Maricopa County Assessor's Office (does not include golf course which adds 34.2 acres)
(2) Average excludes Smoke Tree Resort values
(3) Calculated by taking the average number of parking spaces and dividing by the average number of rooms

A comparison of existing resorts reveals that the proposed parking ratio is greater than several existing resorts within the Town.

SHARED PARKING ANALYSIS

For projects with a variety of land uses, the parking demand for each land use would peak at different hours. As a result, the actual number of spaces needed in a given hour is less than cumulative parking demand. *Shared Parking* by the Urban Land Institute [ULI] states, "Shared parking is defined as a parking space that can be used to serve two or more individual land uses without conflict or encroachment. The opportunity to implement shared parking is the result of two conditions:

- Variations in the peak accumulation of parked vehicles as the result of different activity patterns of adjacent or nearby land uses (by hour, by day, by season)
- Relationships among land use activities that result in people's attraction to two or more land uses on a single auto trip to a given area or development"

TIME OF DAY REDUCTION

Time-of-day (TOD) percentages describe the anticipated parking occupancy at a given time based on the land use characteristics. The Institute of Transportation Engineers (ITE) publishes TOD hourly percentages for a variety of land uses based on their field observations as reported in *ITE Parking Generation Manual 5th Edition.* It is understood that different land uses experience their peak parking demand at different times. The TOD reduction is calculated by subtracting the actual parking demand of a land use during the peak hour from the maximum occupancy. **Table 6** shows the TOD reductions of each land use for the highest peak hour demand.

NON-CAPTIVE ADJUSTMENT

The determination of parking requirements for a resort should also consider the utilization of many uses within the resort by the same patron staying in the resort. To consider this, parking required for each use is prorated by assigning a percentage indicating the overlap from guests already staying within the resort ("on-site demand") vs. drawing new trips (vehicles) from outside the resort ("off-site demand"). All parking demand from guest rooms and employees were determined to originate completely "off-site demand". Parking demand generated by all other uses was assumed to be used by patrons already staying at the resort ("on-site demand") and non-Resort occupants ("off-site demand"). This occurrence is known as non-captive demand. **Table 5** summarizes the non-captive adjustments for each land use.

As requested by the Town, the non-captive adjustments applied at other resorts within the Town are summarized in **Attachment D**.

DRIVE RATIO ADJUSTMENT

The determination of parking requirements for a resort should also consider the likelihood that a resort guest will drive themselves versus using a non-driving mode of transportation. Examples of non-driving modes of transportation include public transit, walking, biking, taxi, and transportation network companies (TNCs) such as Lyft/Uber. To consider this, parking required for each use is prorated by assigning a percentage indicating the overlap from guests that will actually drive themselves to the resort. Data collected at the Biltmore Resort suggests that 40 percent of their patrons arrive via ride hailing services. Just over 25 percent of the patrons of the Phoenician Resort arrive via ride hailing services. This occurrence is modeled as a driving ratio adjustment. **Table 5** summarizes the driving ratio adjustment for each land use.

MONTHLY ADJUSTMENT

Monthly Reductions are used to normalize patrons' activities levels during certain times of the year based on seasonal trends. Since the primary adjacent land use is a resort hotel the occupancy is anticipated to peak in March. Data compiled from Smith Research Travel for Paradise Valley hotels include historical occupancy rates from 2009 to May 2015. The maximum occupancy occurred in March 2013 and was 92.7%. March is historically the highest month with an average of 86.9% over the 7 years of data. The data also include average occupancy rates per day of the week. February and March are the only months that had a day of week average occupancy greater than 90%. The occupancy on the remaining days of the year is expected to be less than 90% with a 61% average occupancy during the summer months (June through September). During the off-peak season (May

to January) an average occupancy of 70% can be assumed. The peak shared parking analysis is based on 100% hotel occupancy, and therefore represents the worst-case and most conservative scenario. The occupancy study data is included in **Attachment E**.

The March monthly factor was used for the respective uses reported in the *ULI 3rd Edition Shared Parking* manual. Restaurant tends to peak later in the year therefore, in March, a 2% patron parking reduction is applied to the restaurant base parking rates to model the peak parking season. Fitness center parking demand is also expected to be reduced by 10%.

The adjustments for each use within the ITE/PV shared parking model are summarized in **Table 5** They are based on conversations with the developer about the resort operation and non-captive adjustments applied at other resorts within the Town.

Table 5 – Summary of Shared Parking Model Adjustments

Category	Monthly	Non-Captive	Drive Ratio
Hotel Guest Unit	(1)100%	100%	80%
Banquet / Meeting Space	100%	60%	75%
Indoor Fitness / Spa	90%	10%	100%
Outdoor Pool	90%	5%	100%
Hotel Restaurant	98%	25%	80%
Grab & Go	98%	25%	80%
Bar	98%	25%	80%

(1) During Off-Peak season monthly factor expected at 70%

Parking hourly percentages have been established for the weekday and weekend for the different land uses within the proposed Smoke Tree Resort. A shared parking model based on parking rates found in the Town's SUP and time of day percentages in *ITE Parking Generation Manual 5th Edition* is summarized in **Table 6**.

Table 6 – Summary of Shared Parking Model with Adjustments

Land Use	Quantities	SUP Rate	Gross Stalls	Adjustments	Net Stalls	TOD Reduction	Peak Demand
Hotel	95 Keys	1.2 per Key	114.00	-22.80	91.20	0.00	91.20
Event/Meeting Space	200 Seats	1 per 2 Seats	100.00	-55.00	45.00	0.00	45.00
Indoor Fitness/Spa	815 SF	1 per 300 SF	2.72	-2.47	0.24	-0.24	0.00
Indoor Spa/Pool	3,485 SF	1 per 300 SF	11.62	-11.09	0.52	-0.52	0.00
Private Dining	285 SF	1 per 50 SF	5.70	-4.58	1.12	-0.73	0.39
Hotel Restaurant	5,167 SF	1 per 50 SF	103.34	-83.09	20.25	-13.17	7.09
Grab & Go Restaurant	830 SF	1 per 50 SF	16.60	-13.35	3.25	-2.11	1.14
Bar	300 SF	1 per 50 SF	6.00	-4.82	1.18	-0.76	0.41
Peak Season Total			**359.97**	**-197.20**	**162.77**	**-17.54**	**145.23**
Off-Peak Season Total			**319.77**	**-185.54**	**134.23**	**-45.91**	**88.32**

(1) Off-peak adjustments shown in complete shared parking analysis in **Attachment G.**

The application of the monthly, non-captive, and drive ratio adjustment results in a total parking demand of 163 stalls. The application of time-of-day rates found within the *ITE Parking Generation Manual 5th Edition* results in a total reduction of approximately 17 stalls, resulting in a total parking demand during the peak time of 146 stalls, 41 fewer than provided. During the off-peak season, occupancy is anticipated to be 70%, during which a total shared parking demand of 89 spaces is

anticipated, 98 fewer than provided. The complete shared parking analysis sheets are provided in **Attachment F**.

VALET EVENT SCENARIO

CivTech retained EpicValet to produce a valet plan, in which an increase of 12% was achieved totaling 209 spaces. The resort will have advanced information of when the valet only scenario is needed and will switch operations in a timely manner to ensure the parking lot is available for valet use. When the resort operates in a valet only scenario, up to 209 parking spaces can be provided on-site. Per the analysis, the peak parking demand on a weekday is estimated to be 146 spaces at 9:00 PM, resulting in a surplus of 53 parking spaces. The valet plan is included as **Attachment H**.

CONCLUSIONS

From the above, the following can be concluded:

- The proposed development will consist of 95 total resort hotel rooms which include 88 lodge rooms, and 7 casita room keys. Additionally, the Smoketree Resort will provide 3,140 square feet of hotel restaurant, 2,027 square feet of outdoor dining area, a 285 square foot private dining area, and 830 square feet of high-turnover restaurant seating area, a 300 square feet bar, 815 square feet of indoor fitness area, and 3,485 square feet of indoor spa/pool. 187 parking stalls will be provided.
- The peak shared parking analysis is based on 100% hotel occupancy, and therefore represents the worst-case and conservative scenario. Based on the occupancy data compiled by Smith Travel, During the off-peak season (May to January) an average occupancy of 70% can be assumed.
- The Town SUP rates anticipate a gross parking demand of 360 stalls. The application of the monthly, non-captive, and drive ratio adjustment results in a total reduction of approximately 214 stalls, resulting in a total parking demand of 146 stalls.
- The application of time-of-day rates found within the *ITE Parking Generation Manual 5th Edition* results in a total reduction of approximately 17 stalls, resulting in a total parking demand during the peak time of 146 stalls, 41 fewer than provided.
- For the remainder of the year, occupancy is anticipated to be 70%, during which a total shared parking demand of 89 spaces is anticipated, 98 fewer than provided.
- The garage contains 34 tandem spaces. During non-peak season, up to 17 spaces may be used for traditional parking. During the peak season, all 34 spaces may be needed and will be reserved for employee parking only or will be parked by valet.
- When the resort operates in a valet only scenario, up to 209 parking spaces can be provided on-site. Per the analysis, the peak parking demand on a weekday is estimated to be 146 spaces at 9:00 PM, resulting in a surplus of 53 parking spaces.

Thank you for allowing CivTech to assist you on this project. Please contact me with any questions you may have on this Parking Statement.

Sincerely,

CivTech

Dawn Cartier, P.E., PTOE

Attachments (8)

A. Review Comments and Responses
B. Site Plan
C. Town of Paradise Valley Special Use Permit Excerpt
D. Non-Captive Analysis
E. Occupancy Study Data
F. Shared Parking Model
G. Valet Plan

ATTACHMENT A

REVIEW COMMENTS AND RESPONSES

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Paul Michaud Planning Manager Town of Paradise Valley**

Item	Review Comment	(Code) & Response
1.	**Traffic Study/Impact Analysis - Add an explanation of why the increased traffic over the 2023 approved plan is sufficiently mitigated. Note that there may be discussion at the Planning Commission that despite the reduction in square footage on most uses (except for the increase in room keys) that the projected traffic model increases over the 2023 approved plan. This includes total**	(1) Text will be added to the Trip Generation Comparison Statement to explain the effects of the change in projected site volumes from the 2023 plan to the 2025 plan.
2.	**Parking Analysis - Add back in the valet scenario text (like the 2023 parking analysis).** VALET EVENT SCENARIO CivTech retained EpicValet to produce a valet plan, in which an increase of 14% was achieved totaling 181 spaces. When the resort operates in a valet only scenario, up to 181 parking spaces can be provided on-site. The valet plan is included as **Attachment H**.	(2) The valet scenario from the 2023 analysis was specific to the 2023 land use plan and site configuration. A generalized discussion of potential valet operations under the 2025 plans utilizing the same parkng efficenty noted in the original 2023 plan will be added to the Parking Statement.
3.	**Parking Analysis - Note that there may be discussion at the Planning Commission that despite the reduction in square footage on most uses (except for the increase in room keys) that the projected peak season parking space demand increases from 142 to 146 over the 2023 approved plan (with the demand during the off-peak season being much lower at 88 from 120). This is offset with the increase of on-site parking from 159 parking spaces to 187 parking spaces that incorporates a 41-parking space buffer (instead of the 17-parking space buffer in the 2023 approval).**	(1) This potential discussion piece is noted.
4.	**Parking Analysis - What is the plan for valet parking during peak season? (Town Engineer comment).**	(2) With the increased parking porvided and lower parkng need, a valet plan should not be needed to address parking during the peak season. A generalized discussion of potential valet operations using the 14% efficiency noted in the 2023 plan will be providd in the next submittal.
5.	**Parking Analysis - Page 6 (Bullet Point 3) – The Town SUP rates anticipate a gross parking demand of 358 stalls. The application of the monthly, non-captive, and drive ratio adjustment results in a total reduction of approximately 214 stalls, resulting in a total parking demand of 146 stalls.** **i. Not sure why 358 stalls are stated in the conclusion as the gross amount for peak season. Per Table 6, Gross stalls during peak season are 359.97 (with a 197.20 adjustment and 17.54 TOD reduction results in 145.23, rounded to 146 stalls recommend parking) (Town Engineer comment)**	(1) Values will be corrected in the conclusion text.

Reviewed Date:
CivTech Received Date:
CivTech Entered Date:
CivTech Response Date:

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Haley Callaway, Kimley-Horn**

Item	Review Comment	(Code) & Response
1.	**Page 2 – Table 3 Land Use Plan: The table is not updated to show the total hotel restaurant space of 8,886 SF. Additionally, it seems the hotel restaurant and private dining calculations are incorrect. We recommend updating this table to reflect accurate numbers for guest demand and employee demand.**	(3) Per a meeting with Town staff on December 27th, the employee parking sections and requirements were asked to be removed to simplify the findings. This was requested since the parking demand is met by the number of parking spaces on site and valet parking creates an even greater increase. Therfore, employee parking demand has been removed from this statement. A separate calculation of employees will be conducted in the case questions arise with the City Council. Other values in the table were updated to match the parking calculations.
2.	**Page 5 – Table 5 Summary of Shared Parking Model with Adjustments: Based on our previous comment, Table 5 is still not showing the adjustments made for employees versus visitors. For example, the non-captive ratio for the indoor fitness/spa is 10%. While only 10% of visitors might come from offsite, it is likely that more than 10% of employees are coming from offsite. We suggest specifying the monthly, non-captive, and driving adjustments for both employees and visitors for each land use.**	(3) Please see previous response. Employee parking demand has been removed from this statement. The Town of Paradise Valley's SUP Guidelines provide overall parking rates and do not specify employee specific parking. In addition, the Smoketree fits the average parking provided in the Town and resorts shown with lower parking have not experienced parking complaints. With removal of employees from this statement, additional specifcation on employee reductions is not needed.
3.	**Page 5 – Table 6 Summary of Shared Parking Model with Adjustments: Based on the format of this table, it is unclear whether the peak/off-peak season parking demand totals are inclusive or exclusive of the employee parking demand. Additionally, the table indicates that there are no adjustments or TOD reductions made for employee parking demand. We recommend accounting for monthly, non-captive, and driving ratio adjustments in employee parking demand, for both off-peak and peak seasons, to most accurately provide employee demand associated for the overall peak time of the site.**	(3) Please see previous response, employee parking demand has been removed from this statement.

Reviewed Date: 12-21-2023
CivTech Received Date: 12-22-2023
CivTech Entered Date: 12-27-2023
CivTech Response Date:12-29-2023

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Haley Callaway, Kimley-Horn**

Item	Review Comment	(Code) & Response
4.	**Page 6 – Table 6 Summary of Shared Parking Model with Adjustments Narrative: The narrative following Table 6 does not clearly outline the total parking demand during peak season for visitors and employees. We suggest providing the overall total demand during peak season (employees and visitors) and compare it to the current parking supply of 159 spaces then following with potential ways to mitigate the latent demand.**	(3) Employee parking demand has been removed from this statement.
5.	**Page 6 – Shared Parking Analysis: The narrative states that the site will use off-site employee parking during peak season to address employee parking demand. If that is the case, please indicate where these employees will be directed to park what agreements the owner has with surrounding properties to accommodate its off-site parking demand.**	(3) Per a meeting with Town staff on December 27th, the employee parking sections and requirements were asked to be removed to simplify the findings. This was requested since the parking demand is met by the number of parking spaces on site and valet parking creates an even greater increase. Therfore, employee parking demand has been removed from this statement as well as any recommendation for off-site parking. A separate calculation of employees will be conducted in the case questions arise with the City Council.
6.	**Page 6 – Valet Event Scenario: Based on our previous comments, and Civtech's responses, it is uncommon to see tandem spaces used for employee parking and unlikely that the 20 tandem spaces would be utilized to their full capacity. Given the limited amount of parking supply during the off-peak season, we suggest considering valeting the whole year or continuing to provide off-site parking for employee, assuming an agreement has been made with surrounding properties.**	(3) See previous response. Employee parking demand has been removed from this statement. Peak demand totals 142 stalls, 17 fewer than the total provided and only 3 more than the spaces provided without tandem parking. Recommendations have been added that during the off-peak, the tandem spaces may be used as 20 typical parking spaces. This still suprasses the parking need during the off-peak. During the peak season the tandem parking must be assigned to employees only or valet parked only.
7.	**Page 6 – Conclusions: The peak and off-peak parking demand values do not match what is in Table 6, page 5. We recommend you reconcile these values.**	(1) Conclusion text has been updated with values matching Table 6.

Reviewed Date: 12-21-2023
CivTech Received Date: 12-22-2023
CivTech Entered Date: 12-27-2023
CivTech Response Date:12-29-2023

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Haley Callaway, Kimley-Horn**

Item	Review Comment	(Code) & Response
8.	**Attachment G – Shared Parking Model: The tables attached do not provide employee parking demand. We recommend that visitor and employee parking demand by TOD is distinguished.**	(3) Employee parking demand has been removed from this statement.

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horn**

Item	Review Comment	(Code) & Response
1.	**Page 2 – Table 2 Land Use Plan: The land use plan does not align with the Site Plan in Attachment B. The Bar square footage of 448 SF is not included as a parking demand generator and should be included in the shared parking analysis.** **We suggest updating the shared parking analysis to include the Bar as a land use.**	(1) Land Use Plan in Table 2 has been updated to include the square footage for the outdoor dining area.
2.	**Page 5 – Table 5 Summary of Shared Parking Model with Adjustments: The reported shared parking demand in Table 5 and Attachment G only provides a narrative for visitor parking demand. Employee parking demand is unspecific in the parking analysis.** **We suggest updating the narrative and Attachment G to clearly state the projected visitor parking demand, employee parking demand, and total parking demand.**	(1) Parking analysis and narrative have been updated to include employee parking and specify individual and total demand.
3.	**Page 6 – Valet Event Scenario: The narrative states that a valet operation would increase efficiency by 15%, and the resort would swing to a valet operation when needed. However, based on the striping plan on Page 10 of the Revised Site Plan Docs, the Conceptual Level B1 will have tandem parking spaces. Based on this striping plan, a hotel guest could be blocked into a parking space by a parked vehicle. Tandem parking is typically used in a valet operation or with residential tenants who have access to the tandem spaces.** **We suggest providing clarification on how the resort will manage the tandem parking spaces in Conceptual Level B1 without using a valet operation. Additionally, the study should clarify the impact of reducing the parking supply by twenty tandem parking spaces.**	(4) In the non-valet scenario, 20 tandem spaces will require specific parking planning. Reservation as employee parking may be a solution.

Reviewed Date: 12-11-2023
CivTech Received Date: 12-14-2023
CivTech Entered Date: 12-15-2023
CivTech Response Date:12-18-2023

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horn**

Item	Review Comment	(Code) & Response
4.	**Page 19 – Attachment B Site Plan: The site plan and revised site plan detail a dining/courtyard of approximately 4,401 square feet with 116 seats. However, the shared parking study only evaluates the dining area inside the restaurant. The dining/courtyard is an extension of the restaurant's dining area and should be included in the shared parking analysis. There is a scenario in which the interior and exterior dining areas are both at capacity.** **We suggest including the dining/courtyard square footage in the shared parking analysis.**	(1) Analysis has been updated to include the outdoor dining area.

Reviewed Date: 12-11-2023
CivTech Received Date: 12-14-2023
CivTech Entered Date: 12-15-2023
CivTech Response Date:12-18-2023

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horn**

Item	Review Comment	(Code) & Response
1.	**Page 2 – Methodology Peer Review: The narrative references Attachment C. However, the Walker Report is actually Attachment D. We suggest updating the narrative to reference Attachment D.**	(1) The Attachment labels have been updated.
2.	**Page 4 – Non-captive Adjustments: The narrative references Attachment E but Attachment E also has a title as Attachment D and Attachment B. We suggest updating the document to ensure the attachment titling is updated for consistency.**	(1) The Attachment labels have been updated.
3.	**Page 6 – Employee Off-site Sensitivity Analysis: The use of the term virtual supply is misleading. Projected demand for events by non-employees should be compared to the actual on-site parking supply. The addition of 42 off-site spaces can accommodate employee parking demand, increasing the site's ability to accommodate demand from customers and guests. We suggest rephrasing to combined supply to clarify that off-site parking spaces are needed to accommodate employee parking demand and higher than expected demand for events, guest, and customers.**	(1) "Vitrual" has been repalced with "combined".

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horne**

Item	Review Comment	(Code) & Response
1.	**Page 1 – Land use summary states 8,543 square feet of fine dining "French Cowboy" and "3-Meal" restaurant seating area. These land uses should be separated to align with future land use quantities. We suggest aligning the narrative with future tables for ease of comparison and consistency.**	1. Land use summary text has been clarified separating restaurant seating area.
2.	**Page 1 – Attachment A. The narrative states that the site plan is in Attachment A. However, the site plan is Attachment B. We suggest updating the narrative to reflect the correct location of the site plan.**	1. Attachment lettering has been updated.
3.	**Page 1 – Background and Purpose. The narrative states that "Peak operations are defined as the number of parking spaces required during the peak season when all of the resort users are at full occupancy." Should this be when all of the resort "uses" rather than users?**	1. "users" has been updated to "uses"
4.	**Page 1 – Attachment B. Update the narrative to reflect the correct attachment numbers. This comment should be carried throughout th entire document.**	1. Attachment lettering has been updated.
5.	**Page 2 – Walker Study Reference. The Walker Study reviewed a shared parking analysis for a different development program over three years ago. Can this study still be considered as an accurate peer review? We suggest limiting the Walker Study as a reference for the methodologies used in CivTech's study, but conclusions should not be drawn about the site's ability to meet the projected parking demand. Specific statements being referenced include:** **o "The review indicates that Walker Parking's calculations result in slightly less parking demand than shown herein."** **o "The proposed parking supply is projected to exceed the Project's parking needs based on ITE and ULI methodologies and standards"**	2. The Walker study peer review is used as supporting documentation to CivTech's shared parking analysis methodology. The reference provides a greater context to the methodology and does not validate or invalidate the proposed analysis. The quotation has been italisized to further contrast tha it is a quotation from an earlier study and not a conclusion about this study. Some text was also added to help dicern that the Walker Parking Study was provided for a previous application on the same site (prepared for a previous application with very similar uses).

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horne**

Item	Review Comment	(Code) & Response
6.	**Page 5 – Table 4 – Summary of Shared Parking Model Adjustments. The non-captive ratio adjustment for Banquet/Meeting Rooms assumes that 40% of meeting attendees will also be hotel guest. This would request 100% of hotel guest to be meeting attendees. Will meetings be limited to only serve hotel guest or can non-hotel guest schedule meetings at this site? We suggest clarifying this assumption and specifying how meeting/event operations will occur.**	2. Meetings are understood to be schedulable by non-guests of the hotel. Hence, a non-captive adjustment greater than 0% is used. A 60% non-captive ratio for Banquet / Meeting Rooms means that 40% of Banquet parking demand is captured by another onsite land use, not limited to hotel guests. The 200 seat meeting space can expect 80 guest to be captive parking demand. It is understood that each room is capable of housing more than one guest. Meeting/Event operations can occur in a broad spectrum of circumstances. While it is not possible to exactly predict how the meeting/event operations will occur in the future; the model adjustment attempts to show how certain land uses are pre-disposed to effecting parking demand. In addition, a sensitivity analysis has been added to the parking study to response to comments from the Planning Commission. This considers the number of people that could be in the banquet room in classroom format and provides input on the number of people that can be parked on site when considering the offsite employee parking and a fully valet scenario during the peak season.
7.	**Page 5 – Table 5 – Summary of Shared Parking Model with Adjustments. The land use densities does not align with the land use densities provided in Table 2 – Land Use Plan. The 3 Meal Guest-Oriented Restaurant in Table 5 is 12,950 SF, however, in Table 2 it is listed as 4,643 SF. We suggest updating Table 5 to reflect the densities listed in Table 2. The calculations provided in Table 5 are based on a density of 4,643 SF.**	1. Table 5 has been corrected to match Table 2.

Reviewed Date: 8-7-23
CivTech Received Date:8-7-23
CivTech Entered Date:8-9-23
CivTech Response Date: 8-12-23

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horne**

Item	Review Comment	(Code) & Response
8.	**Page 6 – Valet Event Scenario overlooks the potential for a parking deficit under valet operations. Since as few as 145 spaces may be provided, a demand of 158 spaces at 6:00 pm may result in a deficit of 13 spaces. We suggest acknowledging the potential for a deficit in the text or adjusting valet operations to ensure a deficit does not occur in the Valet Event Scenario.**	2. The wording of this section has been revised. The self parked scenario includes 145 spaces which will always be available for resort use. The resort will have advanced information of when the valet only scenario is needed and they will switch operations in a timely manner to ensure the parking lot can be available for valet use. One other tool that the resort wil be using is offsite employee parking. We are recommending that 42 employee spaces offsite be procured when needed during large events in the peak season.
9.	**Attachment H – Valet Plan states that 92 parking spaces can be provided in a Garage. Which parking garage is being referenced? Additionally, 6 spaces are provided in a loading zone area and 3 spaces are provided on what appears to be a sidewalk. Are there parking locations allowed? We suggest refining the valet plan to show viable parking spaces and the location of the referenced parking garage.**	1. The location of the sub-grade parking has been clarified. The 3 spaces are around a parking lot. A straight line was used instead of a curved line.
10.	**Page 6 – Table 6 – Summary of Shared Parking Model with Employee Adjustments. The land uses density for the Guest-Oriented Restaurant is listed as 12,950 SF. We suggest updating this table to the adjusted land use density of 4,643 SF.**	1. Table 6 has been corrected to match Table 2
11.	**Page 6 – Table 6 – Summary of Shared Parking Model with Employee Adjustments. Based on the details provided in this table and Attachment G, it is unclear how many off-site parking spaces will be needed for employee parking during peak conditions. We suggest providing a table that details the adjustments for Employees and the plan for parking employees off-site during peak conditions.**	1. Employee parking demand has been clarified by stating the total expected amount of employee parking demand per use. During the peak season with an event, it is anticipated that the full number of employees w be onsite.

