

February 10, 2023

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

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

Dear Mr. Nosky,

Thank you for retaining CivTech to provide a parking statement for the proposed Project planned to consist of 82 total resort hotel rooms, 75 lodge rooms, and 7 casita room keys. Additionally, the Smoke Tree Resort will provide a total of 17,222 square feet of quality restaurant which will be open to the public as well as resort guests, an event space, and other hotel amenities for guests to utilize. The proposed site plan is included herewith as **Attachment A**.

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 SmokeTree 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 of the resort users 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 report 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 B**.

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

WALKER STUDY REVIEW RATES

A previous version of this parking study was reviewed by Walker Parking to determine if the non-captive and shared parking methodology applied met the industry standard of care and standard practice of application. The review indicates that Walker Parking’s calculations result in slightly less

parking demand than shown herein. It also states 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 C**.

PROPOSED DEVELOPMENT

The proposed development will consist of 82 hotel rooms, 75 lodge rooms, and 7 casita room keys. Additionally, the Smoke Tree Resort will provide a 5,000 square foot French cowboy quality restaurant, a 3,420 square foot Speakeasy bar, an 8,252 SF contemporary casual dining 3-Meal Lounge, a 550 SF pool bar, and a 200-person event space, all of which will be open to the public as well as resort guests. 130 parking stalls will be provided. **Table 2** summarizes the land uses for the proposed development.

Table 2 - Proposed Land Uses

(1)SUP	Land Use	(2)Quantities
i.	Hotel Key	82 Keys
	<i>Arrival Lobby / Front Desk / Guest Business Center</i>	<i>3,215 SF</i>
	<i>Front Office / Administration</i>	<i>2,466 SF</i>
	<i>Hotel Kitchen / Support</i>	<i>3,340 SF</i>
	<i>Truck Dock Area</i>	<i>1,780 SF</i>
	<i>Mechanical and Electrical</i>	<i>3,017 SF</i>
	<i>Housekeeping and Laundry</i>	<i>5,499 SF</i>
	<i>Human Resources</i>	<i>1,323 SF</i>
iii.	“French Cowboy” Dining / Lounge	5,000 SF
	<i>“French Cowboy” Kitchen / Storage</i>	<i>5,515 SF</i>
iii.	“Speak Easy” Bar / Lounge	3,420 SF
iii.	“3 Meal Lounge” Dining / Lounge	8,290 SF
iii.	“Pool Bar” Stool Bar / Deck Seating	550 SF
	<i>“Pool Bar” Storage / Restrooms</i>	<i>110 SF</i>
iv.	Banquet Hall	200 Seats
		(3)6,900 SF
	<i>Banquet Staging / Kitchen / Storage</i>	<i>4,510 SF</i>
vi.	Fitness / Spa Guest Facilities Indoor	4,955 SF
	Spa / Pool Facilities Outdoor	8,346 SF
	<i>Fitness / Spa Lobby / Storage / Administration</i>	<i>815 SF</i>
i.	Hotel	80 Keys
iii.	Standalone Restaurant	5,000 SF
iii.	Guest Oriented Restaurant	12,260 SF
iv.	Banquet and Meeting Space	200 Seats
vi.	Indoor Fitness / Spa	4,955 SF
vi.	Outdoor Spa / Pool	8,346 SF
	<i>Back of House</i>	<i>31,590 SF</i>

(1) See **Table 1** for category description
(2) *Area considered back of house were not included in the parking generation*
(3) Banquet space not used simultaneously with the Event Lawn

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 3**.

Table 3 - 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
SmokeTree Resort	5	82	Event/Meeting space & Restaurant	130/(4)150	1.59/(4)1.82
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 SmokeTree Resort values
- (3) Calculated by taking the average number of parking spaces and dividing by the average number of rooms
- (4) Assumes valet parking supply increase of 15%

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. Therefore, the actual number of spaces needed in a given hour is less than cumulative parking demand. *Shared Parking* 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"

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 4** 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 4** 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. Per the table, 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%. Therefore, 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). 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 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 and therefore in March, a 2 percent 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 percent.

Table 4 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 4 – Summary of Shared Parking Model Adjustments

Category	Monthly	Non-Captive	Drive Ratio
Hotel Guest Unit	100%	100%	80%
Standalone Restaurant	98%	75%	90%
Guest-Oriented Restaurant	98%	25%	40%
Banquet / Meeting Rooms	100%	40%	40%
Indoor Fitness / Spa	90%	10%	100%
Outdoor Spa / Pool	90%	5%	100%

Parking hourly percentages have been established for the weekday and weekend for the different land uses within the