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
1.	Page 2 – Table 2 - Proposed Land Uses. The land uses provided in Table 2 should be aligned with the updated land uses based on the Traffic Impact Analysis to ensure that the parking study is consistent across both documents. This includes adjustments to the standalone and guest-oriented restaurants. We suggest updating the shared parking analysis with the land use types that best align with the intended operations of the land use.	(1) Ensured the land use codes are of a similar nature in the parking study and in the Traffic Impact Analysis.
2.	Page 5 – Table 4. For the "Guest-Oriented Restaurant" category, there is a 25% non-captive ratio and an 80% drive ratio. This results in a parking demand ratio of 10 spaces/1,000 SF. Accounting for alternative travel modes, this is a reasonable demand generation rate for a Standalone Restaurant. The initial recommendation for a 90% drive ratio is resolved.	(1) Acknowledged.
3.	Page 5 – Table 4. The Speakeasy Bar should not be included in the same category as the Guest-Oriented Restaurant. The Speakeasy Bar will likely generate parking demand later into the night compared to restaurant land uses. Additionally, the placement of the Speakeasy Bar under the standalone restaurant indicates that the Speakeasy will be open to the public and have a higher non-captive ratio. The generated parking demand and underlying assumptions associated should be included in this analysis. We suggest adding the parking demand generated from the Speakeasy bar to the demand analysis.	(1) The Speakeasy Bar and the Guest-Oriented Restaurant are separated in the analysis.

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
4.	Page 5 – Table 4. This study does not specify the non-captive ratio and drive ratios associated with employee and customer parking. The ratios for determining employee and customer parking and the resulting summary table should be included in the narrative. We suggest providing the adjustments for employees and customers and detailing the resulting parking ratios by user group and combining the resulting ratios for each land use.	(2) The parking ratio as employees and customers were evaluated.
5.	Page 5 – Table 5. Specify the SUP rate by user type for each land use. Of the 1.2 spaces per key, specify the parking ratio for guests and the ratio for employees. The table below provides an example of how the ratios can be communicated to provide clarity for the shared parking analysis. We suggest providing the base ratios and adjusted ratios by user group and land use.	(2) Parking ratios were evaluated by user group, considering both employees and customers.
6.	Page 6 – Valet Event Scenario overlooks the potential for a parking deficit under valet operations. Since as few as 145 spaces may be provided, a demand of 159 spaces at 6:00 pm may result in a deficit of 6 spaces. We suggest acknowledging the potential for a deficit in the text or adjusting valet operations to ensure a deficit does not occur in the Valet Event Scenario.	(2) Employee parking can be used as means for addressing a potential valet deficit. Text has been updated to included employee off-site parking scenario on page 6 and Table 6 shows the shared parking demand undert this scenario.
7.	Page 7 – Conclusions Section, Bullet point 5, Under the Valet Event Scenario, as few as 145 spaces may be provided. We suggest acknowledging the potential for a deficit in the text or adjusting valet operations to ensure a deficit does not occur in the Valet Event Scenario.	(2) Evaluated a potential deficit and acknowledged the potential for a deficit.

Reviewed Date: 07/05/2023
CivTech Received Date: 07/12/2023
CivTech Entered Date: 07/13/2023
CivTech Response Date: 07/23/2023

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
8.	Page 7 – Conclusions Section, Bullet point 6, Under non-peak conditions, the planned parking supply of 145 spaces is concluded to be able to accommodate a peak parking demand of 142 spaces. This results in a surplus of 3 spaces. However, parking facilities typically do not operate at 100% efficiency and require an effective parking supply to serve as a cushion of spaces to address parking inefficiency. How has CivTech addressed parking inefficiencies such as ADA parking spaces, improperly parked vehicles, or EV charging spaces? We suggest reviewing state and local requirements for ADA parking spaces and including an effective supply factor of no less than 5%.	(3) CivTech has ensured sufficient ADA parking spaces, per city code. Beyond predicting future parking inefficences such as EV charging stations and improperly parked vehicles, it is suggested that the parking should be monitored in the future for any potiental updated parking issues.
9.	General Comment: Given the low margin of error between the projected parking demand and planned parking supply, Smoke Tree Resort should consider operating the resort as a valet-only parking system. This can help to improve parking efficiency, minimize drivers searching for parking, and enhance the overall parking experience for guests and customers. We suggest conducting a cost-benefit analysis to assess the potential of operating as a valet-only parking system.	(1) Text has been updated to include "During the peak demand season, the resort will operate in a valet only scenario which provides as few as 145 and as many as 166 parking spaces."
10.	Attachment B – Site Plan: Include a site plan for the valet operations. Where will the pick-up and drop-off zones be located? Additionally, what travel route will be used to drop vehicles off at available parking spaces? We suggest including a site plan for valet operations.	(1) A valet site plan is recommended and should be provied by the client.

Reviewed Date: 07/05/2023
CivTech Received Date: 07/12/2023
CivTech Entered Date: 07/13/2023
CivTech Response Date: 07/23/2023

1st Submital Parking Study

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeremy Greenwald, Kimley Horn**

Item	Review Comment	(Code) & Response
1.	Page 2 - Proposed Development section, the first paragraph states that 8,525 SF will be allocated to dining, but Table 2 says there is 8,290 SF of dining. Verify all land use densities match across submittal documents.	Square footages updated per lastest client comments.
2.	Page 3 - Table 3 indicates that Smoke Tree Resort provides an average number of parking spaces per key compared to similar resorts in the town. It is difficult to compare the parking ratios between these resorts without knowing the square footage of each of the non-hotel spaces within the resort (restaurants, meeting space, banquet rooms). Andaz Resort may have the lowest parking ratio, but it may have the smallest non-hotel spaces in terms of square footage. Since ancillary space has a big impact on parking needs, we suggest using this peer review as a reference, but not to justify parking ratios for the Smoke Tree resort.	Acknowledged. Table 3 and the Similar Projects section has been included to provide a comparison to other hotels parking space to key ratios. It may be difficult to compare ratios without knowing exact square footages, but the main land use for all resorts is the hotel.
3.	Page 5 - Table 4. For the "Guest-Oriented Restaurant" category, there is a 25% non-captive ratio and a 40% drive ratio. The drive ratio indicates that 40% of patrons are driving to the resort, meaning the other 60% are traveling another way (transit, TNC, etc.) This feels low and misaligned with local behaviors, the drive ratio that is applied to the standalone restaurant, and the Walker Analysis. We suggest that the drive ratio for "Guest-Oriented Restaurant" be aligned with "Standalone Restaurant" at 90%.	Table 4 updated.

Reviewed Date: 3/13/2023
CivTech Received Date: 3/17/2023
CivTech Entered Date: 4/14/2023
CivTech Response Date: 4/27/2023

1st Submital Parking Study

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeremy Greenwald, Kimley Horn**

Item	Review Comment	(Code) & Response
4.	Page 5 - Table 4. The table suggests 40% of Banquet/Meeting visitors are arriving form off-site (non-captive, meaning 60% are staying in the on-site hotel). This seems to overestimate the on-site population as the Banquet/Meeting capacity is 200 seats and the hotel only has 82 keys. For events like work functions or conferences, where visitors would be 1 person per room, the hotel can only support a maximum of 82 people on-site (41%). We suggest revising the Banquet/Meeting Rooms Non-Captive Ratio to 75% to represent a conservative estimate.	Table 4 updated.
5.	Page 5 - Table 4. The table assumes that 40% of off-site banquet/meeting patrons are driving to get to the banquet/meeting space and 60% are using alternative means (transit, walking, TNC). This seems to overestimate the alternative mode usage of patrons within this geography. We suggest revising the Banquet/Meeting Rooms Drive Ratio to a least 60%.	Table 4 updated.
6.	Page 5 - Table 5. Explain what the TOD (time of day) percentage reductions are for each land use. It is not clear what ITE is recommending or how the different land uses interact.	Time of Day parking reductions subtract unused parking spaces for a given land use during the highest peak hour demand of the day. Clarifying text has been added to the report.
7.	Page 10 - Resorts Site Standards Section, Bullet point G states no retail business, office, or business service shall occupy no more than 2,000 square feet. According to Table 2, many retail/business spaces occupy more than 2,000 square feet. We suggest evaluating how this standard fits this site plan.	No traditional retail uses are included within the resort, and besides the French Cowboy restaurant, all other uses are included within the resort building. All concerns about resort site standards will be conveyed to client.
8.	Page 16 - Hotel Guests section, third sentence states: For business hotels in suburban locations, the guidance in the 3rd edition of Shared Parking is a 59% drive ration on weekdays and a 69% drive ratio on weekdays. Change 69% to "weekend."	Unable to change Walker Consultants Parking Study. Although the referenced study includes a typo, it is not Civtech's work to correct.

Reviewed Date: 3/13/2023
CivTech Received Date: 3/17/2023
CivTech Entered Date: 4/14/2023
CivTech Response Date: 4/27/2023

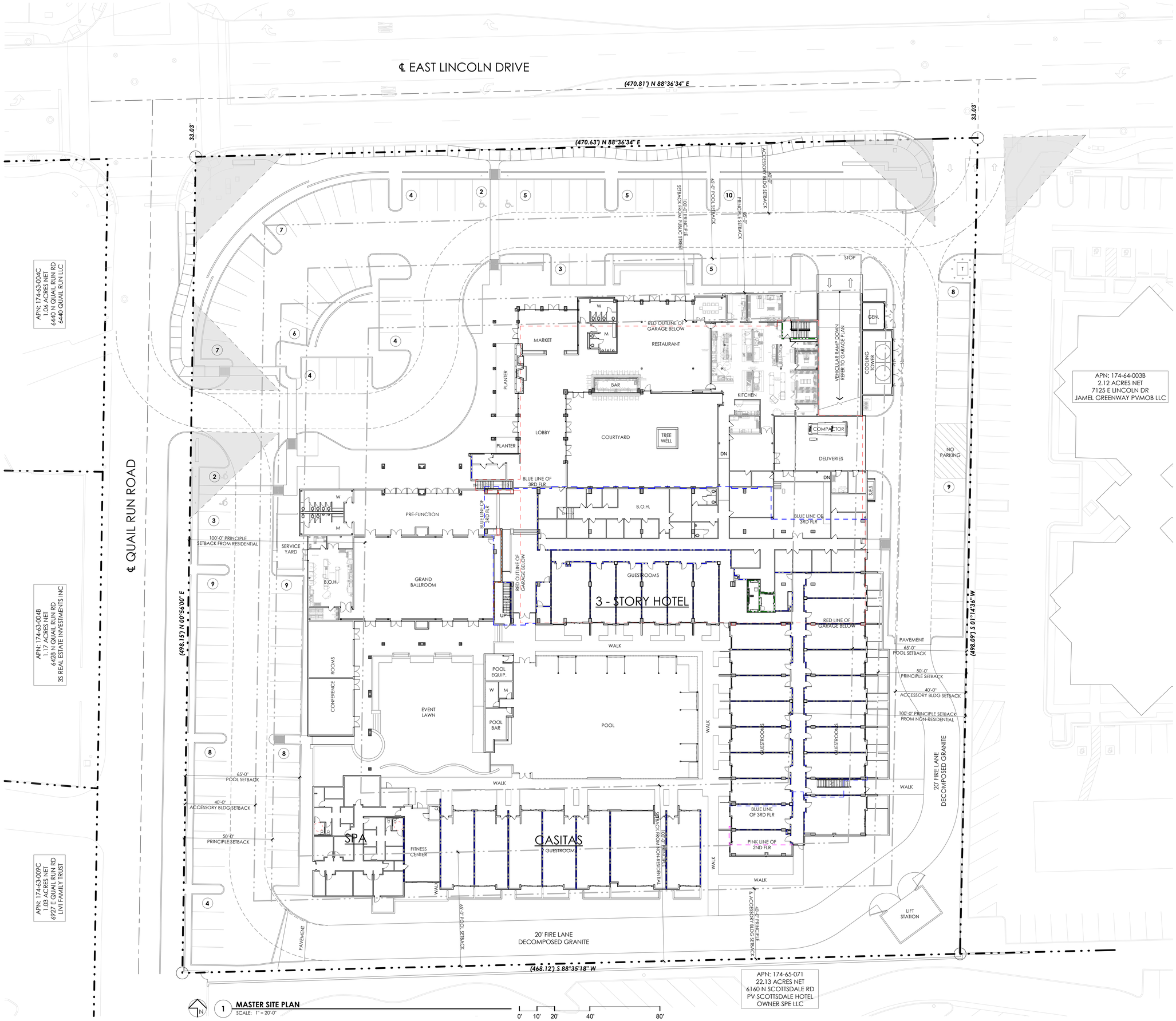
ATTACHMENT B

SITE PLAN

Allen + Philp Partners
architects · interiors
7154 East Stetson Drive | 4th Floor | Scottsdale, AZ 85251 | 480.990.2800 | allenphilp.com

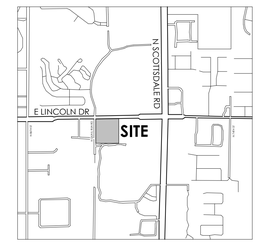
SMOKETREE RESORT
7101 E. Lincoln Drive, Paradise Valley, AZ

Walton



1 **MASTER SITE PLAN**
SCALE: 1" = 20'-0"

VICINITY MAP



NUM	ISSUE TITLE	DATE
1	SCHEMATIC DESIGN	10/01/24

ARCHITECTURAL SITE PLAN

NOT FOR CONSTRUCTION OR RECORDING FOR REVIEW AND BIDDING ONLY

Sheet Issue Date: 10/01/24
Project Number: AP2207
Checked By: BC
Drawn By: BC

A11.1.1

1/23/2025 2:40:30 PM

ATTACHMENT C

TOWN OF PARADISE VALLEY SPECIAL USE PERMIT EXCERPT

Section 4 **Resorts**

1. Site Standards

   a. *Except for properties that have existing special use permits for resort uses, the minimum site area shall be 20 acres which shall not be bisected by any public right-of-way*.

   b. Except for properties that have existing special use permits for resort uses, the site shall have primary access from and frontage of at least 300 feet on a Major or Minor Arterial as designated in the Paradise Valley General Plan.

   c. Principal structures shall be those containing guest units or those containing guest registration areas, facility administrative offices and accessory uses. Principal structures with guest units also may contain permitted accessory uses.

   d. Accessory structures shall be those containing accessory uses.

   e. Service structures shall include those structures used for support and maintenance of the resort.

   f. All parking on a site shall be at the surface or underground.

   g. No individual retail business, office or business service shall occupy more than 2000 square feet. Entrances to any retail business, office or business service shall be from within a principal or accessory structure.

2. Bulk and Density Standards

   a. Maximum building height:

      i. *Principal Structures - 36 feet*

      ii. Accessory structures - 24 feet

      iii. *Service structures - 18 feet*

      iv. Towers and other architectural features may exceed maximum building heights, subject to special use permit or major amendment approval.

      v. To maintain view corridors around the perimeter of a property, building heights shall be limited around property lines in accordance with the Open Space Criteria per Section 3 of the Special Use Permit Guidelines.

   b. Lot coverage

      i. *Total of all structures* - 25*%*

      ii. *Total of all impervious surfaces including building footprints - 60%*

      iii. *Open space, which shall consist of land and water areas retained for active or passive recreation purposes or essentially undeveloped areas retained for resource protection or preservation purposes, a minimum of* ***40****%*

   c. *Maximum density of guest units* – 1 unit for each 4000 *sq. feet of site area*

3. Perimeter Standards

    a. Minimum distance from exterior property lines where the adjacent use is residential:

        i. *Principal structures - 100 feet*

        ii. *Accessory structure - 60 feet*

        iii. Service structure - 100 feet

        iv. *Outdoor game courts and swimming pools* which are generally available to all guests - *200 feet*

        v. *Parking lots and interior drives, excluding exterior points of access* –60 *feet*

        vi. Any portion of an equestrian facility, including structures, barns, stalls and corrals - 200 feet

    b. Minimum distance from exterior property lines where the adjacent use is other than residential or is adjacent to a public street:

        i. *Principal structures - 100 feet*

        ii. *Accessory structure* - 40 *feet*

        iii. Service structure – 65 feet

        iv. *Outdoor game courts and swimming pools which are generally available to all guests - 65 feet*

        v. *Parking lots and interior drives, excluding exterior points of access - 40 feet.*

    c. There shall be a 40 foot wide landscaped area adjacent to an exterior property line where it abuts residentially zoned property.

    d. There shall be a minimum 30 foot wide landscaped area where an exterior property line abuts a public or private local or collector street and a 50 foot wide landscaped area where an exterior property line abuts a Major or Minor Arterial.

    e. The provisions of Chapter XXIV, Walls, and Fences, of the Town's Zoning Ordinance shall apply.

4. Parking and Circulation

    a. On site parking shall be provided as follows:

        i. For each guest unit - 1.2 spaces.

        ii. For each dwelling unit - 2.0 spaces.

        iii. For each 50 square feet of net dining area in restaurants - 1.0 space.

        iv. For each two seats or equivalent area in meeting rooms, auditoriums or group assembly areas - 1.0 space.

        v. For each 300 square feet of net sales areas in retail establishments – 1.0 space.

vi. For each 300 square feet of net occupied space in office and service establishments - 1.0 space.

b. These requirements may be modified in conjunction with special use permit or major amendment approval based on information documenting overlapping usage of on-site facilities by guests or visitors and as contained in an approved traffic and parking analysis.

c. *All parking and driveway areas shall be located so as to prevent lights from shining onto adjacent residential property*.

d. All parking areas and driveways located within 200 feet of adjacent residentially zoned property shall be screened with a minimum three foot high, solid, decorative wall or a landscaped berm providing equivalent screening or a combination of both.

e. *Landscaped islands shall be provided every 100 feet within surface parking areas.* Shade tree planters shall be provided between every four stalls.

f. No loading, truck parking, trash containers or outdoor storage area shall be located within 100 feet of adjacent residentially zoned property. All such areas shall provide visual and noise screening to minimize impacts on adjacent residential property.

5. Signs

a. An identification sign may be located at each entrance to the resort from a Major or Minor arterial street. The maximum height shall be 8 feet and the maximum sign area shall be 40 square feet, aggregate.

b. On entrances from all other streets, the maximum height shall be 4 feet and the maximum area shall be 32 square feet, aggregate.

c. All signs shall be only backlit or indirectly illuminated according to the standards in Article XXV, Signs, of the Town's Zoning Ordinance.

d. No moving or animated signs shall be permitted. Changeable copy is permitted within the allowable sign area.

e. Traffic and directional signs within the site shall not exceed 12 square feet in area, aggregate, and shall not exceed 5 feet in height.

f. A sign, mounted on an exterior wall of any structure shall contain only structure identification as necessary for emergency access.

6. Lighting as per Section 2 of the Special Use Permit Guidelines

ATTACHMENT D

NON-CAPTIVE ANALYSIS

CivTech

ATTACHMENT E – INTERNAL CAPTURE PERCENTAGE DATA

This summation has been prepared to document the reasoning for internal capture percentages presented as part of the Smoketree Resort parking study. Several parking studies for resorts in the Town of Paradise Valley have been prepared; many at existing locations where actual data was provided. The procedure for internal capture at many of the resorts was a result of negotiation with the Town's Planning Commission which was documented as the approved percentages within each of the previous parking studies however, there is not formal documentation of how the percentages were developed.

The Smoketree Resort internal capture percentages represent the likely operations of the hotel once it is constructed. While there is not a hotel operator selected, the size and scale of the hotel limit the potential operators and suggests a boutique resort can be assumed. Discussions with the developer to understand their vision for the resort help guide the research and application of internal capture. These internal capture rates are then compared to rates that have been applied at other resorts within the Town with similar characteristics to verify if the assumption is reasonable.

Discussions with the developer and a comparison to other similar resorts suggests that the internal restaurant will be less likely to attract non-guests while the external restaurant would be more likely to attract non-guests. The rates chosen are similar to Mountain Shadows and provide for more utilization by off-site patrons than Ritz Carlton or the Sanctuary. The guest-oriented retail internal capture percentage was discussed during a meeting on Monday, January 13th, 2020 with the Town of Paradise Valley. Based on the meeting a guest-oriented retail internal capture of 65% has been utilized within the TIA and also applied within the parking study.

The parking study for the Ritz Carlton Resort evaluated 200 hotel keys, 120 villa units, and 151,000 square feet of retail/restaurant. The percentages applied to the uses were originally determined from data provided by Marriott International for their resort at Camelback Inn and a verification by The Ritz Carlton Hotel Company, LLC. In subsequent parking evaluations within the Town of Paradise Valley, the assumptions have been refined to reflect the character and demographics of a typical resort user.

The parking study for the Mountain Shadows Resort evaluated a hotel with 183 key units, a condominium hotel building with 45 owned units, golf course, fitness center, and event/meeting space. The internal capture percentages were assumed for this development based upon previous studies and operations at other resorts within the Town of Paradise Valley.

A parking study was prepared for the Sanctuary Resort in February 2012 when they proposed an expansion of 20 additional guest rooms and 1,350 SF of spa area. The Sanctuary Resort is slightly different from the other resorts in the sense that has a large spa that attracts guests not staying at the resort. The internal capture percentages utilized for their February 2012 parking study were provided by the Sanctuary, using data from the daily operations of the existing resort.

A parking study was prepared for the Hermosa Inn Resort in June 2018. Hermosa Inn is proposing to reallocate approved event space with some new construction while not exceeding the existing approved square footage. With a 49-room boutique resort hotel, 2,177 square feet of net indoor dining area, 3,800 square feet of outdoor patios for the Last Drop Bar and Lon's, 4,424 square feet of exclusive use meeting space, and 2,000 square feet of spa. The internal capture percentages utilized were based upon their daily operations of the existing resort.

Please refer the table below summarizing interaction at Smoketree Resort and at other resorts.

Internal Capture Percentages

	Restaurant (Guest Oriented)	Restaurant (Stand Alone)	Retail (Guest Oriented)	Retail (Stand Alone)	Spa	Fitness	Meeting Space	Event Space
Smoketree	**50%**	**60%**	**65%**	**-**	**90%**	**90%**	**50%**	**50%**
Ritz Carlton	75%	75%	-	90%	90%	100%	75%	75%
Mountain Shadows	60%	50%	100%	50%	90%	90%	50%	75%
Sanctuary	75%	75%	60%	75%	60%	-	10%	10%
Hermosa Inn	25%	25%	-	-	90%	90%	75%	75%

ATTACHMENT E

OCCUPANCY STUDY DATA

Smoketree Resort
Occupancy by Month and Day of Week

Occupancy (%) -- Paradise Valley Resorts per Smith Travel Research												
	January	February	March	April	May	June	July	August	September	October	November	December
2009	59.2	66.0	77.9	67.6	70.8	57.7	52.1	54.5	58.7	69.3	68.4	58.6
2010	74.4	80.9	88.0	79.3	71.4	66.4	51.6	53.8	61.4	74.9	75.3	54.2
2011	74.0	81.6	89.0	82.7	70.5	65.5	59.0	56.8	61.4	68.0	72.8	56.6
2012	74.2	82.7	90.2	75.6	69.6	68.0	54.2	70.2	61.6	74.2	67.6	56.7
2013	79.8	83.4	92.7	84.4	73.2	69.8	58.2	61.1	64.1	74.2	74.2	63.2
2014	69.1	82.0	83.0	76.8	72.7	65.9	63.0	66.8	65.8	73.8	69.3	60.7
2015	73.9	82.6	87.7	80.8	73.2							
Avg	72.1	79.9	86.9	78.2	71.7	65.5	56.4	60.6	62.2	72.4	71.3	58.3

Resort Parking	January	February	March	April	May	June	July	August	September	October	November	December
@ 100% Occupancy	220	220	220	220	220	220	220	220	220	220	220	220
w/ Driver Rate @ 50%	110	110	110	110	110	110	110	110	110	110	110	110
@ Avg. Occupancy	158	175	191	172	157	144	124	133	137	159	156	128
w/ Driver Rate @ 50%*	79	88	95	86	79	72	62	66	68	80	78	64

Occupancy (%) -- Paradise Valley Resorts per Smith Travel Research								
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Month
Jun - 14	47.0	63.1	75.7	73.3	65.2	69.6	72.7	65.9
Jul - 14	46.1	59.3	64.5	62.2	61.6	70.9	76.1	63.0
Aug - 14	54.9	63.5	69.1	66.2	61.3	70.9	80.1	66.8
Sep - 14	55.6	65.5	70.9	69.5	65.5	63.1	68.9	65.8
Oct - 14	55.4	77.1	82.8	77.0	71.8	73.9	78.1	73.8
Nov - 14	48.5	63.3	68.5	79.3	78.7	79.3	72.1	69.3
Dec - 14	54.5	55.1	59.3	66.9	60.8	60.8	67.9	60.7
Jan - 15	55.4	70.3	81.7	87.5	80.0	72.1	70.0	73.9
Feb - 15	78.6	76.7	86.8	91.0	86.4	80.9	77.5	82.6
Mar - 15	79.1	84.0	88.7	91.6	94.0	87.3	92.1	87.7
Apr - 15	61.6	83.2	88.7	86.3	83.3	78.1	82.2	80.8
May - 15	64.9	69.8	77.3	72.5	67.9	77.7	81.1	73.2
Total Year	**58.5**	**69.1**	**75.8**	**76.7**	**73.1**	**73.7**	**76.5**	**71.9**

Resort Parking	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Month
@ 100% Occupancy	220	220	220	220	220	220	220	220
w/ Driver Rate @ 50%	110	110	110	110	110	110	110	110
@ Avg. Occupancy	128	152	166	168	161	162	168	158
w/ Driver Rate @ 50%*	64	76	83	84	80	81	84	79

* The Sanctuary averages a 50% drive-in rate of occupied rooms.

ATTACHMENT F

SHARED PARKING MODEL

ITE-PV Off-Peak Gross

Shared Parking Use:	[1]Hotel Visitor				[4]Banquet Meeting Space Visitor				[5]Indoor Fitness Visitor				[5]Indoor Spa/Pool Visitor				[3]Private Dining Visitor				[3] Hotel Restaurant Visitor				[3]Grab and Go Restaurant Visitor				Bar Visitor				Totals/Averages				
Gross Size	95.0 Key				200.0 Seats				815.0 SF				3,485.0 SF				285.0 SF				5,167.0 SF				830.0 SF				300.0 SF								
Location Setting	General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban								
Monthly Factor	70%				100%				100%				100%				100%				100%				100%				100%								
Weekday Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekend Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekday Req. Spaces	79.80 Spaces				100.00 Spaces				2.72 Spaces				11.62 Spaces				5.70 Spaces				103.34 Spaces				16.60 Spaces				6.00 Spaces				325.77			Weekday Spaces		
Weekend Req. Spaces	79.80 Spaces				100.00 Spaces				2.72 Spaces				11.62 Spaces				5.70 Spaces				103.34 Spaces				16.60 Spaces				6.00 Spaces				325.77			Weekend Spaces		
Adjustments	NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC = Non-Captive,			DR = Drive Ratio		
PERIOD:	Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday			Weekend		
Hours Beginning	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	Avg % of Required	Total # of Spaces		Avg % of Required	Total # of Spaces	Percent of Spaces Provided
6:00 AM	81%	64.6	60%	47.9	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	23.9%	77.8		18.7%	61.0	40.9%
7:00 AM	82%	65.4	60%	47.9	0%	0.0	30%	30.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	24.1%	78.6		27.9%	91.0	47.9%
8:00 AM	89%	71.0	68%	54.3	30%	30.0	60%	60.0	0%	0.0	80%	2.2	0%	0.0	80%	9.3	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	35.1%	114.2		42.6%	138.9	73.1%
9:00 AM	100%	79.8	70%	55.9	60%	60.0	60%	60.0	20%	0.5	100%	2.7	20%	2.3	100%	11.6	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	47.8%	155.8		44.0%	143.4	82.0%
10:00 AM	97%	77.4	68%	54.3	60%	60.0	60%	60.0	62%	1.7	100%	2.7	62%	7.2	100%	11.6	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	48.9%	159.5		43.5%	141.8	83.9%
11:00 AM	91%	72.6	69%	55.1	60%	60.0	65%	65.0	55%	1.5	97%	2.6	55%	6.4	97%	11.3	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	47.2%	153.7		45.2%	147.1	80.9%
12:00 PM	86%	68.6	69%	55.1	65%	65.0	65%	65.0	44%	1.2	79%	2.1	44%	5.1	79%	9.2	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	47.0%	153.1		44.4%	144.5	80.6%
1:00 PM	81%	64.6	64%	51.1	65%	65.0	65%	65.0	41%	1.1	81%	2.2	41%	4.8	81%	9.4	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	45.6%	148.7		43.2%	140.8	78.3%
2:00 PM	83%	66.2	59%	47.1	65%	65.0	65%	65.0	36%	1.0	73%	2.0	36%	4.2	73%	8.5	25%	1.4	25%	1.4	25%	25.8	25%	25.8	25%	4.2	25%	4.2	25%	1.5	25%	1.5	52.0%	169.3		47.7%	155.5	89.1%
3:00 PM	79%	63.0	57%	45.5	65%	65.0	65%	65.0	41%	1.1	71%	1.9	41%	4.8	71%	8.2	42%	2.4	45%	2.6	42%	43.4	45%	46.5	42%	7.0	45%	7.5	42%	2.5	45%	2.7	58.1%	189.2		55.2%	179.9	99.6%
4:00 PM	81%	64.6	61%	48.7	65%	65.0	65%	65.0	69%	1.9	70%	1.9	69%	8.0	70%	8.1	42%	2.4	39%	2.2	42%	43.4	39%	40.3	42%	7.0	39%	6.5	42%	2.5	39%	2.3	59.8%	194.8		53.7%	175.1	102.5%
5:00 PM	75%	59.9	63%	50.3	65%	65.0	100%	100.0	96%	2.6	65%	1.8	96%	11.2	65%	7.6	64%	3.6	40%	2.3	64%	66.1	40%	41.3	64%	10.6	40%	6.6	64%	3.8	40%	2.4	68.4%	222.9		65.2%	212.2	117.3%
6:00 PM	73%	58.3	73%	58.3	100%	100.0	100%	100.0	100%	2.7	62%	1.7	100%	11.6	62%	7.2	87%	5.0	40%	2.3	87%	89.9	40%	41.3	87%	14.4	40%	6.6	87%	5.2	40%	2.4	88.1%	287.1		67.5%	219.8	151.1%
7:00 PM	75%	59.9	86%	68.6	100%	100.0	100%	100.0	85%	2.3	30%	0.8	85%	9.9	30%	3.5	79%	4.5	58%	3.3	79%	81.6	58%	59.9	79%	13.1	58%	9.6	79%	4.7	58%	3.5	84.7%	276.0		76.5%	249.3	145.3%
8:00 PM	87%	69.4	96%	76.6	100%	100.0	100%	100.0	50%	1.4	0%	0.0	50%	5.8	0%	0.0	65%	3.7	40%	2.3	65%	67.2	40%	41.3	65%	10.8	40%	6.6	65%	3.9	40%	2.4	80.5%	262.2		70.4%	229.3	138.0%
9:00 PM	90%	71.8	100%	79.8	100%	100.0	100%	100.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	42%	2.4	35%	2.0	42%	43.4	35%	36.2	42%	7.0	35%	5.8	42%	2.5	35%	2.1	69.7%	227.1		69.3%	225.9	119.5%
10:00 PM	95%	75.8	96%	76.6	50%	50.0	50%	50.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	1.2	33%	1.9	21%	21.7	33%	34.1	21%	3.5	33%	5.5	21%	1.3	33%	2.0	47.1%	153.5		52.2%	170.0	89.5%
11:00 PM	96%	76.6	88%	70.2	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	1.2	15%	0.9	21%	21.7	15%	15.5	21%	3.5	15%	2.5	21%	1.3	15%	0.9	32.0%	104.3		27.6%	90.0	54.9%
12:00 AM	95%	75.8	79%	63.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.6	15%	0.9	10%	10.3	15%	15.5	10%	1.7	15%	2.5	10%	0.6	15%	0.9	27.3%	89.0		25.4%	82.8	46.8%
																																	88%	287.11				
																																	77%	249.3				
																																	7:00 PM	***288***		***on Weekdays.***		

1 Averaged hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 310 (Hotel, Suburban) & ITE Code 330 (Resort Hotel) .

3 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 932 (High-Turnover Sit-Down Restaurant, Weekday Family Breakfast, lunch, and dinner)

4 ITE Parking Generation, 5th Edition does not provide hourly percentages for conference/meeting space. Hourly percentages from Urban Land Institute's Shared Parking, 2nd Edition for Hotel Conference/Banquet were utilized.

5 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 492 (Health/Fitness Club, Weekday).

Restaurant time of day percentages adjusted to match restaurant hours of operation

Self Park Provided: **190**

ITE-PV Off-Peak Net

Shared Parking Use:	[1]Hotel Visitor				[4]Banquet Meeting Space Visitor				[5]Indoor Fitness Visitor				[5]Indoor Spa/Pool Visitor				[3]Private Dining Visitor				[3] Hotel Restaurant Visitor				[3]Grab and Go Restaurant Visitor				Bar Visitor				Totals/Averages				
Gross Size	95.0 Key				200.0 Seats				815.0 SF				3,485.0 SF				285.0 SF				5,167.0 SF				830.0 SF				300.0 SF								
Location Setting	General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban								
Monthly Factor	70%				100%				90%				90%				98%				98%				98%				98%								
Weekday Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekend Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekday Req. Spaces	63.84 Spaces				45.00 Spaces				0.24 Spaces				0.52 Spaces				1.12 Spaces				20.25 Spaces				3.25 Spaces				1.18 Spaces				135.41	Weekday Spaces			
Weekend Req. Spaces	63.84 Spaces				45.00 Spaces				0.24 Spaces				0.52 Spaces				1.12 Spaces				20.25 Spaces				3.25 Spaces				1.18 Spaces				135.41	Weekend Spaces			
Adjustments	NC 100%		DR 80%		NC 60%		DR 75%		NC 10%		DR 100%		NC 5%		DR 100%		NC 25%		DR 80%		NC 25%		DR 80%		NC 25%		DR 80%		NC 25%		DR 80%		NC = Non-Captive, DR = Drive Ratio				
PERIOD:	Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		
Hours Beginning	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	Avg % of Required	Total # of Spaces	Avg % of Required	Total # of Spaces	Percent of Spaces Provided
6:00 AM	81%	51.7	60%	38.3	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	40.1%	54.3	30.2%	40.9	28.6%
7:00 AM	82%	52.3	60%	38.3	0%	0.0	30%	13.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	40.6%	54.9	40.2%	54.4	28.9%
8:00 AM	89%	56.8	68%	43.4	30%	13.5	60%	27.0	0%	0.0	80%	0.2	0%	0.0	80%	0.4	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	53.8%	72.9	54.4%	73.6	38.7%
9:00 AM	100%	63.8	70%	44.7	60%	27.0	60%	27.0	20%	0.0	100%	0.2	20%	0.1	100%	0.5	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	69.1%	93.6	55.4%	75.0	49.2%
10:00 AM	97%	61.9	68%	43.4	60%	27.0	60%	27.0	62%	0.2	100%	0.2	62%	0.3	100%	0.5	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	67.9%	92.0	54.5%	73.8	48.4%
11:00 AM	91%	58.1	69%	44.0	60%	27.0	65%	29.3	55%	0.1	97%	0.2	55%	0.3	97%	0.5	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	65.1%	88.1	56.6%	76.6	46.4%
12:00 PM	86%	54.9	69%	44.0	65%	29.3	65%	29.3	44%	0.1	79%	0.2	44%	0.2	79%	0.4	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	64.3%	87.1	56.5%	76.5	45.8%
1:00 PM	81%	51.7	64%	40.9	65%	29.3	65%	29.3	41%	0.1	81%	0.2	41%	0.2	81%	0.4	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	61.9%	83.9	54.1%	73.3	44.1%
2:00 PM	83%	53.0	59%	37.7	65%	29.3	65%	29.3	36%	0.1	73%	0.2	36%	0.2	73%	0.4	25%	0.3	25%	0.3	25%	5.1	25%	5.1	25%	0.8	25%	0.8	25%	0.3	25%	0.3	65.7%	89.0	54.6%	73.9	46.8%
3:00 PM	79%	50.4	57%	36.4	65%	29.3	65%	29.3	41%	0.1	71%	0.2	41%	0.2	71%	0.4	42%	0.5	45%	0.5	42%	8.5	45%	9.1	42%	1.4	45%	1.5	42%	0.5	45%	0.5	67.1%	90.8	57.5%	77.8	47.8%
4:00 PM	81%	51.7	61%	38.9	65%	29.3	65%	29.3	69%	0.2	70%	0.2	69%	0.4	70%	0.4	42%	0.5	39%	0.4	42%	8.5	39%	7.9	42%	1.4	39%	1.3	42%	0.5	39%	0.5	68.2%	92.3	58.2%	78.8	48.6%
5:00 PM	75%	47.9	63%	40.2	65%	29.3	100%	45.0	96%	0.2	65%	0.2	96%	0.5	65%	0.3	64%	0.7	40%	0.4	64%	13.0	40%	8.1	64%	2.1	40%	1.3	64%	0.8	40%	0.5	69.7%	94.4	70.9%	96.0	50.5%
6:00 PM	73%	46.6	73%	46.6	100%	45.0	100%	45.0	100%	0.2	62%	0.2	100%	0.5	62%	0.3	87%	1.0	40%	0.4	87%	17.6	40%	8.1	87%	2.8	40%	1.3	87%	1.0	40%	0.5	84.8%	114.8	75.6%	102.4	60.4%
7:00 PM	75%	47.9	86%	54.9	100%	45.0	100%	45.0	85%	0.2	30%	0.1	85%	0.4	30%	0.2	79%	0.9	58%	0.6	79%	16.0	58%	11.7	79%	2.6	58%	1.9	79%	0.9	58%	0.7	84.1%	113.9	85.0%	115.1	60.6%
8:00 PM	87%	55.5	96%	61.3	100%	45.0	100%	45.0	50%	0.1	0%	0.0	50%	0.3	0%	0.0	65%	0.7	40%	0.4	65%	13.2	40%	8.1	65%	2.1	40%	1.3	65%	0.8	40%	0.5	86.9%	117.70	86.1%	116.6	61.9%
9:00 PM	90%	57.5	100%	63.8	100%	45.0	100%	45.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	42%	0.5	35%	0.4	42%	8.5	35%	7.1	42%	1.4	35%	1.1	42%	0.5	35%	0.4	83.7%	113.3	87.0%	117.9	62.0%
10:00 PM	95%	60.6	96%	61.3	50%	22.5	50%	22.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	0.2	33%	0.4	21%	4.3	33%	6.7	21%	0.7	33%	1.1	21%	0.2	33%	0.4	65.4%	88.6	68.2%	92.3	48.6%
11:00 PM	96%	61.3	88%	56.2	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	0.2	15%	0.2	21%	4.3	15%	3.0	21%	0.7	15%	0.5	21%	0.2	15%	0.2	49.3%	66.7	44.3%	60.0	35.1%
12:00 AM	95%	60.6	79%	50.4	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.1	15%	0.2	10%	2.0	15%	3.0	10%	0.3	15%	0.5	10%	0.1	15%	0.2	46.7%	63.2	40.1%	54.3	33.3%

1 Averaged hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 310 (Hotel, Suburban) & ITE Code 330 (Resort Hotel) .

3 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 932 (High-Turnover Sit-Down Restaurant, Weekday Family Breakfast, lunch, and dinner)

4 ITE Parking Generation, 5th Edition does not provide hourly percentages for conference/meeting space. Hourly percentages from Urban Land Institute's Shared Parking, 2nd Edition for Hotel Conference/Banquet were utilized.

5 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 492 (Health/Fitness Club, Weekday).

Restaurant time of day percentages adjusted to match restaurant hours of operation

87% 117.70

87% 117.87

10:00 PM ***118*** ***on Weekends.***

72

ITE-PV Peak Gross

Shared Parking Use:	[1]Hotel Visitor				[4]Banquet Meeting Space Visitor				[5]Indoor Fitness Visitor				[5]Indoor Spa/Pool Visitor				[3]Private Dining Visitor				[3] Hotel Restaurant Visitor				[3]Grab and Go Restaurant Visitor				Bar Visitor				Totals/Averages				
Gross Size	95.0 Key				200.0 Seats				815.0 SF				3,485.0 SF				285.0 SF				5,167.0 SF				830.0 SF				300.0 SF								
Location Setting	General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban								
Monthly Factor	100%				100%				100%				100%				100%				100%				100%				100%								
Weekday Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekend Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekday Req. Spaces	114.00 Spaces				100.00 Spaces				2.72 Spaces				11.62 Spaces				5.70 Spaces				103.34 Spaces				16.60 Spaces				6.00 Spaces				359.97		Weekday Spaces		
Weekend Req. Spaces	114.00 Spaces				100.00 Spaces				2.72 Spaces				11.62 Spaces				5.70 Spaces				103.34 Spaces				16.60 Spaces				6.00 Spaces				359.97		Weekend Spaces		
Adjustments	NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC = Non-Captive, DR = Drive Ratio				
PERIOD:	Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		
Hours Beginning	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	Avg % of Required	Total # of Spaces	Avg % of Required	Total # of Spaces	Percent of Spaces Provided
6:00 AM	81%	92.3	60%	68.4	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	29.3%	105.5	22.7%	81.6	55.5%
7:00 AM	82%	93.5	60%	68.4	0%	0.0	30%	30.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	29.6%	106.6	31.0%	111.6	58.7%
8:00 AM	89%	101.5	68%	77.5	30%	30.0	60%	60.0	0%	0.0	80%	2.2	0%	0.0	80%	9.3	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	40.2%	144.6	45.0%	162.2	85.3%
9:00 AM	100%	114.0	70%	79.8	60%	60.0	60%	60.0	20%	0.5	100%	2.7	20%	2.3	100%	11.6	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	52.8%	190.0	46.5%	167.3	100.0%
10:00 AM	97%	110.6	68%	77.5	60%	60.0	60%	60.0	62%	1.7	100%	2.7	62%	7.2	100%	11.6	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	53.5%	192.6	45.8%	165.0	101.4%
11:00 AM	91%	103.7	69%	78.7	60%	60.0	65%	65.0	55%	1.5	97%	2.6	55%	6.4	97%	11.3	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	51.3%	184.8	47.4%	170.7	97.3%
12:00 PM	86%	98.0	69%	78.7	65%	65.0	65%	65.0	44%	1.2	79%	2.1	44%	5.1	79%	9.2	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	50.7%	182.5	46.7%	168.1	96.1%
1:00 PM	81%	92.3	64%	73.0	65%	65.0	65%	65.0	41%	1.1	81%	2.2	41%	4.8	81%	9.4	10%	0.6	10%	0.6	10%	10.3	10%	10.3	10%	1.7	10%	1.7	10%	0.6	10%	0.6	49.0%	176.4	45.2%	162.7	92.8%
2:00 PM	83%	94.6	59%	67.3	65%	65.0	65%	65.0	36%	1.0	73%	2.0	36%	4.2	73%	8.5	25%	1.4	25%	1.4	25%	25.8	25%	25.8	25%	4.2	25%	4.2	25%	1.5	25%	1.5	54.9%	197.7	48.8%	175.6	104.0%
3:00 PM	79%	90.1	57%	65.0	65%	65.0	65%	65.0	41%	1.1	71%	1.9	41%	4.8	71%	8.2	42%	2.4	45%	2.6	42%	43.4	45%	46.5	42%	7.0	45%	7.5	42%	2.5	45%	2.7	60.1%	216.2	55.4%	199.4	113.8%
4:00 PM	81%	92.3	61%	69.5	65%	65.0	65%	65.0	69%	1.9	70%	1.9	69%	8.0	70%	8.1	42%	2.4	39%	2.2	42%	43.4	39%	40.3	42%	7.0	39%	6.5	42%	2.5	39%	2.3	61.8%	222.5	54.4%	195.9	117.1%
5:00 PM	75%	85.5	63%	71.8	65%	65.0	100%	100.0	96%	2.6	65%	1.8	96%	11.2	65%	7.6	64%	3.6	40%	2.3	64%	66.1	40%	41.3	64%	10.6	40%	6.6	64%	3.8	40%	2.4	69.0%	248.5	64.9%	233.8	130.8%
6:00 PM	73%	83.2	73%	83.2	100%	100.0	100%	100.0	100%	2.7	62%	1.7	100%	11.6	62%	7.2	87%	5.0	40%	2.3	87%	89.9	40%	41.3	87%	14.4	40%	6.6	87%	5.2	40%	2.4	86.7%	312.1	68.0%	244.8	164.3%
7:00 PM	75%	85.5	86%	98.0	100%	100.0	100%	100.0	85%	2.3	30%	0.8	85%	9.9	30%	3.5	79%	4.5	58%	3.3	79%	81.6	58%	59.9	79%	13.1	58%	9.6	79%	4.7	58%	3.5	83.8%	301.7	77.4%	278.7	158.8%
8:00 PM	87%	99.2	96%	109.4	100%	100.0	100%	100.0	50%	1.4	0%	0.0	50%	5.8	0%	0.0	65%	3.7	40%	2.3	65%	67.2	40%	41.3	65%	10.8	40%	6.6	65%	3.9	40%	2.4	81.1%	291.9	72.8%	262.1	153.6%
9:00 PM	90%	102.6	100%	114.0	100%	100.0	100%	100.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	42%	2.4	35%	2.0	42%	43.4	35%	36.2	42%	7.0	35%	5.8	42%	2.5	35%	2.1	71.6%	257.9	72.2%	260.1	136.9%
10:00 PM	95%	108.3	96%	109.4	50%	50.0	50%	50.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	1.2	33%	1.9	21%	21.7	33%	34.1	21%	3.5	33%	5.5	21%	1.3	33%	2.0	51.7%	185.9	56.4%	202.9	106.8%
11:00 PM	96%	109.4	88%	100.3	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	1.2	15%	0.9	21%	21.7	15%	15.5	21%	3.5	15%	2.5	21%	1.3	15%	0.9	38.1%	137.1	33.4%	120.1	72.1%
12:00 AM	95%	108.3	79%	90.1	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.6	15%	0.9	10%	10.3	15%	15.5	10%	1.7	15%	2.5	10%	0.6	15%	0.9	33.7%	121.5	30.5%	109.8	63.9%

1 Averaged hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 310 (Hotel, Suburban) & ITE Code 330 (Resort Hotel) .

3 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 932 (High-Turnover Sit-Down Restaurant, Weekday Family Breakfast, lunch, and dinner)

4 ITE Parking Generation, 5th Edition does not provide hourly percentages for conference/meeting space. Hourly percentages from Urban Land Institute's Shared Parking, 2nd Edition for Hotel Conference/Banquet were utilized.

5 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 492 (Health/Fitness Club, Weekday).
Restaurant time of day percentages adjusted to match restaurant hours of operation

87% 312.08

77% 278.69

7:00 PM 313 on Weekdays.

ITE-PV Peak Net

Shared Parking Use:	[1]Hotel Visitor				[4]Banquet Meeting Space Visitor				[5]Indoor Fitness Visitor				[5]Indoor Spa/Pool Visitor				[3]Private Dining Visitor				[3] Hotel Restaurant Visitor				[3]Grab and Go Restaurant Visitor				Bar Visitor				Totals/Averages				
Gross Size	95.0 Key				200.0 Seats				815.0 SF				3,485.0 SF				285.0 SF				5,167.0 SF				830.0 SF				300.0 SF								
Location Setting	General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban								
Monthly Factor	100%				100%				90%				90%				98%				98%				98%				98%								
Weekday Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekend Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekday Req. Spaces	91.20 Spaces				45.00 Spaces				0.24 Spaces				0.52 Spaces				1.12 Spaces				20.25 Spaces				3.25 Spaces				1.18 Spaces				162.77		Weekday Spaces		
Weekend Req. Spaces	91.20 Spaces				45.00 Spaces				0.24 Spaces				0.52 Spaces				1.12 Spaces				20.25 Spaces				3.25 Spaces				1.18 Spaces				162.77		Weekend Spaces		
Adjustments	NC 100%		DR 80%		NC 60%		DR 75%		NC 10%		DR 100%		NC 5%		DR 100%		NC 25%		DR 80%		NC 25%		DR 80%		NC 25%		DR 80%		NC 25%		DR 80%		NC = Non-Captive, DR = Drive Ratio				
PERIOD:	Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		
Hours Beginning	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	Avg % of Required	Total # of Spaces	Avg % of Required	Total # of Spaces	Percent of Spaces Provided
6:00 AM	81%	73.9	60%	54.7	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	47.0%	76.5	35.2%	57.3	40.2%
7:00 AM	82%	74.8	60%	54.7	0%	0.0	30%	13.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	47.5%	77.4	43.5%	70.8	40.7%
8:00 AM	89%	81.2	68%	62.0	30%	13.5	60%	27.0	0%	0.0	80%	0.2	0%	0.0	80%	0.4	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	59.7%	97.2	56.7%	92.2	51.2%
9:00 AM	100%	91.2	70%	63.8	60%	27.0	60%	27.0	20%	0.0	100%	0.2	20%	0.1	100%	0.5	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	74.3%	120.9	57.9%	94.2	63.6%
10:00 AM	97%	88.5	68%	62.0	60%	27.0	60%	27.0	62%	0.2	100%	0.2	62%	0.3	100%	0.5	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	72.8%	118.5	56.7%	92.4	62.4%
11:00 AM	91%	83.0	69%	62.9	60%	27.0	65%	29.3	55%	0.1	97%	0.2	55%	0.3	97%	0.5	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	69.4%	113.0	58.7%	95.5	59.5%
12:00 PM	86%	78.4	69%	62.9	65%	29.3	65%	29.3	44%	0.1	79%	0.2	44%	0.2	79%	0.4	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	67.9%	110.6	58.6%	95.4	58.2%
1:00 PM	81%	73.9	64%	58.4	65%	29.3	65%	29.3	41%	0.1	81%	0.2	41%	0.2	81%	0.4	10%	0.1	10%	0.1	10%	2.0	10%	2.0	10%	0.3	10%	0.3	10%	0.1	10%	0.1	65.1%	106.0	55.8%	90.8	55.8%
2:00 PM	83%	75.7	59%	53.8	65%	29.3	65%	29.3	36%	0.1	73%	0.2	36%	0.2	73%	0.4	25%	0.3	25%	0.3	25%	5.1	25%	5.1	25%	0.8	25%	0.8	25%	0.3	25%	0.3	68.6%	111.7	55.3%	90.1	58.8%
3:00 PM	79%	72.0	57%	52.0	65%	29.3	65%	29.3	41%	0.1	71%	0.2	41%	0.2	71%	0.4	42%	0.5	45%	0.5	42%	8.5	45%	9.1	42%	1.4	45%	1.5	42%	0.5	45%	0.5	69.1%	112.4	57.4%	93.4	59.2%
4:00 PM	81%	73.9	61%	55.6	65%	29.3	65%	29.3	69%	0.2	70%	0.2	69%	0.4	70%	0.4	42%	0.5	39%	0.4	42%	8.5	39%	7.9	42%	1.4	39%	1.3	42%	0.5	39%	0.5	70.3%	114.5	58.7%	95.5	60.3%
5:00 PM	75%	68.4	63%	57.5	65%	29.3	100%	45.0	96%	0.2	65%	0.2	96%	0.5	65%	0.3	64%	0.7	40%	0.4	64%	13.0	40%	8.1	64%	2.1	40%	1.3	64%	0.8	40%	0.5	70.6%	114.9	69.6%	113.3	60.5%
6:00 PM	73%	66.6	73%	66.6	100%	45.0	100%	45.0	100%	0.2	62%	0.2	100%	0.5	62%	0.3	87%	1.0	40%	0.4	87%	17.6	40%	8.1	87%	2.8	40%	1.3	87%	1.0	40%	0.5	82.8%	134.8	75.2%	122.4	70.9%
7:00 PM	75%	68.4	86%	78.4	100%	45.0	100%	45.0	85%	0.2	30%	0.1	85%	0.4	30%	0.2	79%	0.9	58%	0.6	79%	16.0	58%	11.7	79%	2.6	58%	1.9	79%	0.9	58%	0.7	82.6%	134.4	85.2%	138.6	73.0%
8:00 PM	87%	79.3	96%	87.6	100%	45.0	100%	45.0	50%	0.1	0%	0.0	50%	0.3	0%	0.0	65%	0.7	40%	0.4	65%	13.2	40%	8.1	65%	2.1	40%	1.3	65%	0.8	40%	0.5	86.9%	141.5	87.8%	142.9	75.2%
9:00 PM	90%	82.1	100%	91.2	100%	45.0	100%	45.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	42%	0.5	35%	0.4	42%	8.5	35%	7.1	42%	1.4	35%	1.1	42%	0.5	35%	0.4	84.7%	137.9	89.2%	145.2	76.4%
10:00 PM	95%	86.6	96%	87.6	50%	22.5	50%	22.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	0.2	33%	0.4	21%	4.3	33%	6.7	21%	0.7	33%	1.1	21%	0.2	33%	0.4	70.4%	114.6	72.8%	118.6	62.4%
11:00 PM	96%	87.6	88%	80.3	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	0.2	15%	0.2	21%	4.3	15%	3.0	21%	0.7	15%	0.5	21%	0.2	15%	0.2	57.1%	93.0	51.7%	84.1	48.9%
12:00 AM	95%	86.6	79%	72.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.1	15%	0.2	10%	2.0	15%	3.0	10%	0.3	15%	0.5	10%	0.1	15%	0.2	54.8%	89.2	46.6%	75.9	47.0%

1 Averaged hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 310 (Hotel, Suburban) & ITE Code 330 (Resort Hotel) .

3 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 932 (High-Turnover Sit-Down Restaurant, Weekday Family Breakfast, lunch, and dinner)

4 ITE Parking Generation, 5th Edition does not provide hourly percentages for conference/meeting space. Hourly percentages from Urban Land Institute's Shared Parking, 2nd Edition for Hotel Conference/Banquet were utilized.

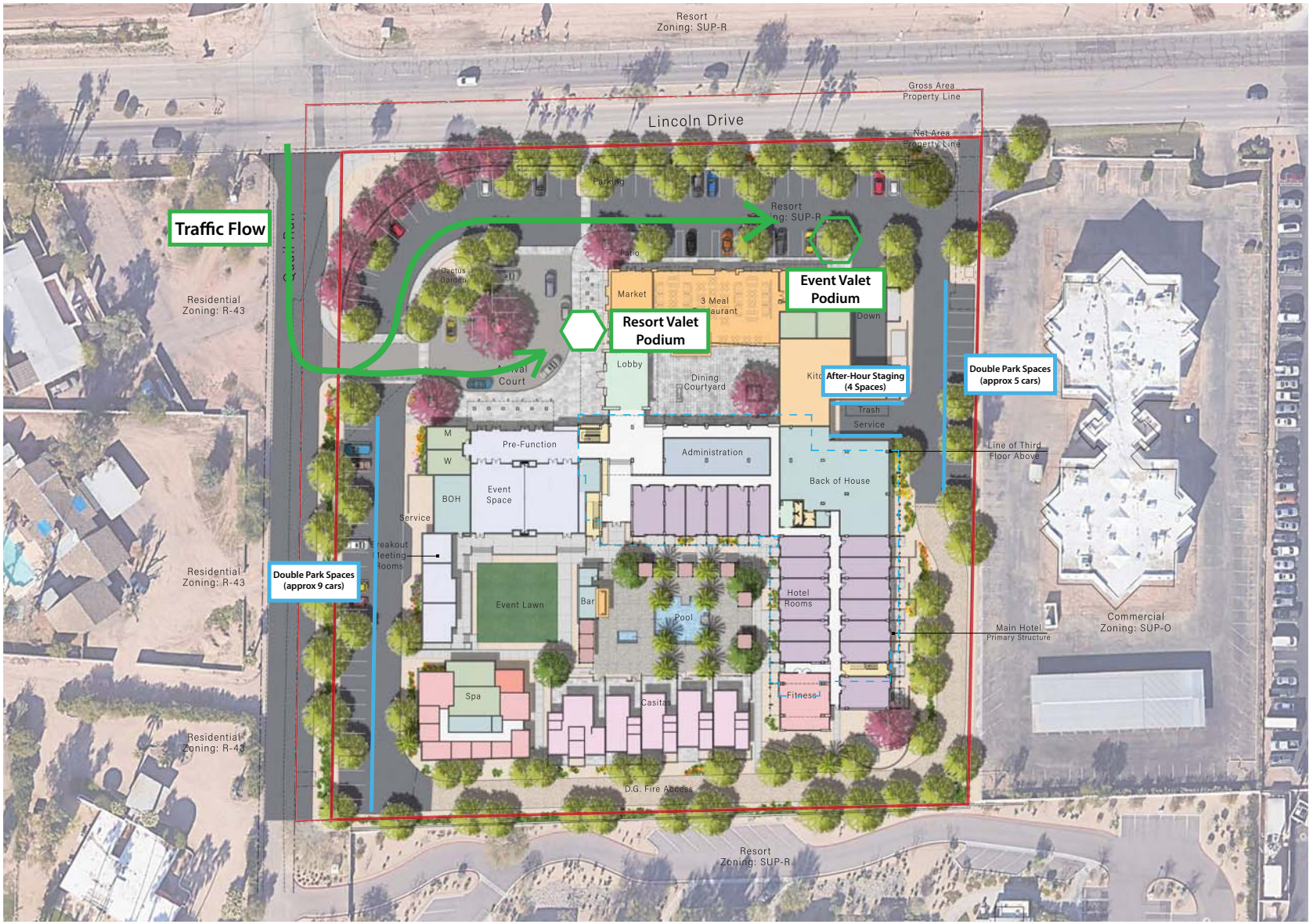
5 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 492 (Health/Fitness Club, Weekday).

Restaurant time of day percentages adjusted to match restaurant hours of operation

87%	141.50		
89%	145.23		
9:00 PM	***146.00***	***on Weekends.***	
183	44.00		
37			

ATTACHMENT G

VALET PLAN SEATING



SMOKETREE RESORT

EPIC VALET | STAFFING

Valet Parking Plan

2 Podiums:
- 1 Regular Valet
- 1 Special Event

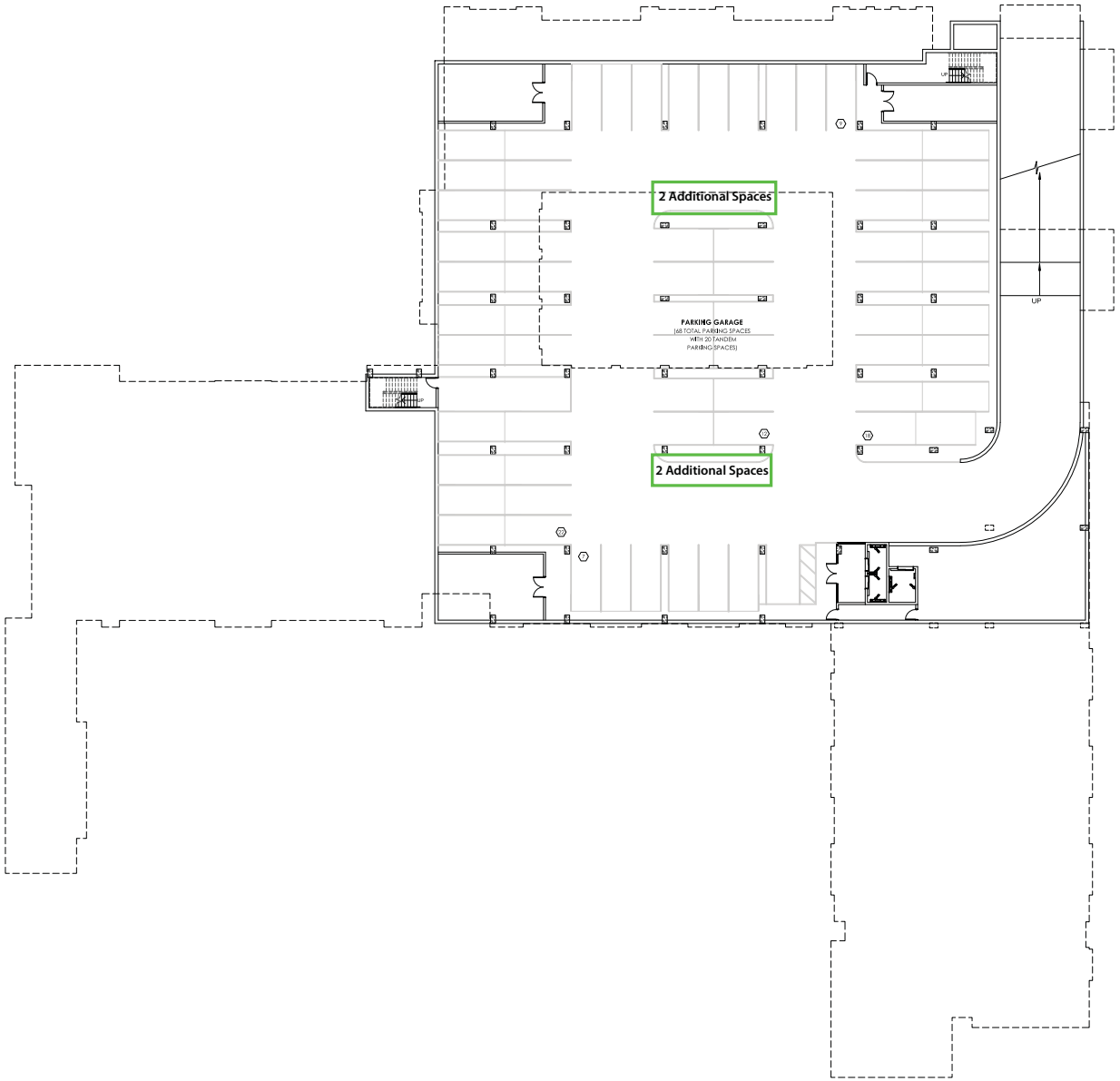
Blue indicates additional spaces valets can utilize.

Surface Spaces:
- 91 Parking Spaces +
- 18 Additional Parking

Garage Spaces:
- 68 Garage Spaces +
- 4 Additional Parking

Maximum Capacity:
181 Cars

SMOKETREE RESORT



Pre-Existing Spaces: 68

Additional Spaces: 4 Parralel Spots
Due to the tandem spots and the narrow drives, valets can only add parking on each side of the middle row. 2 additional cars on each side.

SUP-23-01
Parking Analysis

CivTech

December 29, 2023

Mr. Bill Doherty
Walton Global Holdings
8800 N Gainey Center Drive, Suite 345
Scottsdale, Arizona, 85258

RE: PARKING STATEMENT FOR SMOKETREE RESORT MIXED-USE HOTEL AND RESTAURANT PROJECT AT THE SEC OF QUAIL RUN DRIVE & LINCOLN DRIVE – PARADISE VALLEY, ARIZONA

Dear Mr. Doherty,

Thank you for retaining CivTech to provide a parking statement for the proposed Project planned to consist of 82 total resort hotel rooms, 77 lodge rooms, and 5 casita room keys. Additionally, the Smoketree Resort will provide 4,153 square feet of indoor restaurant dining area, 4,733 square feet of outdoor restaurant dining area, a 608 square foot private dining area, and 928 square feet of grab & go meal area, a 448 square foot bar, a 200-seat event area, and other hotel amenities. A total of 159 parking spaces are proposed. There are 40 tandem spaces located in the parking garage. When used in tandem, these spaces must be reserved for employes or valet parked only. The proposed site plan is included herewith as **Attachment B**.

BACKGROUND AND PURPOSE

The Project is submitting for a Special Use Permit (SUP) within The Town of Paradise Valley. This SUP anticipates the preparation of a parking study prepared and sealed by a licensed engineer that will consider, among other things, internal capture and time-of-day usage. The information herein provides the parking requirements for the Smoke Tree Resort during its peak operations on a typical weekday and weekend. Peak operations are defined as the number of parking spaces required during the peak season when all the resort uses are at full occupancy. CivTech has completed this parking study to determine the number of spaces required compared to the number of spaces provided at the resort. The results of this analysis are documented herein.

The parking ratio requirements for a resort are summarized in **Table 1** per the *Town of Paradise Valley Special Use Permit Guidelines: Section 4 Resorts, July 2017*. An excerpt of the Town code is included as **Attachment C**.

Table 1 – Town of Paradise Valley Special Use Permit (SUP) Parking Ratios

SUP	Category	Parking Requirement
i.	Hotel Guest	1.2 spaces per Key
ii.	Homes/Dwelling Unit	2.0 spaces per DU
iii.	Restaurant	1 space per 50 SF of net dining area
iv.	Meeting Rooms/Auditoriums/Group Assembly	1 space per 2 seats of public area (50 SF per seat)
v.	Retail/Sales Establishments	1 space per 300 SF of net sales area
vi.	Office/Service Establishments	1 space per 300 SF of net occupied space

METHODOLOGY PEER REVIEW

A previous version of this parking study (prepared for a previous application with very similar uses) was reviewed by Walker Consultants to determine if the non-captive and shared parking methodology applied met the industry standard of care and standard practice of application. It stated that, "*Based on our review of the January 2020 Parking Study, we have determined that the materials were prepared in a professional manner and follow (sic) applicable standards of care. The proposed parking supply is projected to exceed the Project's parking needs based on ITE and ULI methodologies and standards. The operational recommendations provided within the report are sound and follow industry best practices.*" Significantly, the peer review specifically concluded that the methodology used in the CivTech analysis was correct and indeed even somewhat conservative. The Walker review is included in **Attachment D**.

PROPOSED DEVELOPMENT

The proposed development will consist of 82 total resort hotel rooms, 77 lodge rooms, and 5 casita room keys. Additionally, the Smoketree Resort will provide 4,153 square feet of hotel restaurant, a 608 square foot private dining area, and 928 square feet of high-turnover restaurant seating area, a 448 square feet bar, 1,306 square feet of indoor fitness area, and 4,765 square feet of indoor spa/pool. 159 parking stalls will be provided. **Table 2** summarizes the land uses for the proposed development as used in the Traffic Impact Analysis and this Parking Study.

Table 2 - Land Use Plan

SUP	Land Use	Quantities TIA		Quantities PS	
i.	Hotel Guest	82	Keys	82	Keys
ii.	Banquet / Meeting Space	A part of the hotel		200	Seats
iii.	Indoor Fitness	A part of the hotel		1,306	SF
iv.	Indoor Spa/ Pool	A part of the hotel		4,765	SF
v.	Hotel Restaurant	8,577	SF	8,886	SF
vi.	Private Dining	608	SF	608	SF
vi.	Grab & Go Restaurant	928	SF	928	SF
vi.	Bar	448	SF	448	SF

TOWN OF PARADISE VALLEY SUP PARKING CALCULATIONS

The net, unreduced, parking demand for guests based on Town of Paradise Valley SUP Parking Ratios is summarized in **Table 3**.

Table 3 - Special Use Permit Baseline Unreduced Parking Calculations

Land Use	Quantities		Rate		Demand
Hotel Guest	82	Keys	1.20	per Key	98.4
Banquet / Meeting Space	200	Seats	2	1 per Seat	100
Indoor Fitness	1,306	SF	300	1 per SF	4.35
Indoor Spa/ Pool	4,765	SF	300	1 per SF	15.88
Hotel Restaurant	8,886*	SF	50	1 per SF	12.16
Private Dining	608	SF	50	1 per SF	177.72
Grab & Go Restaurant	928	SF	50	1 per SF	18.56
Bar	448	SF	50	1 per SF	8.96
Total	**-**		**-**		**436.04**

*Indoor and outdoor dining area combined.

SIMILAR PROJECTS

CivTech collected parking lot information for the total parking supply provided at similar resort hotels in the Town area to provide a comparison to the proposed parking supply. The existing resort parking is summarized in **Table 4**.

Table 4 - Comparison of Parking Provided at Town Resorts

Resort	Size (Acres)	Guest Units	Other Facilities	Parking Provided	Spaces per Key
Hermosa Inn	6.4	35	Restaurant & Meeting Space	111	3.17
Sanctuary	53	125	Restaurant, Meeting Space, Spa, & Tennis Courts	369	2.95
Camelback Inn	117	453	Restaurant, Conference, & Spa	1157	2.55
Ritz Carlton (Proposed)	110	225	Restaurant, Ballroom/Banquet, & Meeting Space	480	2.13
Montelucia	28	293	Retail & Restaurant	610	2.08
Smoke Tree Resort	**5.3**	**82**	**Event/Meeting space & Restaurant**	**159**	**1.94**
Mountain Shadows	(1)8.4	183	Event/Meeting Space, Restaurant, Retail, Spa, Golf	305	1.67
Doubletree Paradise Valley	20	378	Retail, Restaurant, Ballroom, & Meeting Space	559 on-site 45 off-site	1.60
Scottsdale Plaza	36.5	404	Restaurant, Ballroom/Banquet, & Meeting Space	403	1.00
Andaz Resort	27.5	145	Restaurant, Meeting Space, & Fitness/Spa	145	1.00
(2)Average for Other Resorts	**45.2**	**249**	**-**	**465**	**(3)1.87**

(1) Acreage from Maricopa County Assessor's Office (does not include golf course which adds 34.2 acres)
(2) Average excludes Smoke Tree Resort values
(3) Calculated by taking the average number of parking spaces and dividing by the average number of rooms

A comparison of existing resorts reveals that the proposed parking ratio is greater than several existing resorts within the Town.

SHARED PARKING ANALYSIS

For projects with a variety of land uses, the parking demand for each land use would peak at different hours. As a result, the actual number of spaces needed in a given hour is less than cumulative parking demand. *Shared Parking* by the Urban Land Institute [ULI] states, "Shared parking is defined as a parking space that can be used to serve two or more individual land uses without conflict or encroachment. The opportunity to implement shared parking is the result of two conditions:

- Variations in the peak accumulation of parked vehicles as the result of different activity patterns of adjacent or nearby land uses (by hour, by day, by season)
- Relationships among land use activities that result in people's attraction to two or more land uses on a single auto trip to a given area or development"

TIME OF DAY REDUCTION

Time-of-day (TOD) percentages describe the anticipated parking occupancy at a given time based on the land use characteristics. The Institute of Transportation Engineers (ITE) publishes TOD hourly percentages for a variety of land uses based on their field observations as reported in *ITE Parking Generation Manual 5th Edition.* It is understood that different land uses experience their peak parking demand at different times. The TOD reduction is calculated by subtracting the actual parking demand of a land use during the peak hour from the maximum occupancy. **Table 6** shows the TOD reductions of each land use for the highest peak hour demand.

NON-CAPTIVE ADJUSTMENT

The determination of parking requirements for a resort should also consider the utilization of many uses within the resort by the same patron staying in the resort. To consider this, parking required for each use is prorated by assigning a percentage indicating the overlap from guests already staying within the resort ("on-site demand") vs. drawing new trips (vehicles) from outside the resort ("off-site demand"). All parking demand from guest rooms and employees were determined to originate completely "off-site demand". Parking demand generated by all other uses was assumed to be used by patrons already staying at the resort ("on-site demand") and non-Resort occupants ("off-site demand"). This occurrence is known as non-captive demand. **Table 5** summarizes the non-captive adjustments for each land use.

As requested by the Town, the non-captive adjustments applied at other resorts within the Town are summarized in **Attachment E**.

DRIVE RATIO ADJUSTMENT

The determination of parking requirements for a resort should also consider the likelihood that a resort guest will drive themselves versus using a non-driving mode of transportation. Examples of non-driving modes of transportation include public transit, walking, biking, taxi, and transportation network companies (TNCs) such as Lyft/Uber. To consider this, parking required for each use is prorated by assigning a percentage indicating the overlap from guests that will actually drive themselves to the resort. Data collected at the Biltmore Resort suggests that 40 percent of their patrons arrive via ride hailing services. Just over 25 percent of the patrons of the Phoenician Resort arrive via ride hailing services. This occurrence is modeled as a driving ratio adjustment. **Table 5** summarizes the driving ratio adjustment for each land use.

MONTHLY ADJUSTMENT

Monthly Reductions are used to normalize patrons' activities levels during certain times of the year based on seasonal trends. Since the primary adjacent land use is a resort hotel the occupancy is anticipated to peak in March. Data compiled from Smith Research Travel for Paradise Valley hotels include historical occupancy rates from 2009 to May 2015. The maximum occupancy occurred in March 2013 and was 92.7%. March is historically the highest month with an average of 86.9% over the 7 years of data. The data also include average occupancy rates per day of the week. February and March are the only months that had a day of week average occupancy greater than 90%. The occupancy on the remaining days of the year is expected to be less than 90% with a 61% average occupancy during the summer months (June through September). During the off-peak season (May

to January) an average occupancy of 70% can be assumed. The peak shared parking analysis is based on 100% hotel occupancy, and therefore represents the worst-case and most conservative scenario. The occupancy study data is included in **Attachment F**.

The March monthly factor was used for the respective uses reported in the *ULI 3rd Edition Shared Parking* manual. Restaurant tends to peak later in the year therefore, in March, a 2% patron parking reduction is applied to the restaurant base parking rates to model the peak parking season. Fitness center parking demand is also expected to be reduced by 10%.

Table 5 summarizes the adjustments for each use within the ITE/PV shared parking model based on conversation with the developer about the resort operation and non-captive adjustments applied at other resorts within the Town.

Table 5 – Summary of Shared Parking Model Adjustments

Category	Monthly	Non-Captive	Drive Ratio
Hotel Guest Unit	(1)100%	100%	80%
Banquet / Meeting Space	100%	60%	75%
Indoor Fitness / Spa	90%	10%	100%
Outdoor Pool	90%	5%	100%
Hotel Restaurant	98%	25%	80%
Grab & Go	98%	25%	80%
Bar	98%	25%	80%

(1) During Off-Peak season monthly factor expected at 70%

Parking hourly percentages have been established for the weekday and weekend for the different land uses within the proposed Smoke Tree Resort. A shared parking model based on parking rates found in the Town's SUP and time of day percentages in *ITE Parking Generation Manual 5th Edition* is summarized in **Table 6**.

Table 6 – Summary of Shared Parking Model with Adjustments

Land Use	Quantities	SUP Rate	Gross Stalls	Adjustments	Net Stalls	TOD Reduction	Peak Demand
Hotel	82 Keys	1.2 per Key	98.40	-19.68	78.72	0.00	78.72
Event/Meeting Space	200 Seats	1 per 2 Seats	100.00	-55.00	45.00	0.00	45.00
Indoor Fitness/Spa	1,306 SF	1 per 300 SF	4.35	-3.96	0.39	-0.39	0.00
Indoor Spa/Pool	4,765 SF	1 per 300 SF	15.88	-15.17	0.71	-0.71	0.00
Private Dining	608 SF	1 per 50 SF	12.16	-9.78	2.38	-1.55	0.83
Hotel Restaurant	8,886 SF	1 per 50 SF	177.72	-142.89	34.83	-14.63	20.20
Grab & Go Restaurant	928 SF	1 per 50 SF	18.56	-14.92	3.64	-2.36	1.27
Bar	448 SF	1 per 50 SF	8.96	-7.20	1.76	-1.14	0.61
Peak Season Total			**436.04**	**-268.60**	**167.44**	**-25.70**	**141.74**
Off-Peak Season Total			**397.56**	**-255.49**	**142.06**	**-22.52**	**119.54**

(1) Off-peak adjustments shown in complete shared parking analysis in **Attachment G.**

The Town SUP rates anticipate a gross parking demand of 437 stalls. The application of the monthly, non-captive, and drive ratio adjustment results in a total reduction of approximately 269 stalls, resulting in a total parking demand of 168 stalls. The application of time-of-day rates found within the *ITE Parking Generation Manual 5th Edition* results in a total reduction of approximately 26 stalls, resulting in a total parking demand during the peak time of 142 stalls, 17 fewer than provided. During the off-peak season, occupancy is anticipated to be 70%, during which a total shared parking demand

of 120 spaces is anticipated, 39 fewer than provided. The complete shared parking analysis sheets are provided in **Attachment G**.

VALET EVENT SCENARIO

CivTech retained EpicValet to produce a valet plan, in which an increase of 14% was achieved totaling 181 spaces. When the resort operates in a valet only scenario, up to 181 parking spaces can be provided on-site. The valet plan is included as **Attachment H**.

CONCLUSIONS

From the above, the following can be concluded:

- The proposed Project consists of 82 total resort hotel rooms, 77 lodge rooms, and 5 casita room keys. Additionally, the Smoketree Resort will provide 4,153 square feet of indoor restaurant dining area, 4,733 square feet of outdoor restaurant dining area, a 608 square foot private dining area, and a 928 square feet of grab & go meal area, a 448 square foot bar, a 200-seat event area, and other hotel amenities. A total of 159 parking stalls will be provided.
- The peak shared parking analysis is based on 100% hotel occupancy, and therefore represents the worst-case and conservative scenario. Based on the occupancy data compiled by Smith Travel, During the off-peak season (May to January) an average occupancy of 70% can be assumed.
- The Town SUP rates anticipate a gross parking demand of 437 stalls. The application of the monthly, non-captive, and drive ratio adjustment results in a total reduction of approximately 269 stalls, resulting in a total parking demand of 168 stalls.
- The application of time-of-day rates found within the *ITE Parking Generation Manual 5th Edition* results in a total reduction of approximately 26 stalls, resulting in a total parking demand during the peak time of 142 stalls, 17 fewer than provided.
- A valet parking supply was estimated as 181 total stalls, providing 14% more parking spaces than in the no-valet scenario. The peak parking demand on a weekday is estimated to be 142 spaces, resulting in a surplus of 39 parking spaces in the valet scenario.
- For the remainder of the year, occupancy is anticipated to be 70%, during which a total shared parking demand of 120 spaces is anticipated, 39 fewer than provided.
- The garage contains 40 tandem spaces. During non-peak season, up to 20 spaces may be used for traditional parking. During the peak season, all 40 spaces may be needed and will be reserved for employee parking only or will be parked by valet.

Thank you for allowing CivTech to assist you on this project. Please contact me with any questions you may have on this Parking Statement.

Sincerely,

CivTech

Dawn Cartier, P.E., PTOE

Attachments (8)

A. Review Comments and Responses
B. Site Plan
C. Town of Paradise Valley Special Use Permit Excerpt
D. Walker Parking Study Review
E. Non-Captive Analysis
F. Occupancy Study Data
G. Shared Parking Model
H. Valet Plan

ATTACHMENT A

REVIEW COMMENTS AND RESPONSES

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Haley Callaway, Kimley-Horn**

Item	Review Comment	(Code) & Response
1.	**Page 2 – Table 3 Land Use Plan: The table is not updated to show the total hotel restaurant space of 8,886 SF. Additionally, it seems the hotel restaurant and private dining calculations are incorrect. We recommend updating this table to reflect accurate numbers for guest demand and employee demand.**	(3) Per a meeting with Town staff on December 27th, the employee parking sections and requirements were asked to be removed to simplify the findings. This was requested since the parking demand is met by the number of parking spaces on site and valet parking creates an even greater increase. Therfore, employee parking demand has been removed from this statement. A separate calculation of employees will be conducted in the case questions arise with the City Council. Other values in the table were updated to match the parking calculations.
2.	**Page 5 – Table 5 Summary of Shared Parking Model with Adjustments: Based on our previous comment, Table 5 is still not showing the adjustments made for employees versus visitors. For example, the non-captive ratio for the indoor fitness/spa is 10%. While only 10% of visitors might come from offsite, it is likely that more than 10% of employees are coming from offsite. We suggest specifying the monthly, non-captive, and driving adjustments for both employees and visitors for each land use.**	(3) Please see previous response. Employee parking demand has been removed from this statement. The Town of Paradise Valley's SUP Guidelines provide overall parking rates and do not specify employee specific parking. In addition, the Smoketree fits the average parking provided in the Town and resorts shown with lower parking have not experienced parking complaints. With removal of employees from this statement, additional specifcation on employee reductions is not needed.
3.	**Page 5 – Table 6 Summary of Shared Parking Model with Adjustments: Based on the format of this table, it is unclear whether the peak/off-peak season parking demand totals are inclusive or exclusive of the employee parking demand. Additionally, the table indicates that there are no adjustments or TOD reductions made for employee parking demand. We recommend accounting for monthly, non-captive, and driving ratio adjustments in employee parking demand, for both off-peak and peak seasons, to most accurately provide employee demand associated for the overall peak time of the site.**	(3) Please see previous response, employee parking demand has been removed from this statement.

Reviewed Date: 12-21-2023
CivTech Received Date: 12-22-2023
CivTech Entered Date: 12-27-2023
CivTech Response Date:12-29-2023

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Haley Callaway, Kimley-Horn**

Item	Review Comment	(Code) & Response
4.	**Page 6 – Table 6 Summary of Shared Parking Model with Adjustments Narrative: The narrative following Table 6 does not clearly outline the total parking demand during peak season for visitors and employees. We suggest providing the overall total demand during peak season (employees and visitors) and compare it to the current parking supply of 159 spaces then following with potential ways to mitigate the latent demand.**	(3) Employee parking demand has been removed from this statement.
5.	**Page 6 – Shared Parking Analysis: The narrative states that the site will use off-site employee parking during peak season to address employee parking demand. If that is the case, please indicate where these employees will be directed to park what agreements the owner has with surrounding properties to accommodate its off-site parking demand.**	(3) Per a meeting with Town staff on December 27th, the employee parking sections and requirements were asked to be removed to simplify the findings. This was requested since the parking demand is met by the number of parking spaces on site and valet parking creates an even greater increase. Therfore, employee parking demand has been removed from this statement as well as any recommendation for off-site parking. A separate calculation of employees will be conducted in the case questions arise with the City Council.
6.	**Page 6 – Valet Event Scenario: Based on our previous comments, and Civtech's responses, it is uncommon to see tandem spaces used for employee parking and unlikely that the 20 tandem spaces would be utilized to their full capacity. Given the limited amount of parking supply during the off-peak season, we suggest considering valeting the whole year or continuing to provide off-site parking for employee, assuming an agreement has been made with surrounding properties.**	(3) See previous response. Employee parking demand has been removed from this statement. Peak demand totals 142 stalls, 17 fewer than the total provided and only 3 more than the spaces provided without tandem parking. Recommendations have been added that during the off-peak, the tandem spaces may be used as 20 typical parking spaces. This still suprasses the parking need during the off-peak. During the peak season the tandem parking must be assigned to employees only or valet parked only.
7.	**Page 6 – Conclusions: The peak and off-peak parking demand values do not match what is in Table 6, page 5. We recommend you reconcile these values.**	(1) Conclusion text has been updated with values matching Table 6.

Reviewed Date: 12-21-2023
CivTech Received Date: 12-22-2023
CivTech Entered Date: 12-27-2023
CivTech Response Date:12-29-2023

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Haley Callaway, Kimley-Horn**

Item	Review Comment	(Code) & Response
8.	**Attachment G – Shared Parking Model: The tables attached do not provide employee parking demand. We recommend that visitor and employee parking demand by TOD is distinguished.**	(3) Employee parking demand has been removed from this statement.

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horn**

Item	Review Comment	(Code) & Response
1.	**Page 2 – Table 2 Land Use Plan: The land use plan does not align with the Site Plan in Attachment B. The Bar square footage of 448 SF is not included as a parking demand generator and should be included in the shared parking analysis.** **We suggest updating the shared parking analysis to include the Bar as a land use.**	(1) Land Use Plan in Table 2 has been updated to include the square footage for the outdoor dining area.
2.	**Page 5 – Table 5 Summary of Shared Parking Model with Adjustments: The reported shared parking demand in Table 5 and Attachment G only provides a narrative for visitor parking demand. Employee parking demand is unspecific in the parking analysis.** **We suggest updating the narrative and Attachment G to clearly state the projected visitor parking demand, employee parking demand, and total parking demand.**	(1) Parking analysis and narrative have been updated to include employee parking and specify individual and total demand.
3.	**Page 6 – Valet Event Scenario: The narrative states that a valet operation would increase efficiency by 15%, and the resort would swing to a valet operation when needed. However, based on the striping plan on Page 10 of the Revised Site Plan Docs, the Conceptual Level B1 will have tandem parking spaces. Based on this striping plan, a hotel guest could be blocked into a parking space by a parked vehicle. Tandem parking is typically used in a valet operation or with residential tenants who have access to the tandem spaces.** **We suggest providing clarification on how the resort will manage the tandem parking spaces in Conceptual Level B1 without using a valet operation. Additionally, the study should clarify the impact of reducing the parking supply by twenty tandem parking spaces.**	(4) In the non-valet scenario, 20 tandem spaces will require specific parking planning. Reservation as employee parking may be a solution.

Reviewed Date: 12-11-2023
CivTech Received Date: 12-14-2023
CivTech Entered Date: 12-15-2023
CivTech Response Date:12-18-2023

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horn**

Item	Review Comment	(Code) & Response
4.	**Page 19 – Attachment B Site Plan: The site plan and revised site plan detail a dining/courtyard of approximately 4,401 square feet with 116 seats. However, the shared parking study only evaluates the dining area inside the restaurant. The dining/courtyard is an extension of the restaurant's dining area and should be included in the shared parking analysis. There is a scenario in which the interior and exterior dining areas are both at capacity.** **We suggest including the dining/courtyard square footage in the shared parking analysis.**	(1) Analysis has been updated to include the outdoor dining area.

Reviewed Date: 12-11-2023
CivTech Received Date: 12-14-2023
CivTech Entered Date: 12-15-2023
CivTech Response Date:12-18-2023

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horn**

Item	Review Comment	(Code) & Response
1.	**Page 2 – Methodology Peer Review: The narrative references Attachment C. However, the Walker Report is actually Attachment D. We suggest updating the narrative to reference Attachment D.**	(1) The Attachment labels have been updated.
2.	**Page 4 – Non-captive Adjustments: The narrative references Attachment E but Attachment E also has a title as Attachment D and Attachment B. We suggest updating the document to ensure the attachment titling is updated for consistency.**	(1) The Attachment labels have been updated.
3.	**Page 6 – Employee Off-site Sensitivity Analysis: The use of the term virtual supply is misleading. Projected demand for events by non-employees should be compared to the actual on-site parking supply. The addition of 42 off-site spaces can accommodate employee parking demand, increasing the site's ability to accommodate demand from customers and guests. We suggest rephrasing to combined supply to clarify that off-site parking spaces are needed to accommodate employee parking demand and higher than expected demand for events, guest, and customers.**	(1) "Vitrual" has been repalced with "combined".

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horne**

Item	Review Comment	(Code) & Response
1.	**Page 1 – Land use summary states 8,543 square feet of fine dining "French Cowboy" and "3-Meal" restaurant seating area. These land uses should be separated to align with future land use quantities. We suggest aligning the narrative with future tables for ease of comparison and consistency.**	1. Land use summary text has been clarified separating restaurant seating area.
2.	**Page 1 – Attachment A. The narrative states that the site plan is in Attachment A. However, the site plan is Attachment B. We suggest updating the narrative to reflect the correct location of the site plan.**	1. Attachment lettering has been updated.
3.	**Page 1 – Background and Purpose. The narrative states that "Peak operations are defined as the number of parking spaces required during the peak season when all of the resort users are at full occupancy." Should this be when all of the resort "uses" rather than users?**	1. "users" has been updated to "uses"
4.	**Page 1 – Attachment B. Update the narrative to reflect the correct attachment numbers. This comment should be carried throughout th entire document.**	1. Attachment lettering has been updated.
5.	**Page 2 – Walker Study Reference. The Walker Study reviewed a shared parking analysis for a different development program over three years ago. Can this study still be considered as an accurate peer review? We suggest limiting the Walker Study as a reference for the methodologies used in CivTech's study, but conclusions should not be drawn about the site's ability to meet the projected parking demand. Specific statements being referenced include:** **o "The review indicates that Walker Parking's calculations result in slightly less parking demand than shown herein."** **o "The proposed parking supply is projected to exceed the Project's parking needs based on ITE and ULI methodologies and standards"**	2. The Walker study peer review is used as supporting documentation to CivTech's shared parking analysis methodology. The reference provides a greater context to the methodology and does not validate or invalidate the proposed analysis. The quotation has been italisized to further contrast tha it is a quotation from an earlier study and not a conclusion about this study. Some text was also added to help dicern that the Walker Parking Study was provided for a previous application on the same site (prepared for a previous application with very similar uses).

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horne**

Item	Review Comment	(Code) & Response
6.	**Page 5 – Table 4 – Summary of Shared Parking Model Adjustments. The non-captive ratio adjustment for Banquet/Meeting Rooms assumes that 40% of meeting attendees will also be hotel guest. This would request 100% of hotel guest to be meeting attendees. Will meetings be limited to only serve hotel guest or can non-hotel guest schedule meetings at this site? We suggest clarifying this assumption and specifying how meeting/event operations will occur.**	2. Meetings are understood to be schedulable by non-guests of the hotel. Hence, a non-captive adjustment greater than 0% is used. A 60% non-captive ratio for Banquet / Meeting Rooms means that 40% of Banquet parking demand is captured by another onsite land use, not limited to hotel guests. The 200 seat meeting space can expect 80 guest to be captive parking demand. It is understood that each room is capable of housing more than one guest. Meeting/Event operations can occur in a broad spectrum of circumstances. While it is not possible to exactly predict how the meeting/event operations will occur in the future; the model adjustment attempts to show how certain land uses are pre-disposed to effecting parking demand. In addition, a sensitivity analysis has been added to the parking study to response to comments from the Planning Commission. This considers the number of people that could be in the banquet room in classroom format and provides input on the number of people that can be parked on site when considering the offsite employee parking and a fully valet scenario during the peak season.
7.	**Page 5 – Table 5 – Summary of Shared Parking Model with Adjustments. The land use densities does not align with the land use densities provided in Table 2 – Land Use Plan. The 3 Meal Guest-Oriented Restaurant in Table 5 is 12,950 SF, however, in Table 2 it is listed as 4,643 SF. We suggest updating Table 5 to reflect the densities listed in Table 2. The calculations provided in Table 5 are based on a density of 4,643 SF.**	1. Table 5 has been corrected to match Table 2.

Reviewed Date: 8-7-23
CivTech Received Date:8-7-23
CivTech Entered Date:8-9-23
CivTech Response Date: 8-12-23

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horne**

Item	Review Comment	(Code) & Response
8.	**Page 6 – Valet Event Scenario overlooks the potential for a parking deficit under valet operations. Since as few as 145 spaces may be provided, a demand of 158 spaces at 6:00 pm may result in a deficit of 13 spaces. We suggest acknowledging the potential for a deficit in the text or adjusting valet operations to ensure a deficit does not occur in the Valet Event Scenario.**	2. The wording of this section has been revised. The self parked scenario includes 145 spaces which will always be available for resort use. The resort will have advanced information of when the valet only scenario is needed and they will switch operations in a timely manner to ensure the parking lot can be available for valet use. One other tool that the resort wil be using is offsite employee parking. We are recommending that 42 employee spaces offsite be procured when needed during large events in the peak season.
9.	**Attachment H – Valet Plan states that 92 parking spaces can be provided in a Garage. Which parking garage is being referenced? Additionally, 6 spaces are provided in a loading zone area and 3 spaces are provided on what appears to be a sidewalk. Are there parking locations allowed? We suggest refining the valet plan to show viable parking spaces and the location of the referenced parking garage.**	1. The location of the sub-grade parking has been clarified. The 3 spaces are around a parking lot. A straight line was used instead of a curved line.
10.	**Page 6 – Table 6 – Summary of Shared Parking Model with Employee Adjustments. The land uses density for the Guest-Oriented Restaurant is listed as 12,950 SF. We suggest updating this table to the adjusted land use density of 4,643 SF.**	1. Table 6 has been corrected to match Table 2
11.	**Page 6 – Table 6 – Summary of Shared Parking Model with Employee Adjustments. Based on the details provided in this table and Attachment G, it is unclear how many off-site parking spaces will be needed for employee parking during peak conditions. We suggest providing a table that details the adjustments for Employees and the plan for parking employees off-site during peak conditions.**	1. Employee parking demand has been clarified by stating the total expected amount of employee parking demand per use. During the peak season with an event, it is anticipated that the full number of employees w be onsite.

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
1.	Page 2 – Table 2 - Proposed Land Uses. The land uses provided in Table 2 should be aligned with the updated land uses based on the Traffic Impact Analysis to ensure that the parking study is consistent across both documents. This includes adjustments to the standalone and guest-oriented restaurants. We suggest updating the shared parking analysis with the land use types that best align with the intended operations of the land use.	(1) Ensured the land use codes are of a similar nature in the parking study and in the Traffic Impact Analysis.
2.	Page 5 – Table 4. For the "Guest-Oriented Restaurant" category, there is a 25% non-captive ratio and an 80% drive ratio. This results in a parking demand ratio of 10 spaces/1,000 SF. Accounting for alternative travel modes, this is a reasonable demand generation rate for a Standalone Restaurant. The initial recommendation for a 90% drive ratio is resolved.	(1) Acknowledged.
3.	Page 5 – Table 4. The Speakeasy Bar should not be included in the same category as the Guest-Oriented Restaurant. The Speakeasy Bar will likely generate parking demand later into the night compared to restaurant land uses. Additionally, the placement of the Speakeasy Bar under the standalone restaurant indicates that the Speakeasy will be open to the public and have a higher non-captive ratio. The generated parking demand and underlying assumptions associated should be included in this analysis. We suggest adding the parking demand generated from the Speakeasy bar to the demand analysis.	(1) The Speakeasy Bar and the Guest-Oriented Restaurant are separated in the analysis.

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
4.	Page 5 – Table 4. This study does not specify the non-captive ratio and drive ratios associated with employee and customer parking. The ratios for determining employee and customer parking and the resulting summary table should be included in the narrative. We suggest providing the adjustments for employees and customers and detailing the resulting parking ratios by user group and combining the resulting ratios for each land use.	(2) The parking ratio as employees and customers were evaluated.
5.	Page 5 – Table 5. Specify the SUP rate by user type for each land use. Of the 1.2 spaces per key, specify the parking ratio for guests and the ratio for employees. The table below provides an example of how the ratios can be communicated to provide clarity for the shared parking analysis. We suggest providing the base ratios and adjusted ratios by user group and land use.	(2) Parking ratios were evaluated by user group, considering both employees and customers.
6.	Page 6 – Valet Event Scenario overlooks the potential for a parking deficit under valet operations. Since as few as 145 spaces may be provided, a demand of 159 spaces at 6:00 pm may result in a deficit of 6 spaces. We suggest acknowledging the potential for a deficit in the text or adjusting valet operations to ensure a deficit does not occur in the Valet Event Scenario.	(2) Employee parking can be used as means for addressing a potential valet deficit. Text has been updated to included employee off-site parking scenario on page 6 and Table 6 shows the shared parking demand undert this scenario.
7.	Page 7 – Conclusions Section, Bullet point 5, Under the Valet Event Scenario, as few as 145 spaces may be provided. We suggest acknowledging the potential for a deficit in the text or adjusting valet operations to ensure a deficit does not occur in the Valet Event Scenario.	(2) Evaluated a potential deficit and acknowledged the potential for a deficit.

Reviewed Date: 07/05/2023
CivTech Received Date: 07/12/2023
CivTech Entered Date: 07/13/2023
CivTech Response Date: 07/23/2023

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeshua Pringle, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
8.	Page 7 – Conclusions Section, Bullet point 6, Under non-peak conditions, the planned parking supply of 145 spaces is concluded to be able to accommodate a peak parking demand of 142 spaces. This results in a surplus of 3 spaces. However, parking facilities typically do not operate at 100% efficiency and require an effective parking supply to serve as a cushion of spaces to address parking inefficiency. How has CivTech addressed parking inefficiencies such as ADA parking spaces, improperly parked vehicles, or EV charging spaces? We suggest reviewing state and local requirements for ADA parking spaces and including an effective supply factor of no less than 5%.	(3) CivTech has ensured sufficient ADA parking spaces, per city code. Beyond predicting future parking inefficences such as EV charging stations and improperly parked vehicles, it is suggested that the parking should be monitored in the future for any potiental updated parking issues.
9.	General Comment: Given the low margin of error between the projected parking demand and planned parking supply, Smoke Tree Resort should consider operating the resort as a valet-only parking system. This can help to improve parking efficiency, minimize drivers searching for parking, and enhance the overall parking experience for guests and customers. We suggest conducting a cost-benefit analysis to assess the potential of operating as a valet-only parking system.	(1) Text has been updated to include "During the peak demand season, the resort will operate in a valet only scenario which provides as few as 145 and as many as 166 parking spaces."
10.	Attachment B – Site Plan: Include a site plan for the valet operations. Where will the pick-up and drop-off zones be located? Additionally, what travel route will be used to drop vehicles off at available parking spaces? We suggest including a site plan for valet operations.	(1) A valet site plan is recommended and should be provied by the client.

Reviewed Date: 07/05/2023
CivTech Received Date: 07/12/2023
CivTech Entered Date: 07/13/2023
CivTech Response Date: 07/23/2023

1st Submital Parking Study

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeremy Greenwald, Kimley Horn**

Item	Review Comment	(Code) & Response
1.	Page 2 - Proposed Development section, the first paragraph states that 8,525 SF will be allocated to dining, but Table 2 says there is 8,290 SF of dining. Verify all land use densities match across submittal documents.	Square footages updated per lastest client comments.
2.	Page 3 - Table 3 indicates that Smoke Tree Resort provides an average number of parking spaces per key compared to similar resorts in the town. It is difficult to compare the parking ratios between these resorts without knowing the square footage of each of the non-hotel spaces within the resort (restaurants, meeting space, banquet rooms). Andaz Resort may have the lowest parking ratio, but it may have the smallest non-hotel spaces in terms of square footage. Since ancillary space has a big impact on parking needs, we suggest using this peer review as a reference, but not to justify parking ratios for the Smoke Tree resort.	Acknowledged. Table 3 and the Similar Projects section has been included to provide a comparison to other hotels parking space to key ratios. It may be difficult to compare ratios without knowing exact square footages, but the main land use for all resorts is the hotel.
3.	Page 5 - Table 4. For the "Guest-Oriented Restaurant" category, there is a 25% non-captive ratio and a 40% drive ratio. The drive ratio indicates that 40% of patrons are driving to the resort, meaning the other 60% are traveling another way (transit, TNC, etc.) This feels low and misaligned with local behaviors, the drive ratio that is applied to the standalone restaurant, and the Walker Analysis. We suggest that the drive ratio for "Guest-Oriented Restaurant" be aligned with "Standalone Restaurant" at 90%.	Table 4 updated.

Reviewed Date: 3/13/2023
CivTech Received Date: 3/17/2023
CivTech Entered Date: 4/14/2023
CivTech Response Date: 4/27/2023

1st Submital Parking Study

Disposition Codes: (1) Will Comply (2) Will Evaluate (3) Delete Comment (4) Defer to Consultant/Owner

Reviewer Name, Agency: **Jeremy Greenwald, Kimley Horn**

Item	Review Comment	(Code) & Response
4.	Page 5 - Table 4. The table suggests 40% of Banquet/Meeting visitors are arriving form off-site (non-captive, meaning 60% are staying in the on-site hotel). This seems to overestimate the on-site population as the Banquet/Meeting capacity is 200 seats and the hotel only has 82 keys. For events like work functions or conferences, where visitors would be 1 person per room, the hotel can only support a maximum of 82 people on-site (41%). We suggest revising the Banquet/Meeting Rooms Non-Captive Ratio to 75% to represent a conservative estimate.	Table 4 updated.
5.	Page 5 - Table 4. The table assumes that 40% of off-site banquet/meeting patrons are driving to get to the banquet/meeting space and 60% are using alternative means (transit, walking, TNC). This seems to overestimate the alternative mode usage of patrons within this geography. We suggest revising the Banquet/Meeting Rooms Drive Ratio to a least 60%.	Table 4 updated.
6.	Page 5 - Table 5. Explain what the TOD (time of day) percentage reductions are for each land use. It is not clear what ITE is recommending or how the different land uses interact.	Time of Day parking reductions subtract unused parking spaces for a given land use during the highest peak hour demand of the day. Clarifying text has been added to the report.
7.	Page 10 - Resorts Site Standards Section, Bullet point G states no retail business, office, or business service shall occupy no more than 2,000 square feet. According to Table 2, many retail/business spaces occupy more than 2,000 square feet. We suggest evaluating how this standard fits this site plan.	No traditional retail uses are included within the resort, and besides the French Cowboy restaurant, all other uses are included within the resort building. All concerns about resort site standards will be conveyed to client.
8.	Page 16 - Hotel Guests section, third sentence states: For business hotels in suburban locations, the guidance in the 3rd edition of Shared Parking is a 59% drive ration on weekdays and a 69% drive ratio on weekdays. Change 69% to "weekend."	Unable to change Walker Consultants Parking Study. Although the referenced study includes a typo, it is not Civtech's work to correct.

Reviewed Date: 3/13/2023
CivTech Received Date: 3/17/2023
CivTech Entered Date: 4/14/2023
CivTech Response Date: 4/27/2023

ATTACHMENT B

SITE PLAN

Sign + Parking Screen wall
Raised Cactus Garden
Valet
Raised Tree Planter in Paving circle
Valet
Arrival Court
Raised Tree Planter
Raised Tree Planter
Fire Court
PREFUNCTION 1674 SF +0'-0"
EVENT SPACE 3500 SF +0'-0"
BANQUET/ MEETING SPACES
INDOOR FITNESS
INDOOR SPA
GRAB & GO
BAR
HOTEL RESTAURANT
PRIVATE DINING
DINING COURTYARD

ATTACHMENT C

TOWN OF PARADISE VALLEY SPECIAL USE PERMIT EXCERPT

Section 4 **Resorts**

1. Site Standards

   a. *Except for properties that have existing special use permits for resort uses, the minimum site area shall be 20 acres which shall not be bisected by any public right-of-way*.

   b. Except for properties that have existing special use permits for resort uses, the site shall have primary access from and frontage of at least 300 feet on a Major or Minor Arterial as designated in the Paradise Valley General Plan.

   c. Principal structures shall be those containing guest units or those containing guest registration areas, facility administrative offices and accessory uses. Principal structures with guest units also may contain permitted accessory uses.

   d. Accessory structures shall be those containing accessory uses.

   e. Service structures shall include those structures used for support and maintenance of the resort.

   f. All parking on a site shall be at the surface or underground.

   g. No individual retail business, office or business service shall occupy more than 2000 square feet. Entrances to any retail business, office or business service shall be from within a principal or accessory structure.

2. Bulk and Density Standards

   a. Maximum building height:

      i. *Principal Structures - 36 feet*

      ii. Accessory structures - 24 feet

      iii. *Service structures - 18 feet*

      iv. Towers and other architectural features may exceed maximum building heights, subject to special use permit or major amendment approval.

      v. To maintain view corridors around the perimeter of a property, building heights shall be limited around property lines in accordance with the Open Space Criteria per Section 3 of the Special Use Permit Guidelines.

   b. Lot coverage

      i. *Total of all structures* - 25*%*

      ii. *Total of all impervious surfaces including building footprints - 60%*

      iii. *Open space, which shall consist of land and water areas retained for active or passive recreation purposes or essentially undeveloped areas retained for resource protection or preservation purposes, a minimum of* ***40****%*

   c. *Maximum density of guest units* – 1 unit for each 4000 *sq. feet of site area*

3. Perimeter Standards

    a. Minimum distance from exterior property lines where the adjacent use is residential:

        i. *Principal structures - 100 feet*

        ii. *Accessory structure - 60 feet*

        iii. Service structure - 100 feet

        iv. *Outdoor game courts and swimming pools* which are generally available to all guests - *200 feet*

        v. *Parking lots and interior drives, excluding exterior points of access* –60 *feet*

        vi. Any portion of an equestrian facility, including structures, barns, stalls and corrals - 200 feet

    b. Minimum distance from exterior property lines where the adjacent use is other than residential or is adjacent to a public street:

        i. *Principal structures - 100 feet*

        ii. *Accessory structure* - 40 *feet*

        iii. Service structure – 65 feet

        iv. *Outdoor game courts and swimming pools which are generally available to all guests - 65 feet*

        v. *Parking lots and interior drives, excluding exterior points of access - 40 feet.*

    c. There shall be a 40 foot wide landscaped area adjacent to an exterior property line where it abuts residentially zoned property.

    d. There shall be a minimum 30 foot wide landscaped area where an exterior property line abuts a public or private local or collector street and a 50 foot wide landscaped area where an exterior property line abuts a Major or Minor Arterial.

    e. The provisions of Chapter XXIV, Walls, and Fences, of the Town's Zoning Ordinance shall apply.

4. Parking and Circulation

    a. On site parking shall be provided as follows:

        i. For each guest unit - 1.2 spaces.

        ii. For each dwelling unit - 2.0 spaces.

        iii. For each 50 square feet of net dining area in restaurants - 1.0 space.

        iv. For each two seats or equivalent area in meeting rooms, auditoriums or group assembly areas - 1.0 space.

        v. For each 300 square feet of net sales areas in retail establishments – 1.0 space.

vi. For each 300 square feet of net occupied space in office and service establishments - 1.0 space.

b. These requirements may be modified in conjunction with special use permit or major amendment approval based on information documenting overlapping usage of on-site facilities by guests or visitors and as contained in an approved traffic and parking analysis.

c. *All parking and driveway areas shall be located so as to prevent lights from shining onto adjacent residential property*.

d. All parking areas and driveways located within 200 feet of adjacent residentially zoned property shall be screened with a minimum three foot high, solid, decorative wall or a landscaped berm providing equivalent screening or a combination of both.

e. *Landscaped islands shall be provided every 100 feet within surface parking areas.* Shade tree planters shall be provided between every four stalls.

f. No loading, truck parking, trash containers or outdoor storage area shall be located within 100 feet of adjacent residentially zoned property. All such areas shall provide visual and noise screening to minimize impacts on adjacent residential property.

5. Signs

a. An identification sign may be located at each entrance to the resort from a Major or Minor arterial street. The maximum height shall be 8 feet and the maximum sign area shall be 40 square feet, aggregate.

b. On entrances from all other streets, the maximum height shall be 4 feet and the maximum area shall be 32 square feet, aggregate.

c. All signs shall be only backlit or indirectly illuminated according to the standards in Article XXV, Signs, of the Town's Zoning Ordinance.

d. No moving or animated signs shall be permitted. Changeable copy is permitted within the allowable sign area.

e. Traffic and directional signs within the site shall not exceed 12 square feet in area, aggregate, and shall not exceed 5 feet in height.

f. A sign, mounted on an exterior wall of any structure shall contain only structure identification as necessary for emergency access.

6. Lighting as per Section 2 of the Special Use Permit Guidelines

ATTACHMENT D

WALKER STUDY REVIEW

DATE:	July 23, 2020
TO:	Mr. Taylor Robinson, Project Manager
COMPANY:	Gentree, LLC
ADDRESS:	3620 East Campbell Avenue, Suite B
CITY/STATE:	Phoenix, AZ 85018
FROM:	Jeff Weckstein, Sue Thompson
PROJECT NAME:	SmokeTree Resort Parking Needs Analysis
PROJECT NUMBER:	23-008039.00

Gentree, LLC and CivTech engaged Walker Consultants ("Walker") to conduct a parking needs analysis, utilizing the 3rd Edition of the Urban Land Institute Shared Parking Model for the proposed SmokeTree Resort redevelopment at 7101 E. Lincoln Drive in the Town of Paradise Valley. A summary of Walker's findings includes the following, with detailed findings contained in the body of this memo:

Summary of Findings

Land Use Assumptions

- SmokeTree Resort
  - 122-key hotel
  - 3,200 square foot restaurant
  - 500 square foot coffee shop
  - 2,000 square foot retail/hotel sundry shop
  - 2,000 square foot fitness center
  - 4,000 square foot pavilion
  - 4,200 square foot event lawn
  - On-site parking supply:
    - 170 striped self-park spaces
    - 29 valet spaces
    - TOTAL = 199 On-site spaces

Parking Needs Analysis (Shared Parking Analysis)

- Peak parking demand is anticipated to occur at 9 p.m. on weekdays with a recommended supply of 181+ spaces.
- The weekend peak is anticipated to occur at 8 p.m. with a recommended supply of 175+ spaces.
- With plans to provide 170 striped parking spaces, and the ability to park 199 vehicles on site through utilization of valet parking, the proposed parking supply exceeds the recommended parking supply of 181+ parking spaces.

MEMORANDUM
SmokeTree Resort Parking Needs Analysis
23-008039.00

Shared Parking Analysis

To provide an understanding of how much parking would be needed to adequately accommodate the proposed project, a parking needs analysis was conducted using the shared parking methodology.

The shared parking methodology was developed in the 1980s and has been a widely accepted industry standard for rightsizing parking facilities over the past 30+ years. Applied to mixed-use development and cities throughout the U.S., and codified in zoning ordinances as an acceptable practice, shared parking is endorsed by the Urban Land Institute (ULI), the American Planning Association (APA), the National Parking Association (NPA), and the International Council of Shopping Centers (ICSC) as an acceptable method of parking planning and management.

The key goal of a shared parking analysis is to find the balance between providing adequate parking to support a development from a commercial and operational standpoint and protect the interests of neighboring property owners while minimizing the negative aspects of excessive land area or resources devoted to parking. The ultimate goal of a shared parking analysis is to find a peak period, reasonably predictable worst-case scenario, or design day condition.

Shared parking allows for the sharing of parking spaces among uses in a mixed-use environment—instead of providing a minimum number of parking spaces for each use. Shared parking commonly results in a reduction of needed and required parking spaces. This reduction, which is sometimes significant, depends on the quantities and mix of uses and local code requirements.

Shared parking considers the parking demand for more than 45 different land uses; the availability and use of alternative modes of transportation; captive market effects[1]; and daily, hourly, and seasonal variations. A shared parking model generates 456 parking demand computations as follows:

- 19 hours during a day, beginning at 6:00 a.m. and concluding at 1:00 a.m.
- 2 days per week, a weekday and a weekend day
- 12 months of the year
- 19 x 2 x 12 = 456 different calculations

The recommended parking capacity is derived based on the highest figure generated from these 456 computations.

For most land uses, shared parking is based on the 85th percentile of peak-hour observations, a standard espoused by the ITE, the NPA's Parking Consultants Council, and renowned parking planners. Therefore, the intent is to design for the busiest hour of the year, the busiest day of the year, and the busiest month of the year, at an 85th percentile level relative to similar properties.

This 85th percentile is a significant and high threshold to meet in terms of supplying parking capacity in that it provides a parking supply that will not be needed by most developments. The 85th percentile recommendation is informed by field data counts in the fifth edition of ITE's *Parking Generation*[2] and this threshold represents the 85th percentile of peak-hour observations supplied during the study. The latest edition of ULI's *Shared Parking*

[1] Recognition of a user group already on site for another primary purpose and not generating incremental parking demand for an accessory use. For example, a sandwich shop located in an office tower generates very little, if any, outside parking demand. Since the parking demand for the office tower tenants has already been accounted for, to avoid double counting, a non-captive adjustment factor is applied to the parking demand calculation for the sandwich shop. In this extreme example, the non-captive ratio may be 0 percent.
[2] Parking Generation, Fifth Edition. Washington DC: Institute of Transportation Engineers, 2019.

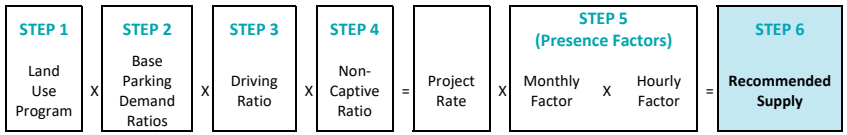
publication represents the latest thinking, best practices and recommendations espoused by parking industry. leaders and is intended to facilitate a 'just enough, no regrets' parking supply for mixed-use projects being developed in the foreseeable future.[3]

A shared parking analysis begins first by taking the land use quantities of the project, e.g., the number of hotel rooms, and multiplying by a base parking demand ratio and monthly and hourly adjustment factors. All base ratios and hourly and monthly adjustments are industry standards that are based on thousands of parking occupancy studies, vetted by leading parking consultants and real estate professionals, and documented within the Third Edition of ULI/ICSC's *Shared Parking*.

Walker, in accordance with standard shared-parking methodology, applies two additional adjustments to the base parking demand ratios, one to reflect an estimate of the local transportation modal split (called the driving ratio) and another to account for the best estimate of captive market effects[4] (called the non-captive ratio).

The following graphic, Figure 1, provides an illustrative view of the steps involved in the shared parking analysis. This graphic is used within this document to help the reader understand the shared parking process and to also assist in communicating the step of the analysis that is being described within. The shared parking analysis process follows this graphic in consecutive order, moving from left to right.

Figure 1: Steps of Shared Parking Analysis



Source: *Walker Consultants*, 2020

Land Use Program

Based on development assumptions provided by Gentree, LLC and available at the time of this study, the land use program presented in Table 1 was used for this analysis.

Table 1: SmokeTree Resort Land Use Program

Land Use	Quantity
Hotel Rooms	122 Keys
Hotel Fitness Center	2,000 square feet
Restaurant	3,200 square feet
Coffee Shop	500 square feet
Pavilion	4,000 square feet
Sundry/Gift Shop (Retail)	2,000 square feet
Event Lawn	4,200 square feet

Source: Gentree, LLC, 2020

[3] Shared Parking, 3rd Edition (Urban Land Institute, 2020)
[4] Captive market means attendees who are on-site for more than one reason and are not creating additive parking demand.

This shared parking analysis includes only the 4,200 square foot Event Lawn, the largest contiguous meeting/event space on the site. It is Walker's understanding that Gentree, LLC has agreed to a condition prohibiting concurrent use of both event spaces by separate parties.

Other areas within the hotel, such as storage space, offices, the front desk, lobby, valet/bag & bell area, pool deck, and housekeeping areas are considered ancillary land uses that do not generate additional parking demand on their own. The potential parking demand generated by hotel employees, and the space they occupy, are accounted for in the hotel employee base parking ratio, discussed below.

Base Parking Ratios

The second step of the shared parking analysis is to start with the type and quantity of land use to be analyzed. Each land use has a specific metric considered by the parking industry to be a reliable measure of the parking demand for that use. For hotel and resorts, that metric is the number of keys (hotel rooms). The parking demand is divided by the quantity for each metric to generate a base parking ratio for each land use based on that metric (i.e. for hotels the ratio is presented as "spaces per key").

Additionally, these rates are informed by thousands of field parking occupancy studies performed by parking and transportation professionals over decades. These ratios have been vetted by a team of consultants who specialize in parking demand analyses and who mutually agreed upon the use of these ratios prior to the publication of the Third Edition of *Shared Parking*.

Simply put, the base parking demand ratios represent how many parking spaces should be supplied if the spaces are unshared, and the project is in a suburban context where the driving ratio, or the number of people driving to the site, is at or near 100 percent.

Table 2 displays the base parking demand ratios used for this analysis.

Table 2: ULI Base Parking Ratios

Land Use	Base Ratio	
	Weekday	Weekend
Retail		
Customer	2.90	3.20
Employee	0.70	0.80
Fine/Casual Dining[1]		
Customer	13.25	15.25
Employee	2.25	2.50
Fast Casual/Fast Food		
Customer	12.40	12.70
Employee	2.00	2.00
Fitness Center		
Customer	6.60	5.50
Employee	0.40	0.25
Hotel		
Guest	1.00	1.00
Employee	0.15	0.15
Hotel Meeting/Event Space		
Customer	25.19	15.19
Employee	1.76	1.76

[1]For restaurants with a bar, the fine/casual dining category was used in the Shared Parking Model as this land uses more accurately reflects restaurants with bars.
Source: *Walker Consultants*, 2020

To present a more conservative analysis, both the restaurant and coffee shop spaces were analyzed as external restaurants rather than as 'hotel restaurant,' and the retail space was analyzed as an external use as opposed to an entirely internal hotel sundry shop.

Drive Ratio Adjustment

A driving ratio adjustment is the percentage of patrons and employees that are projected to drive to the site in a personal vehicle expressed as a ratio. This excludes all non-driving modes of transportation including public transportation, walking, bicycling, taxi, ride-hailing (Lyft/Uber), and carpooling passengers.

Employees

Driving-ratio adjustments for employees were made to the base ratios based on U.S. Census data (2012-2016 American Community Survey). Approximately 85 percent of those who work within the census tract the SmokeTree Resort is located drive alone to work when single occupant vehicles and drivers of carpools are combined.

Approximately 15% of employees working within the census tract bike, walk, ride transit, or carpool to work, with carpooling being the predominant form of non-single occupant vehicle commuting to work in the tract. A 10% drive ratio reduction was applied to the drive ratio for retail, restaurant, and hotel employees based on this data.

Hotel Guests

For the hotel use, *Shared Parking*, provides extensive guidance on drive ratios based on the many studies and discussions related to this frequently studied land use. For Resort Hotels, the guidance is a 50% drive ratio, as many guests arrive via taxi, shuttle, hired vehicle (limo, black car), or ridehailing service (Uber, Lyft). For business hotels in suburban locations, the guidance in the 3rd Edition of *Shared Parking* is a 59% drive ratio on weekdays and a 69% drive ratio on weekdays. This guidance includes a 10% reduction in drive ratios from the 2nd Edition of shared parking to account for the advent and increased use of app-based ridehailing services that has occurred in the past decade. The recommendation in the Shared Parking Model is to reduce hotel drive ratios even further for ridehailing use as appropriate. Data and information collected by CivTech at other resorts in Paradise Valley suggest that 25-40% of resort guests utilize ride-hailing services to access the sites.[5] Walker heard anecdotally in the City Council Work Session on June 11, 2020 that there is a feeling that hotels in Paradise Valley, due to its location, would have drive-in rates higher than normal. To present a conservative analysis, Walker has utilized a 75% drive ratio for hotel guests in this parking needs analysis, which is above the recommendation in *Shared Parking*.

Hotel Event Space Patrons

Similarly, *Shared Parking* provides extensive guidance on drive ratios for hotel meeting/event space. For Resort Hotels, the guidance is a 50% drive ratio, as many event attendees arrive via taxi, shuttle, hired vehicle (limo, black car), or ridehailing service (Uber, Lyft). For business hotels in suburban locations, the guidance in the 3rd Edition of *Shared Parking* is a 68% drive ratio. This guidance includes a 10% reduction in drive ratios from the 2nd Edition of shared parking to account for the advent and increased use of app-based ridehailing services that has occurred in the past decade. The recommendation in the Shared Parking Model is to reduce hotel drive ratios even further for ridehailing use as appropriate. Similar to the hotel guest drive-in rate, Walker has utilized a 75% drive ratio, which is above the recommendation in *Shared Parking*, for hotel event patrons to present a conservative analysis.

Retail/Dining Customers

A 100% drive ratio for retail/dining, and miscellaneous customers was assumed in the analysis.

A summary of the drive ratios used for this analysis is provided in Table 3.

[5] Parking Study for SmokeTree Resort, Civtech (May 22, 2020)

Table 3: Drive Ratio Assumptions

Land Use	Drive Ratio	
	Weekday	Weekend
Retail, Dining & Fitness		
Customer	100%	100%
Employee	90%	90%
Hotel Rooms		
Customer	75%	75%
Employee	90%	90%
Hotel Event Space		
Visitor	75%	75%
Employee	90%	90%

Source: Walker Consultants, 2020

Non-Captive Adjustments

A shared parking analysis recognizes that people often visit two or more land uses housed within the same development site, without increasing their on-site parking use. For example, a hotel guest who has lunch at the project's restaurants and arrived by automobile creates parking demand for one, not two parking spaces. A non-captive ratio allows for an adjustment to the parking needs analysis by taking into account the portion of on-site visitors who are already accounted for as hotel demand and are therefore not creating additional parking demand. This double counting is avoided by applying what is referred to as a "non-captive ratio," the inverse of a captive ratio, and which therefore only counts those cars parked specifically for the intended uses.

Non-captive ratios can vary from one property to the next and from one function to the next within the same property. Typically, a reduction ranging from 20 to 70 percent has been used by parking and transportation professionals to fine-tune the parking requirements for mixed-use projects with primary attractors and secondary attractors.

Retail/Restaurant

The 3rd Edition of the shared parking model includes a non-captive adjustment subroutine model which calculates the non-captive ratio for several secondary land uses. Walker utilized the results of this subroutine for the restaurant and retail spaces.

Fitness Center

A hotel fitness center is typically considered an entirely captive land use since, typically, only hotel guests have access to the fitness center via keycard. For this analysis, a 90% non-captive ratio was utilized to account for the slim possibility that an external visitor might come to the SmokeTree Resort to use the fitness center with a registered guest.

Hotel Meeting/Event Space

Similar to the drive ratio, the shared parking model provides guidance on non-captive assumptions for hotel meeting/event space. For a resort hotel, the suggested non-captive ratio is 25%, for a typical business hotel in a suburban location, the suggested non-captive ratio is 60% on weekdays and 70% on weekends. This analysis has utilized the suggested non-captive factors for business hotels in a suburban location for the SmokeTree Resort.

Table 4: Non-Captive Ratio Assumptions

Land Use	Drive Ratio			
	Weekday Daytime	Weekday Evening	Weekend Daytime	Weekend Evening
Retail				
Customer	78%	67%	85%	71%
Employee	100%	100%	100%	100%
Fine/Casual Restaurant				
Customer	66%	73%	58%	76%
Employee	100%	100%	100%	100%
Fast/Casual Restaurant (Coffee Shop)				
Customer	10%	10%	10%	10%
Employee	100%	100%	100%	100%
Fitness Center				
Customer	10%	10%	10%	10%
Employee	100%	100%	100%	100%
Hotel Rooms				
Customer	100%	100%	100%	100%
Employee	100%	100%	100%	100%
Hotel Event Space				
Visitor	60%	60%	70%	70%
Employee	100%	100%	100%	100%

Source: Walker Consultants, 2020

Presence Factors

After the land use has been quantified and base parking ratios have been applied, adjustments are made to account for parking demand variability by the hour of day and month of the year. These time-based adjustments are referred to as a "presence" adjustment.

Presence is expressed as a percentage of the peak hour demand on a design day (a typical day) for both time of day and month of the year. The 3rd Edition of *Shared Parking* provides these presence factors for the proposed project land uses which were used for this analysis.

Shared Parking Analysis Results

The SmokeTree Resort is projected to experience the period of peak parking demand at approximately 9:00 p.m. on weekdays. The recommended parking supply to serve the project at this time is 181± spaces. On weekends, the peak is expected to occur at approximately at 8:00 p.m., with a recommended supply of 175± spaces.

The proposed SmokeTree resort redevelopment plans include 170 striped parking spaces on-site, with the ability to park 199 vehicles on-site through the use of valet parking and stacking of vehicles in drive aisles when necessary.

The results of this analysis are shown in Table 5 and Table 6.

Table 5: SmokeTree Resort Weekday Peak Recommended Parking Supply

Land Use	Project Data		Weekday					Weekday		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 9 PM	Peak Mo Adj March	Estimated Parking Demand
Retail (<400 ksf)	2,000	sf GLA	2.90	100%	67%	1.95	ksf GLA	45%	70%	1
Employee			0.70	90%	100%	0.63		60%	79%	1
Fine/Casual Dining	3,200	sf GLA	13.25	100%	73%	9.67	ksf GLA	100%	98%	31
Employee			2.25	90%	100%	2.03		100%	100%	7
Fast Casual/Fast Food (Coffee Shop)	500	sf GLA	12.40	100%	10%	1.24	ksf GLA	30%	97%	-
Employee			2.00	90%	100%	1.80		40%	100%	-
Fitness Center	2,000	sf GLA	6.60	100%	10%	0.66	ksf GLA	70%	85%	1
Employee			0.40	90%	100%	0.36		20%	95%	-
Hotel-Leisure	122	keys	1.00	75%	100%	0.75	key	95%	100%	87
Hotel Employees	122	keys	0.15	90%	100%	0.14	key	20%	100%	3
Meeting/Banquet	4,200	sf GLA	25.19	75%	60%	11.34	ksf GLA	100%	100%	48
Meeting/Banquet Employees	4,200	sf GLA	1.76	90%	100%	1.58	ksf GLA	20%	100%	2
								Customer/Visitor		168
								Employee		13
								Total		181

Source: *Walker Consultants*, 2020

Table 6: SmokeTree Resort Weekend Peak Recommended Parking Supply

Land Use	Project Data		Weekend					Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 8 PM	Peak Mo Adj March	Estimated Parking Demand
Retail (<400 ksf)	2,000	sf GLA	3.20	100%	71%	2.27	ksf GLA	65%	70%	2
Employee			0.80	90%	100%	0.72		75%	79%	1
Fine/Casual Dining	3,200	sf GLA	15.25	100%	76%	11.57	ksf GLA	100%	98%	36
Employee			2.50	90%	100%	2.25		100%	100%	7
Fast Casual/Fast Food (Coffee Shop)	500	sf GLA	12.70	100%	10%	1.27	ksf GLA	50%	97%	-
Employee			2.00	90%	100%	1.80		60%	100%	1
Fitness Center	2,000	sf GLA	5.50	100%	10%	0.55	ksf GLA	30%	85%	-
Employee			0.25	90%	100%	0.23		50%	95%	-
Hotel-Leisure	122	keys	1.00	75%	100%	0.75	key	90%	100%	83
Hotel Employees	122	keys	0.15	90%	100%	0.14	key	20%	100%	4
Meeting/Banquet	4,200	sf GLA	15.19	75%	70%	7.98	ksf GLA	100%	100%	34
Meeting/Banquet Employees	4,200	sf GLA	1.76	90%	100%	1.58	ksf GLA	100%	100%	7
								Customer		155
								Employee		20
								Total		175

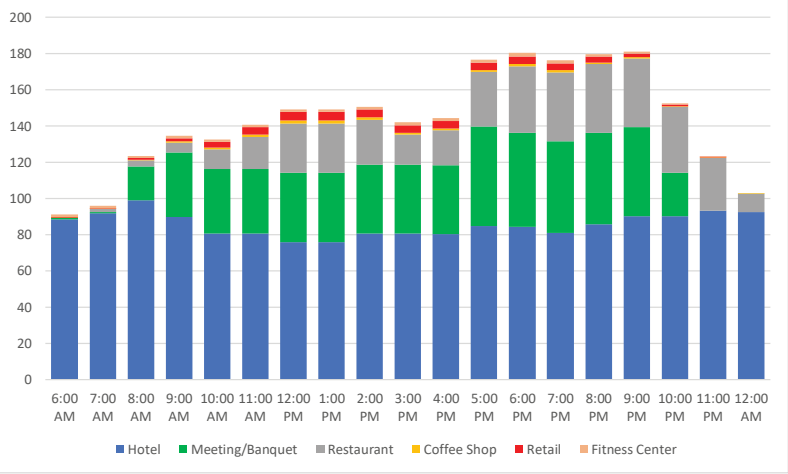
Source: *Walker Consultants*, 2020

With plans to provide 170 striped parking spaces, and the ability to park 199 vehicles on site through utilization of valet attendants and stacked parking, the proposed parking supply exceeds the recommended parking supply.

This analysis utilized the gross leasable area for the project's commercial uses, consistent wit the ULI Shared Parking methodology for such uses. If the gross square footage of the retail/sundry shop (4,000 square feet) and Coffee Shop (1,800 square feet) were utilized instead, the recommended parking supply would increase from 181± spaces to 190± spaces.

Figure 2 shows projected parking accumulation by hour on weekdays.

Figure 2: SmokeTree Resort – Weekday Parking Accumulation by Hour



Source: *Walker Consultants*, 2020

CivTech

July 23, 2020

Registered Professional Engineer (Civil) CERTIFICATE NO. 35879 DAWN D. CARTIER Date Signed 7.23.2020 ARIZONA, U.S.A.

Mr. Paul Mood
Town Engineer
Engineering Department
6401 E. Lincoln Drive
Paradise Valley, AZ 85253

RE: Response to Comments Provided by Kimley Horn on July 13, 2020 and Question Raised at Planning Commission on July 21, 2020

Mr. Mood:

We have carefully reviewed the comments provided by the Town's consultant on the parking study by CivTech and the peer review provided by Walker Parking. We respectfully request your review of these responses as they pertain to the resubmittal of requested information and provide additional documentation on the validity of the methodology and differences as noted in the review.

Comment 1: The Walker Consultants review does not provide a peak projected parking demand. This review evaluated the methodology of CivTech but does not independently project parking demand for the site.

Response: *Walker Parking has completed a full study using the ULI model to help show the needed parking when using the ULI methodology. According to their study, a total peak parking demand of 181 spaces is calculated. This is less than the 199 spaces calculated using the ITE methodology for parking along with the internal capture percentages within the Civtech model.*

Comment 2: The industry best practice is to calculate parking demand based on Gross Square Footage (GSF). This methodology addresses the demand generated by visitors as well as employees.

Response: *The Town of Paradise Valley parking rates, which CivTech was directed by Kimley Horn to adhere to in previous comments, are based on net square footage (NSF). The Town rates are often in excess of the ULI rates to account for the difference between NSF and GLA. ULI rates are based on Gross Leasable Area (GLA) and when that is unknown, GSF is often substituted. Using GSF results in a more conservative measure than using GLA. The CivTech parking study continues to use*

CivTech Inc. · 10605 North Hayden Road · Suite 140 · Scottsdale, AZ 85260

Phone: 480.659.4250 · Fax: 480.659.0566

Town parking rates and Town guidelines for NSF while the parking study provided by Walker Parking using the ULI methodology applied GLA where given and GSF in areas where GLA is unknown.

Comment 3: Land uses do not include 1,800 SF of meeting space.

Response: *As clarified previously, and again in response to the latest comments from Kimley Horn, the 1,800 square feet identified in the guest building as potential area available to meet IS NOT meeting space and is Resort Guest Flex Space. The site plan label has been updated for clarification. It is our understanding this has now been removed from the Kimley Horn ULI model to accurately reflect the meeting space planned within the Smoketree Resort.*

Comment 4: Internal capture reductions assume that 50% of restaurant stand along demand come from the hotel, however, this restaurant is considered to be a stand-alone establishment that is outward facing to the public. Thus, the internal capture rate in the within the Kimley Horn parking model reduced the internal capture ratio to 25% the better reflect the nature of this stand-alone use.

Response: *In determining internal capture rates, in depth questions are reviewed by the developer or hotel operator providing details of the resort vision and hotel operation. The internal capture utilized in the CivTech report reflect this information provided by the developer.*

Comment 5: Internal capture reductions assume that 60% of restaurant guest-oriented demand comes from the hotel. Based on the site plan, the guest-oriented restaurant is an outward facing restaurant/coffee shop. The internal capture ratio was reduced to 25% to better reflect demand that comes from off-site customers.

Response: *In determining internal capture rates, in depth questions are reviewed by the developer or hotel operator providing details of the resort vision and hotel operation. The internal capture utilized in the CivTech report reflect this information provided by the developer.*

Comment 6: Internal capture reductions assume that 50% of the parking demand for the event lawn, pavilion and meeting rooms will come from the hotel. Because the event lawn and Pavilion are assumed to host both internal and external events, the internal capture for this land use was reduced to 25%. Events such as weddings will attract parking demand from people who are not staying on-site.

Response: *Please refer to the parking management plan. Trigger points are identified in Table 5 and Table 6 of the parking management plan which provide guidance to the operator on parking*

based on the hotel occupancy and percentage of attendees at an event which are also staying in one of the resort rooms. Tables 5 and 6 do not account for smaller events and are intended to be implemented when larger events could reach the peak parking demand.

Comment 7: Internal capture reductions assumed that 65% of the parking demand for retail is guest oriented and will come from the hotel. Based on the site plan, the guest-oriented retail is a market that is outward facing. The internal capture was reduced to 25% to reflect the demand from off-site customers.

Response: *Based on conversations with the developer of the Smoke Tree Resort, the market will be limited to items that service the needs of guests staying at the resort. Typical items would include forgotten incidentals such as a toothbrush and a place to purchase small packaged snacks. A use of this type in a resort setting would typically be considered an ancillary use with an internal capture rate of 100%. Because this use was detached, CivTech applied an internal capture rate of 65% accounting for a very small minority that could visit this resort-oriented retail space.*

Comment 8: The land use densities provided by CivTech do not reflect the total land uses on the site plan, which result in an undercounting of spaces. The SUP Guidelines reflects the local requirements of usable square footage.

Response: *CivTech's report uses both Town parking rates and the Town SUP Guidelines of usable square footage. Usable square footage is not the same as gross square footage, as suggested by Kimley Horn, since 100% of the built space cannot be used. The correlation between the gross square footage as shown in the Smoke Tree site plan and the usable square footage as applied to CivTech's parking model is footnoted in Parking Study Table 1 in order to help provide the requested correlation for the reviewer. However, requesting that Town rates which are based on NSF should be applied to GSF would result in an unnecessary over building of required parking, additional hardscape, increased heat island and less amenities available to attract customers to the Smoketree Resort.*

Comment 9: Operating at a potential 3 space surplus or full capacity is acceptable under valet operations. Parking facilities that operate above effective capacity result in searching for parking. Effective capacity is typically set at 85%-95% of the total supply.

Response: *With valet, the effective capacity is 100%, valet does not need to search to find a space. The effective capacity would only be applied in a self-park operation and is an older standard which is no longer used in most jurisdictions. In addition, the 3rd edition ULI's Shared Parking does not endorse effective supply and states the results of the analysis is the recommended supply.*

Comment 10: Ride hailing will reduce the parking demand by 30%-40%. Drive-along rate assumptions and the impact of ride hailing were included in the Kimley Horn Parking Study. Due to the limited connectivity of the site, the drive-alone rate was reduced to 75%. This assumes 1 out of 4 guests will arrive by ride hailing services.

Response: *The CivTech parking model and resulting parking recommendations did not account for ride-hailing and did not apply a ride-hail reduction. In addition, the reviewer has also ignored other methods of arrival such as taxi, limo, and shuttles. The 3rd edition of the ULI Shared Parking recommend 50% for a for a resort hotel and 59%-69% for a suburban business hotel. By reducing the rate to 25% the reviewer has taken a very conservative approach in their model which results in an overpredicted parking demand.*

Comment 11: The total parking supply available at the resort includes 170 parking spaces, as few as 26 and as many as 29 valet spaces, 25 spaces shared from the adjacent Lincoln Medical Center, and 30 spaces secured offsite for employees if needed. This results in a total parking supply of 251 spaces. Ride hailing could also be utilized for employees to increase available parking supply should an off-site location not be available. Ride haling assumptions are already include in the drive-alone rates and expecting additional reductions due to ride hailing can result in an under counting of parking demand. Providing parking through a combination of on-site and off-site parking should eb sufficient to meet projected demand.

Response: *Please see the Parking Management Plan provided which provides guidance on the use of ride-hailing for employees. As noted earlier by the reviewer, their model reduced the ride hailing rate to 25%. The resort can require employees to arrive by different means. This suggests in a scenario where employees are not able to park on-site, ride hailing or another arrival method such as drop off would be used by 100% of the employees (not 75% as suggested in the model), leaving more spaces available on-site for use by guests (to be parked by valet).*

Additional Comment from Planning Commision: Discuss how a large event with 200 attendees will be handled.

Response: *Please refer to the guidance provided in the Parking Management Plan as summarized following.*

The Smoketree Resort indicates a parking need of 84 spaces to support the event space should all of the attendees be arriving from off-site and not staying at the resort. The number of parking spaces required during the event is largely dependent on the number of hotel rooms occupied along with the number of people attending the event that are also staying within the resort (occupying one of

the available rooms). The 2009 Federal Highway Administration (FHWA) National Household Transportation Survey (NHTS) suggests an average vehicle occupancy of 2.2 persons for social trips. According to the 2017 FHWA NHTS, the average light vehicle occupancy in 2017 remained unchanged. The FHWA Operations Publication Managing Travel for Special Planned Special Events suggests a range of 2.2 to 2.8 persons per vehicle; the variance in the range would depend on local factors. Utilizing 84 spaces as required by the Town Guidelines for the event space with no internal capture and accommodating a 200-person event in the same space would yield a vehicle occupancy of 2.38 persons per vehicle, which is conservatively in line the FHWA and NHTS suggestions.

*Both **Table 5** and **Table 6** provide guidance on when operations must be moved from self-park to valet only, and when additional accommodations must also be provided. Resort operators know in advance how many attendees will be at the event, the time of the event, and how many rooms are occupied by the attendees of the event. These tables will allow the operator to facilitate parking under most parking scenarios.*

Thank you for reviewing the provided information. Please feel free to call me should you have any questions or wish additional documentation.

Respectfully,

CivTech

Dawn Cartier, P.E., PTOE
President

ATTACHMENT E

NON-CAPTIVE ANALYSIS

CivTech

ATTACHMENT E – INTERNAL CAPTURE PERCENTAGE DATA

This summation has been prepared to document the reasoning for internal capture percentages presented as part of the Smoketree Resort parking study. Several parking studies for resorts in the Town of Paradise Valley have been prepared; many at existing locations where actual data was provided. The procedure for internal capture at many of the resorts was a result of negotiation with the Town's Planning Commission which was documented as the approved percentages within each of the previous parking studies however, there is not formal documentation of how the percentages were developed.

The Smoketree Resort internal capture percentages represent the likely operations of the hotel once it is constructed. While there is not a hotel operator selected, the size and scale of the hotel limit the potential operators and suggests a boutique resort can be assumed. Discussions with the developer to understand their vision for the resort help guide the research and application of internal capture. These internal capture rates are then compared to rates that have been applied at other resorts within the Town with similar characteristics to verify if the assumption is reasonable.

Discussions with the developer and a comparison to other similar resorts suggests that the internal restaurant will be less likely to attract non-guests while the external restaurant would be more likely to attract non-guests. The rates chosen are similar to Mountain Shadows and provide for more utilization by off-site patrons than Ritz Carlton or the Sanctuary. The guest-oriented retail internal capture percentage was discussed during a meeting on Monday, January 13th, 2020 with the Town of Paradise Valley. Based on the meeting a guest-oriented retail internal capture of 65% has been utilized within the TIA and also applied within the parking study.

The parking study for the Ritz Carlton Resort evaluated 200 hotel keys, 120 villa units, and 151,000 square feet of retail/restaurant. The percentages applied to the uses were originally determined from data provided by Marriott International for their resort at Camelback Inn and a verification by The Ritz Carlton Hotel Company, LLC. In subsequent parking evaluations within the Town of Paradise Valley, the assumptions have been refined to reflect the character and demographics of a typical resort user.

The parking study for the Mountain Shadows Resort evaluated a hotel with 183 key units, a condominium hotel building with 45 owned units, golf course, fitness center, and event/meeting space. The internal capture percentages were assumed for this development based upon previous studies and operations at other resorts within the Town of Paradise Valley.

A parking study was prepared for the Sanctuary Resort in February 2012 when they proposed an expansion of 20 additional guest rooms and 1,350 SF of spa area. The Sanctuary Resort is slightly different from the other resorts in the sense that has a large spa that attracts guests not staying at the resort. The internal capture percentages utilized for their February 2012 parking study were provided by the Sanctuary, using data from the daily operations of the existing resort.

A parking study was prepared for the Hermosa Inn Resort in June 2018. Hermosa Inn is proposing to reallocate approved event space with some new construction while not exceeding the existing approved square footage. With a 49-room boutique resort hotel, 2,177 square feet of net indoor dining area, 3,800 square feet of outdoor patios for the Last Drop Bar and Lon's, 4,424 square feet of exclusive use meeting space, and 2,000 square feet of spa. The internal capture percentages utilized were based upon their daily operations of the existing resort.

Please refer the table below summarizing interaction at Smoketree Resort and at other resorts.

Internal Capture Percentages

	Restaurant (Guest Oriented)	Restaurant (Stand Alone)	Retail (Guest Oriented)	Retail (Stand Alone)	Spa	Fitness	Meeting Space	Event Space
Smoketree	**50%**	**60%**	**65%**	**-**	**90%**	**90%**	**50%**	**50%**
Ritz Carlton	75%	75%	-	90%	90%	100%	75%	75%
Mountain Shadows	60%	50%	100%	50%	90%	90%	50%	75%
Sanctuary	75%	75%	60%	75%	60%	-	10%	10%
Hermosa Inn	25%	25%	-	-	90%	90%	75%	75%

ATTACHMENT F

OCCUPANCY STUDY DATA

Smoketree Resort
Occupancy by Month and Day of Week

Occupancy (%) -- Paradise Valley Resorts per Smith Travel Research												
	January	February	March	April	May	June	July	August	September	October	November	December
2009	59.2	66.0	77.9	67.6	70.8	57.7	52.1	54.5	58.7	69.3	68.4	58.6
2010	74.4	80.9	88.0	79.3	71.4	66.4	51.6	53.8	61.4	74.9	75.3	54.2
2011	74.0	81.6	89.0	82.7	70.5	65.5	59.0	56.8	61.4	68.0	72.8	56.6
2012	74.2	82.7	90.2	75.6	69.6	68.0	54.2	70.2	61.6	74.2	67.6	56.7
2013	79.8	83.4	92.7	84.4	73.2	69.8	58.2	61.1	64.1	74.2	74.2	63.2
2014	69.1	82.0	83.0	76.8	72.7	65.9	63.0	66.8	65.8	73.8	69.3	60.7
2015	73.9	82.6	87.7	80.8	73.2							
Avg	72.1	79.9	86.9	78.2	71.7	65.5	56.4	60.6	62.2	72.4	71.3	58.3

Resort Parking	January	February	March	April	May	June	July	August	September	October	November	December
@ 100% Occupancy	220	220	220	220	220	220	220	220	220	220	220	220
w/ Driver Rate @ 50%	110	110	110	110	110	110	110	110	110	110	110	110
@ Avg. Occupancy	158	175	191	172	157	144	124	133	137	159	156	128
w/ Driver Rate @ 50%*	79	88	95	86	79	72	62	66	68	80	78	64

Occupancy (%) -- Paradise Valley Resorts per Smith Travel Research								
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Month
Jun - 14	47.0	63.1	75.7	73.3	65.2	69.6	72.7	65.9
Jul - 14	46.1	59.3	64.5	62.2	61.6	70.9	76.1	63.0
Aug - 14	54.9	63.5	69.1	66.2	61.3	70.9	80.1	66.8
Sep - 14	55.6	65.5	70.9	69.5	65.5	63.1	68.9	65.8
Oct - 14	55.4	77.1	82.8	77.0	71.8	73.9	78.1	73.8
Nov - 14	48.5	63.3	68.5	79.3	78.7	79.3	72.1	69.3
Dec - 14	54.5	55.1	59.3	66.9	60.8	60.8	67.9	60.7
Jan - 15	55.4	70.3	81.7	87.5	80.0	72.1	70.0	73.9
Feb - 15	78.6	76.7	86.8	91.0	86.4	80.9	77.5	82.6
Mar - 15	79.1	84.0	88.7	91.6	94.0	87.3	92.1	87.7
Apr - 15	61.6	83.2	88.7	86.3	83.3	78.1	82.2	80.8
May - 15	64.9	69.8	77.3	72.5	67.9	77.7	81.1	73.2
Total Year	**58.5**	**69.1**	**75.8**	**76.7**	**73.1**	**73.7**	**76.5**	**71.9**

Resort Parking	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Month
@ 100% Occupancy	220	220	220	220	220	220	220	220
w/ Driver Rate @ 50%	110	110	110	110	110	110	110	110
@ Avg. Occupancy	128	152	166	168	161	162	168	158
w/ Driver Rate @ 50%*	64	76	83	84	80	81	84	79

* The Sanctuary averages a 50% drive-in rate of occupied rooms.

ATTACHMENT G

SHARED PARKING MODEL

ITE-PV Off-Peak Gross

Shared Parking Use:	[1]Hotel Visitor				[4]Banquet Meeting Space Visitor				[5]Indoor Fitness Visitor				[5]Indoor Spa/Pool Visitor				[3]Private Dining Visitor				[3] Hotel Restaurant Visitor				[3]Grab and Go Restaurant Visitor				Bar Visitor				Totals/Averages				
Gross Size	82.0 Key				200.0 Seats				1,306.0 SF				4,765.0 SF				608.0 SF				8,886.0 SF				928.0 SF				448.0 SF								
Location Setting	General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban								
Monthly Factor	70%				100%				100%				100%				100%				100%				100%				100%								
Weekday Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekend Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekday Req. Spaces	68.88 Spaces				100.00 Spaces				4.35 Spaces				15.88 Spaces				12.16 Spaces				177.72 Spaces				18.56 Spaces				8.96 Spaces				406.52			Weekday Spaces	
Weekend Req. Spaces	68.88 Spaces				100.00 Spaces				4.35 Spaces				15.88 Spaces				12.16 Spaces				177.72 Spaces				18.56 Spaces				8.96 Spaces				406.52			Weekend Spaces	
Adjustments	NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC 100%		DR 100%		NC = Non-Captive,			DR = Drive Ratio	
PERIOD:	Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday			Weekend		Self Park Provided
Hours Beginning	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	Avg % of Required	Total # of Spaces	Avg % of Required	Total # of Spaces	Percent of Spaces Provided
6:00 AM	81%	55.8	60%	41.3	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	19.1%	77.5	15.5%	63.1	48.8%
7:00 AM	82%	56.5	60%	41.3	0%	0.0	30%	30.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	19.2%	78.2	22.9%	93.1	58.5%
8:00 AM	89%	61.3	68%	46.8	30%	30.0	60%	60.0	0%	0.0	80%	3.5	0%	0.0	80%	12.7	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	27.8%	113.0	35.6%	144.8	91.0%
9:00 AM	100%	68.9	70%	48.2	60%	60.0	60%	60.0	20%	0.9	100%	4.4	20%	3.2	100%	15.9	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	38.0%	154.7	36.9%	150.2	97.3%
10:00 AM	97%	66.8	68%	46.8	60%	60.0	60%	60.0	62%	2.7	100%	4.4	62%	9.8	100%	15.9	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	39.6%	161.1	36.6%	148.8	101.3%
11:00 AM	91%	62.7	69%	47.5	60%	60.0	65%	65.0	55%	2.4	97%	4.2	55%	8.7	97%	15.4	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	38.3%	155.6	37.9%	153.9	97.8%
12:00 PM	86%	59.2	69%	47.5	65%	65.0	65%	65.0	44%	1.9	79%	3.4	44%	7.0	79%	12.5	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	38.1%	154.9	37.0%	150.3	97.4%
1:00 PM	81%	55.8	64%	44.1	65%	65.0	65%	65.0	41%	1.8	81%	3.5	41%	6.5	81%	12.9	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	37.1%	150.8	36.2%	147.2	94.9%
2:00 PM	83%	57.2	59%	40.6	65%	65.0	65%	65.0	36%	1.6	73%	3.2	36%	5.7	73%	11.6	25%	3.0	25%	3.0	25%	44.4	25%	44.4	25%	4.6	25%	4.6	25%	2.2	25%	2.2	45.2%	183.8	43.0%	174.8	115.6%
3:00 PM	79%	54.4	57%	39.3	65%	65.0	65%	65.0	41%	1.8	71%	3.1	41%	6.5	71%	11.3	42%	5.1	45%	5.5	42%	74.6	45%	80.0	42%	7.8	45%	8.4	42%	3.8	45%	4.0	53.9%	219.0	53.2%	216.5	137.7%
4:00 PM	81%	55.8	61%	42.0	65%	65.0	65%	65.0	69%	3.0	70%	3.0	69%	11.0	70%	11.1	42%	5.1	39%	4.7	42%	74.6	39%	69.3	42%	7.8	39%	7.2	42%	3.8	39%	3.5	55.6%	226.1	50.7%	206.0	142.2%
5:00 PM	75%	51.7	63%	43.4	65%	65.0	100%	100.0	96%	4.2	65%	2.8	96%	15.2	65%	10.3	64%	7.8	40%	4.9	64%	113.7	40%	71.1	64%	11.9	40%	7.4	64%	5.7	40%	3.6	67.7%	275.2	59.9%	243.5	173.1%
6:00 PM	73%	50.3	73%	50.3	100%	100.0	100%	100.0	100%	4.4	62%	2.7	100%	15.9	62%	9.8	87%	10.6	40%	4.9	87%	154.6	40%	71.1	87%	16.1	40%	7.4	87%	7.8	40%	3.6	88.5%	359.7	61.4%	249.8	226.2%
7:00 PM	75%	51.7	86%	59.2	100%	100.0	100%	100.0	85%	3.7	30%	1.3	85%	13.5	30%	4.8	79%	9.6	58%	7.1	79%	140.4	58%	103.1	79%	14.7	58%	10.8	79%	7.1	58%	5.2	83.8%	340.6	71.7%	291.4	214.2%
8:00 PM	87%	59.9	96%	66.1	100%	100.0	100%	100.0	50%	2.2	0%	0.0	50%	7.9	0%	0.0	65%	7.9	40%	4.9	65%	115.5	40%	71.1	65%	12.1	40%	7.4	65%	5.8	40%	3.6	76.6%	311.4	62.3%	253.1	195.8%
9:00 PM	90%	62.0	100%	68.9	100%	100.0	100%	100.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	42%	5.1	35%	4.3	42%	74.6	35%	62.2	42%	7.8	35%	6.5	42%	3.8	35%	3.1	62.3%	253.3	60.3%	245.0	159.3%
10:00 PM	95%	65.4	96%	66.1	50%	50.0	50%	50.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	2.6	33%	4.0	21%	37.3	33%	58.6	21%	3.9	33%	6.1	21%	1.9	33%	3.0	39.6%	161.1	46.2%	187.9	118.2%
11:00 PM	96%	66.1	88%	60.6	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	2.6	15%	1.8	21%	37.3	15%	26.7	21%	3.9	15%	2.8	21%	1.9	15%	1.3	27.5%	111.8	22.9%	93.2	70.3%
12:00 AM	95%	65.4	79%	54.4	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	1.2	15%	1.8	10%	17.8	15%	26.7	10%	1.9	15%	2.8	10%	0.9	15%	1.3	21.4%	87.2	21.4%	87.0	54.8%
																																	88%	359.66			
																																	72%	291.4			
																																	7:00 PM	***360***	***on Weekdays.***		

1 Averaged hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 310 (Hotel, Suburban) & ITE Code 330 (Resort Hotel) .

3 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 932 (High-Turnover Sit-Down Restaurant, Weekday Family Breakfast, lunch, and dinner)

4 ITE Parking Generation, 5th Edition does not provide hourly percentages for conference/meeting space. Hourly percentages from Urban Land Institute's Shared Parking, 2nd Edition for Hotel Conference/Banquet were utilized.

5 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 492 (Health/Fitness Club, Weekday).

Restaurant time of day percentages adjusted to match restaurant hours of operation

ITE-PV Off-Peak Net

Shared Parking Use:	[1]Hotel Visitor				[4]Banquet Meeting Space Visitor				[5]Indoor Fitness Visitor				[5]Indoor Spa/Pool Visitor				[3]Private Dining Visitor				[3] Hotel Restaurant Visitor				[3]Grab and Go Restaurant Visitor				Bar Visitor				Totals/Averages				
Gross Size	82.0 Key				200.0 Seats				1,306.0 SF				4,765.0 SF				608.0 SF				8,886.0 SF				928.0 SF				448.0 SF								
Location Setting	General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban								
Monthly Factor	70%				100%				90%				90%				98%				98%				98%				98%								
Weekday Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekend Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekday Req. Spaces	55.10 Spaces				45.00 Spaces				0.39 Spaces				0.71 Spaces				2.38 Spaces				34.83 Spaces				3.64 Spaces				1.76 Spaces				143.82		Weekday Spaces		
Weekend Req. Spaces	55.10 Spaces				45.00 Spaces				0.39 Spaces				0.71 Spaces				2.38 Spaces				34.83 Spaces				3.64 Spaces				1.76 Spaces				143.82		Weekend Spaces		
Adjustments	NC 100%		DR 80%		NC 60%		DR 75%		NC 10%		DR 100%		NC 5%		DR 100%		NC 25%		DR 80%		NC 25%		DR 80%		NC 25%		DR 80%		NC 25%		DR 80%		NC = Non-Captive, DR = Drive Ratio				
PERIOD:	Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		
Hours Beginning	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	Avg % of Required	Total # of Spaces	Avg % of Required	Total # of Spaces	Percent of Spaces Provided
6:00 AM	81%	44.6	60%	33.1	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	34.0%	48.9	26.0%	37.3	30.8%
7:00 AM	82%	45.2	60%	33.1	0%	0.0	30%	13.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	34.4%	49.4	35.3%	50.8	32.0%
8:00 AM	89%	49.0	68%	37.5	30%	13.5	60%	27.0	0%	0.0	80%	0.3	0%	0.0	80%	0.6	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	46.4%	66.8	48.4%	69.6	43.8%
9:00 AM	100%	55.1	70%	38.6	60%	27.0	60%	27.0	20%	0.1	100%	0.4	20%	0.1	100%	0.7	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	60.2%	86.6	49.3%	70.9	54.5%
10:00 AM	97%	53.5	68%	37.5	60%	27.0	60%	27.0	62%	0.2	100%	0.4	62%	0.4	100%	0.7	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	59.4%	85.4	48.6%	69.8	53.7%
11:00 AM	91%	50.1	69%	38.0	60%	27.0	65%	29.3	55%	0.2	97%	0.4	55%	0.4	97%	0.7	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	57.0%	82.0	50.5%	72.6	51.6%
12:00 PM	86%	47.4	69%	38.0	65%	29.3	65%	29.3	44%	0.2	79%	0.3	44%	0.3	79%	0.6	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	56.6%	81.4	50.3%	72.4	51.2%
1:00 PM	81%	44.6	64%	35.3	65%	29.3	65%	29.3	41%	0.2	81%	0.3	41%	0.3	81%	0.6	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	54.7%	78.6	48.4%	69.7	49.4%
2:00 PM	83%	45.7	59%	32.5	65%	29.3	65%	29.3	36%	0.1	73%	0.3	36%	0.3	73%	0.5	25%	0.6	25%	0.6	25%	8.7	25%	8.7	25%	0.9	25%	0.9	25%	0.4	25%	0.4	59.8%	86.0	50.9%	73.2	54.1%
3:00 PM	79%	43.5	57%	31.4	65%	29.3	65%	29.3	41%	0.2	71%	0.3	41%	0.3	71%	0.5	42%	1.0	45%	1.1	42%	14.6	45%	15.7	42%	1.5	45%	1.6	42%	0.7	45%	0.8	63.4%	91.1	56.1%	80.6	57.3%
4:00 PM	81%	44.6	61%	33.6	65%	29.3	65%	29.3	69%	0.3	70%	0.3	69%	0.5	70%	0.5	42%	1.0	39%	0.9	42%	14.6	39%	13.6	42%	1.5	39%	1.4	42%	0.7	39%	0.7	64.3%	92.5	55.8%	80.3	58.2%
5:00 PM	75%	41.3	63%	34.7	65%	29.3	100%	45.0	96%	0.4	65%	0.3	96%	0.7	65%	0.5	64%	1.5	40%	1.0	64%	22.3	40%	13.9	64%	2.3	40%	1.5	64%	1.1	40%	0.7	68.8%	98.9	67.8%	97.5	62.2%
6:00 PM	73%	40.2	73%	40.2	100%	45.0	100%	45.0	100%	0.4	62%	0.2	100%	0.7	62%	0.4	87%	2.1	40%	1.0	87%	30.3	40%	13.9	87%	3.2	40%	1.5	87%	1.5	40%	0.7	85.8%	123.4	71.6%	103.0	77.6%
7:00 PM	75%	41.3	86%	47.4	100%	45.0	100%	45.0	85%	0.3	30%	0.1	85%	0.6	30%	0.2	79%	1.9	58%	1.4	79%	27.5	58%	20.2	79%	2.9	58%	2.1	79%	1.4	58%	1.0	84.1%	120.9	81.7%	117.4	76.1%
8:00 PM	87%	47.9	96%	52.9	100%	45.0	100%	45.0	50%	0.2	0%	0.0	50%	0.4	0%	0.0	65%	1.5	40%	1.0	65%	22.6	40%	13.9	65%	2.4	40%	1.5	65%	1.1	40%	0.7	84.3%	121.19	79.9%	114.9	76.2%
9:00 PM	90%	49.6	100%	55.1	100%	45.0	100%	45.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	42%	1.0	35%	0.8	42%	14.6	35%	12.2	42%	1.5	35%	1.3	42%	0.7	35%	0.6	78.2%	112.5	80.0%	115.0	72.3%
10:00 PM	95%	52.3	96%	52.9	50%	22.5	50%	22.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	0.5	33%	0.8	21%	7.3	33%	11.5	21%	0.8	33%	1.2	21%	0.4	33%	0.6	58.3%	83.8	62.2%	89.5	56.3%
11:00 PM	96%	52.9	88%	48.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	0.5	15%	0.4	21%	7.3	15%	5.2	21%	0.8	15%	0.5	21%	0.4	15%	0.3	43.0%	61.8	38.2%	54.9	38.9%
12:00 AM	95%	52.3	79%	43.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.2	15%	0.4	10%	3.5	15%	5.2	10%	0.4	15%	0.5	10%	0.2	15%	0.3	39.4%	56.6	34.7%	49.9	35.6%
																																	86%	123.40			
																																			82%	117.44		
																																	7:00 PM	***124***	***on Weekdays.***		
																																			35		

1 Averaged hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 310 (Hotel, Suburban) & ITE Code 330 (Resort Hotel) .

3 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 932 (High-Turnover Sit-Down Restaurant, Weekday Family Breakfast, lunch, and dinner)

4 ITE Parking Generation, 5th Edition does not provide hourly percentages for conference/meeting space. Hourly percentages from Urban Land Institute's Shared Parking, 2nd Edition for Hotel Conference/Banquet were utilized.

5 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 492 (Health/Fitness Club, Weekday).

Restaurant time of day percentages adjusted to match restaurant hours of operation

ITE-PV Peak Gross

Shared Parking Use:	[1]Hotel Visitor				[4]Banquet Meeting Space Visitor				[5]Indoor Fitness Visitor				[5]Indoor Spa/Pool Visitor				[3]Private Dining Visitor				[3] Hotel Restaurant Visitor				[3]Grab and Go Restaurant Visitor				Bar Visitor				Totals/Averages				
Gross Size	82.0 Key				200.0 Seats				1,306.0 SF				4,765.0 SF				608.0 SF				8,886.0 SF				928.0 SF				448.0 SF								Self Park Provided
Location Setting	General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban								
Monthly Factor	100%				100%				100%				100%				100%				100%				100%				100%								
Weekday Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekend Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								**159**
Weekday Req. Spaces	98.40 Spaces				100.00 Spaces				4.35 Spaces				15.88 Spaces				12.16 Spaces				177.72 Spaces				18.56 Spaces				8.96 Spaces				436.04	Weekday Spaces			
Weekend Req. Spaces	98.40 Spaces				100.00 Spaces				4.35 Spaces				15.88 Spaces				12.16 Spaces				177.72 Spaces				18.56 Spaces				8.96 Spaces				436.04	Weekend Spaces			
Adjustments	**NC 100%**		**DR 100%**		**NC 100%**		**DR 100%**		**NC 100%**		**DR 100%**		**NC 100%**		**DR 100%**		**NC 100%**		**DR 100%**		**NC 100%**		**DR 100%**		**NC 100%**		**DR 100%**		**NC 100%**		**DR 100%**		NC = Non-Captive, DR = Drive Ratio				
PERIOD:	Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		
Hours Beginning	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	Avg % of Required	Total # of Spaces	Avg % of Required	Total # of Spaces	Percent of Spaces Provided
6:00 AM	81%	79.7	60%	59.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	23.3%	101.4	18.5%	80.8	63.8%
7:00 AM	82%	80.7	60%	59.0	0%	0.0	30%	30.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	23.5%	102.4	25.4%	110.8	69.7%
8:00 AM	89%	87.6	68%	66.9	30%	30.0	60%	60.0	0%	0.0	80%	3.5	0%	0.0	80%	12.7	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	32.0%	139.3	37.8%	164.8	103.7%
9:00 AM	100%	98.4	70%	68.9	60%	60.0	60%	60.0	20%	0.9	100%	4.4	20%	3.2	100%	15.9	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	42.2%	184.2	39.2%	170.9	115.8%
10:00 AM	97%	95.4	68%	66.9	60%	60.0	60%	60.0	62%	2.7	100%	4.4	62%	9.8	100%	15.9	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	43.5%	189.7	38.7%	168.9	119.3%
11:00 AM	91%	89.5	69%	67.9	60%	60.0	65%	65.0	55%	2.4	97%	4.2	55%	8.7	97%	15.4	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	41.8%	182.4	40.0%	174.3	114.7%
12:00 PM	86%	84.6	69%	67.9	65%	65.0	65%	65.0	44%	1.9	79%	3.4	44%	7.0	79%	12.5	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	41.3%	180.3	39.1%	170.6	113.4%
1:00 PM	81%	79.7	64%	63.0	65%	65.0	65%	65.0	41%	1.8	81%	3.5	41%	6.5	81%	12.9	10%	1.2	10%	1.2	10%	17.8	10%	17.8	10%	1.9	10%	1.9	10%	0.9	10%	0.9	40.1%	174.7	38.1%	166.1	109.9%
2:00 PM	83%	81.7	59%	58.1	65%	65.0	65%	65.0	36%	1.6	73%	3.2	36%	5.7	73%	11.6	25%	3.0	25%	3.0	25%	44.4	25%	44.4	25%	4.6	25%	4.6	25%	2.2	25%	2.2	47.8%	208.3	44.1%	192.2	131.0%
3:00 PM	79%	77.7	57%	56.1	65%	65.0	65%	65.0	41%	1.8	71%	3.1	41%	6.5	71%	11.3	42%	5.1	45%	5.5	42%	74.6	45%	80.0	42%	7.8	45%	8.4	42%	3.8	45%	4.0	55.6%	242.3	53.5%	233.3	152.4%
4:00 PM	81%	79.7	61%	60.0	65%	65.0	65%	65.0	69%	3.0	70%	3.0	69%	11.0	70%	11.1	42%	5.1	39%	4.7	42%	74.6	39%	69.3	42%	7.8	39%	7.2	42%	3.8	39%	3.5	57.3%	250.0	51.4%	224.0	157.2%
5:00 PM	75%	73.8	63%	62.0	65%	65.0	100%	100.0	96%	4.2	65%	2.8	96%	15.2	65%	10.3	64%	7.8	40%	4.9	64%	113.7	40%	71.1	64%	11.9	40%	7.4	64%	5.7	40%	3.6	68.2%	297.4	60.1%	262.1	187.0%
6:00 PM	73%	71.8	73%	71.8	100%	100.0	100%	100.0	100%	4.4	62%	2.7	100%	15.9	62%	9.8	87%	10.6	40%	4.9	87%	154.6	40%	71.1	87%	16.1	40%	7.4	87%	7.8	40%	3.6	87.4%	381.2	62.2%	271.3	239.8%
7:00 PM	75%	73.8	86%	84.6	100%	100.0	100%	100.0	85%	3.7	30%	1.3	85%	13.5	30%	4.8	79%	9.6	58%	7.1	79%	140.4	58%	103.1	79%	14.7	58%	10.8	79%	7.1	58%	5.2	83.2%	362.7	72.7%	316.8	228.1%
8:00 PM	87%	85.6	96%	94.5	100%	100.0	100%	100.0	50%	2.2	0%	0.0	50%	7.9	0%	0.0	65%	7.9	40%	4.9	65%	115.5	40%	71.1	65%	12.1	40%	7.4	65%	5.8	40%	3.6	77.3%	337.0	64.5%	281.4	212.0%
9:00 PM	90%	88.6	100%	98.4	100%	100.0	100%	100.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	42%	5.1	35%	4.3	42%	74.6	35%	62.2	42%	7.8	35%	6.5	42%	3.8	35%	3.1	64.2%	279.9	63.0%	274.5	176.0%
10:00 PM	95%	93.5	96%	94.5	50%	50.0	50%	50.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	2.6	33%	4.0	21%	37.3	33%	58.6	21%	3.9	33%	6.1	21%	1.9	33%	3.0	43.4%	189.1	49.6%	216.2	136.0%
11:00 PM	96%	94.5	88%	86.6	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	2.6	15%	1.8	21%	37.3	15%	26.7	21%	3.9	15%	2.8	21%	1.9	15%	1.3	32.1%	140.1	27.3%	119.2	88.1%
12:00 AM	95%	93.5	79%	77.7	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	1.2	15%	1.8	10%	17.8	15%	26.7	10%	1.9	15%	2.8	10%	0.9	15%	1.3	26.4%	115.2	25.3%	110.3	72.5%
																																	87%	381.21			
																																	73%	316.79			

1 Averaged hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 310 (Hotel, Suburban) & ITE Code 330 (Resort Hotel) .

3 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 932 (High-Turnover Sit-Down Restaurant, Weekday Family Breakfast, lunch, and dinner)

4 ITE Parking Generation, 5th Edition does not provide hourly percentages for conference/meeting space. Hourly percentages from Urban Land Institute's Shared Parking, 2nd Edition for Hotel Conference/Banquet were utilized.

5 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 492 (Health/Fitness Club, Weekday).
Restaurant time of day percentages adjusted to match restaurant hours of operation

7:00 PM ***382*** ***on Weekdays.***

ITE-PV Peak Net

Shared Parking Use:	[1]Hotel Visitor				[4]Banquet Meeting Space Visitor				[5]Indoor Fitness Visitor				[5]Indoor Spa/Pool Visitor				[3]Private Dining Visitor				[3] Hotel Restaurant Visitor				[3]Grab and Go Restaurant Visitor				Bar Visitor				Totals/Averages				
Gross Size	82.0 Key				200.0 Seats				1,306.0 SF				4,765.0 SF				608.0 SF				8,886.0 SF				928.0 SF				448.0 SF								
Location Setting	General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban				General Urban/Suburban								
Monthly Factor	100%				100%				90%				90%				98%				98%				98%				98%								
Weekday Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekend Parking Rate	1.20 per 1 Unit				1.00 per 2 Seats				1.00 per 300 SF				1.00 per 300 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF				1.00 per 50 SF								
Weekday Req. Spaces	78.72 Spaces				45.00 Spaces				0.39 Spaces				0.71 Spaces				2.38 Spaces				34.83 Spaces				3.64 Spaces				1.76 Spaces				167.44		Weekday Spaces		
Weekend Req. Spaces	78.72 Spaces				45.00 Spaces				0.39 Spaces				0.71 Spaces				2.38 Spaces				34.83 Spaces				3.64 Spaces				1.76 Spaces				167.44		Weekend Spaces		
Adjustments	NC 100%		DR 80%		NC 60%		DR 75%		NC 10%		DR 100%		NC 5%		DR 100%		NC 25%		DR 80%		NC 25%		DR 80%		NC 25%		DR 80%		NC 25%		DR 80%		NC = Non-Captive, DR = Drive Ratio				
PERIOD:	Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		
Hours Beginning	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	% of Peak	# of Spaces	Avg % of Required	Total # of Spaces	Avg % of Required	Total # of Spaces	Percent of Spaces Provided
6:00 AM	81%	63.8	60%	47.2	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	40.6%	68.0	30.8%	51.5	42.8%
7:00 AM	82%	64.6	60%	47.2	0%	0.0	30%	13.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	41.1%	68.8	38.8%	65.0	43.3%
8:00 AM	89%	70.1	68%	53.5	30%	13.5	60%	27.0	0%	0.0	80%	0.3	0%	0.0	80%	0.6	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	52.5%	87.8	51.2%	85.7	55.2%
9:00 AM	100%	78.7	70%	55.1	60%	27.0	60%	27.0	20%	0.1	100%	0.4	20%	0.1	100%	0.7	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	65.8%	110.2	52.2%	87.5	69.3%
10:00 AM	97%	76.4	68%	53.5	60%	27.0	60%	27.0	62%	0.2	100%	0.4	62%	0.4	100%	0.7	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	64.7%	108.3	51.3%	85.9	68.1%
11:00 AM	91%	71.6	69%	54.3	60%	27.0	65%	29.3	55%	0.2	97%	0.4	55%	0.4	97%	0.7	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	61.8%	103.5	53.1%	88.9	65.1%
12:00 PM	86%	67.7	69%	54.3	65%	29.3	65%	29.3	44%	0.2	79%	0.3	44%	0.3	79%	0.6	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	60.7%	101.7	53.0%	88.7	64.0%
1:00 PM	81%	63.8	64%	50.4	65%	29.3	65%	29.3	41%	0.2	81%	0.3	41%	0.3	81%	0.6	10%	0.2	10%	0.2	10%	3.5	10%	3.5	10%	0.4	10%	0.4	10%	0.2	10%	0.2	58.4%	97.7	50.6%	84.8	61.5%
2:00 PM	83%	65.3	59%	46.4	65%	29.3	65%	29.3	36%	0.1	73%	0.3	36%	0.3	73%	0.5	25%	0.6	25%	0.6	25%	8.7	25%	8.7	25%	0.9	25%	0.9	25%	0.4	25%	0.4	63.1%	105.6	52.1%	87.2	66.4%
3:00 PM	79%	62.2	57%	44.9	65%	29.3	65%	29.3	41%	0.2	71%	0.3	41%	0.3	71%	0.5	42%	1.0	45%	1.1	42%	14.6	45%	15.7	42%	1.5	45%	1.6	42%	0.7	45%	0.8	65.6%	109.8	56.2%	94.1	69.0%
4:00 PM	81%	63.8	61%	48.0	65%	29.3	65%	29.3	69%	0.3	70%	0.3	69%	0.5	70%	0.5	42%	1.0	39%	0.9	42%	14.6	39%	13.6	42%	1.5	39%	1.4	42%	0.7	39%	0.7	66.7%	111.7	56.5%	94.7	70.2%
5:00 PM	75%	59.0	63%	49.6	65%	29.3	100%	45.0	96%	0.4	65%	0.3	96%	0.7	65%	0.5	64%	1.5	40%	1.0	64%	22.3	40%	13.9	64%	2.3	40%	1.5	64%	1.1	40%	0.7	69.7%	116.6	67.1%	112.4	73.3%
6:00 PM	73%	57.5	73%	57.5	100%	45.0	100%	45.0	100%	0.4	62%	0.2	100%	0.7	62%	0.4	87%	2.1	40%	1.0	87%	30.3	40%	13.9	87%	3.2	40%	1.5	87%	1.5	40%	0.7	84.0%	140.6	71.8%	120.2	88.5%
7:00 PM	75%	59.0	86%	67.7	100%	45.0	100%	45.0	85%	0.3	30%	0.1	85%	0.6	30%	0.2	79%	1.9	58%	1.4	79%	27.5	58%	20.2	79%	2.9	58%	2.1	79%	1.4	58%	1.0	82.8%	138.6	82.3%	137.7	87.2%
8:00 PM	87%	68.5	96%	75.6	100%	45.0	100%	45.0	50%	0.2	0%	0.0	50%	0.4	0%	0.0	65%	1.5	40%	1.0	65%	22.6	40%	13.9	65%	2.4	40%	1.5	65%	1.1	40%	0.7	84.7%	141.7	82.2%	137.6	89.1%
9:00 PM	90%	70.8	100%	78.7	100%	45.0	100%	45.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	42%	1.0	35%	0.8	42%	14.6	35%	12.2	42%	1.5	35%	1.3	42%	0.7	35%	0.6	79.9%	133.7	82.8%	138.6	87.2%
10:00 PM	95%	74.8	96%	75.6	50%	22.5	50%	22.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	0.5	33%	0.8	21%	7.3	33%	11.5	21%	0.8	33%	1.2	21%	0.4	33%	0.6	63.4%	106.2	67.0%	112.1	70.5%
11:00 PM	96%	75.6	88%	69.3	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	21%	0.5	15%	0.4	21%	7.3	15%	5.2	21%	0.8	15%	0.5	21%	0.4	15%	0.3	50.5%	84.5	45.2%	75.7	53.2%
12:00 AM	95%	74.8	79%	62.2	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	10%	0.2	15%	0.4	10%	3.5	15%	5.2	10%	0.4	15%	0.5	10%	0.2	15%	0.3	47.2%	79.0	41.0%	68.6	49.7%

1 Averaged hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 310 (Hotel, Suburban) & ITE Code 330 (Resort Hotel) .

3 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 932 (High-Turnover Sit-Down Restaurant, Weekday Family Breakfast, lunch, and dinner)

4 ITE Parking Generation, 5th Edition does not provide hourly percentages for conference/meeting space. Hourly percentages from Urban Land Institute's Shared Parking, 2nd Edition for Hotel Conference/Banquet were utilized.

5 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 492 (Health/Fitness Club, Weekday).

Restaurant time of day percentages adjusted to match restaurant hours of operation

85% 141.74

83% 138.63

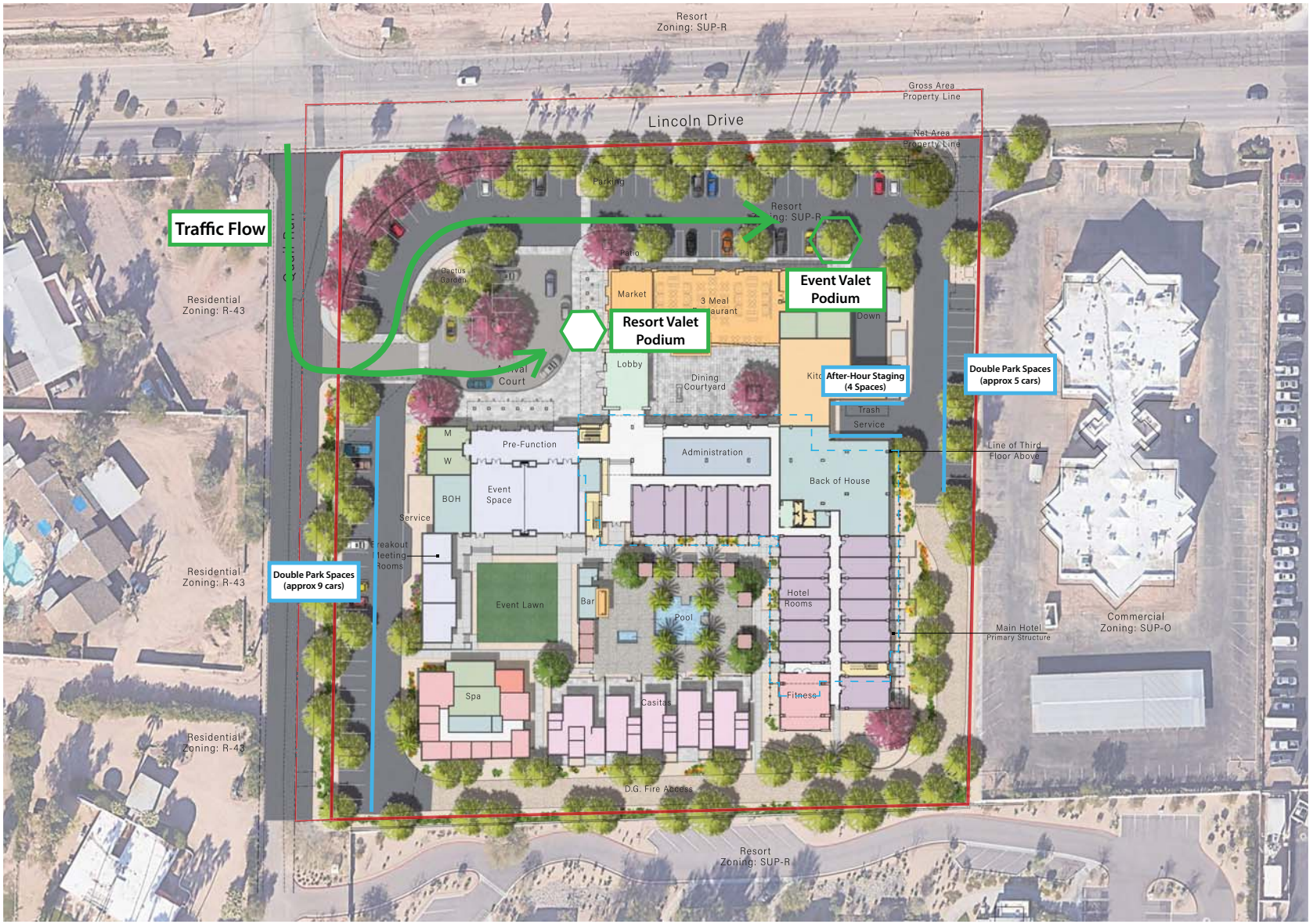
8:00 PM ***142.00*** ***on Weekdays.***

183 17.00

41

ATTACHMENT H

VALET PLAN SEATING



SMOKETREE RESORT

EPIC VALET | STAFFING

Valet Parking Plan

2 Podiums:
- 1 Regular Valet
- 1 Special Event

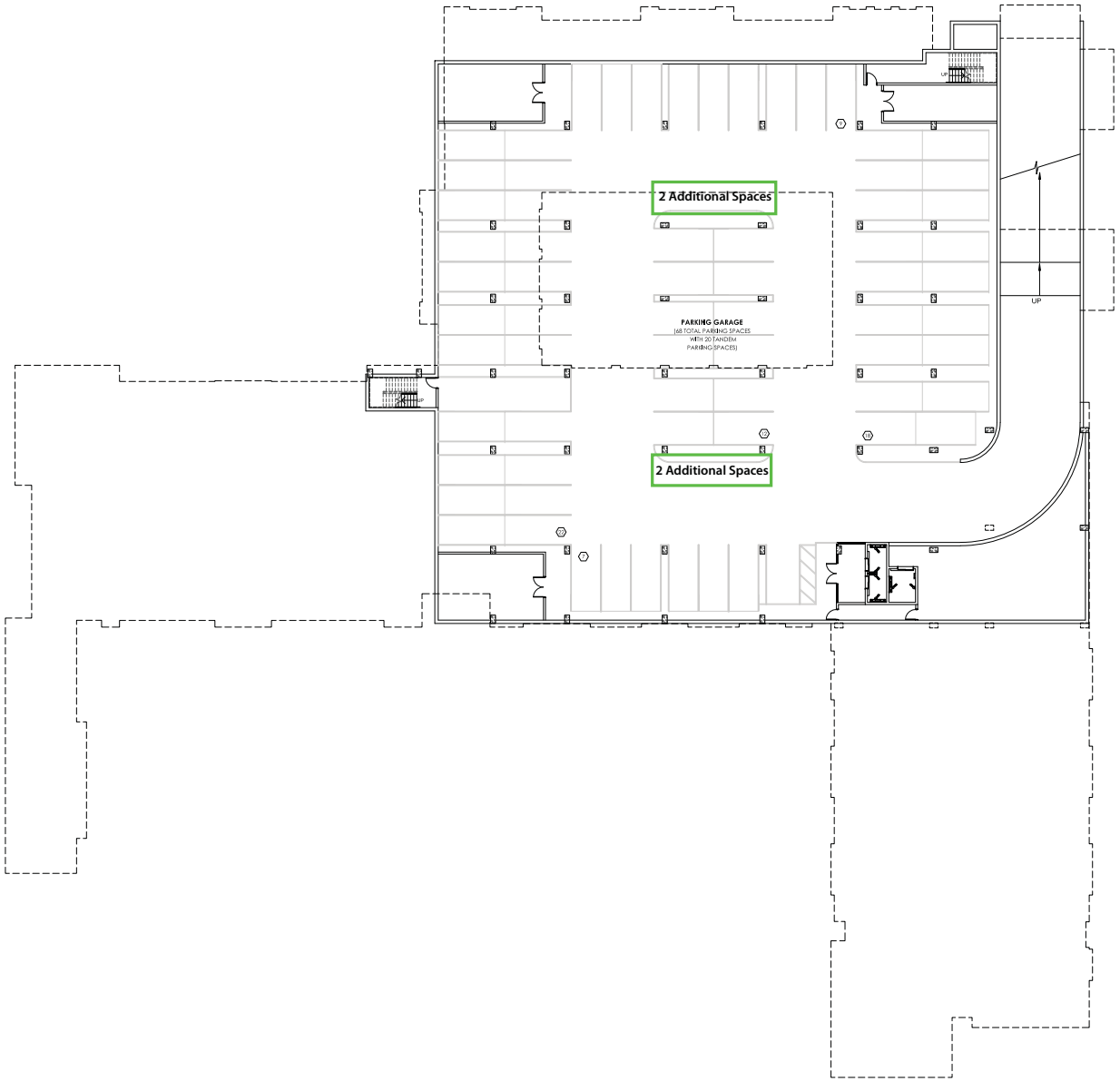
Blue indicates additional spaces valets can utilize.

Surface Spaces:
- 91 Parking Spaces +
- 18 Additional Parking

Garage Spaces:
- 68 Garage Spaces +
- 4 Additional Parking

Maximum Capacity:
181 Cars

SMOKETREE RESORT



Pre-Existing Spaces: 68

Additional Spaces: 4 Parralel Spots
Due to the tandem spots and the narrow drives, valets can only add parking on each side of the middle row. 2 additional cars on each side.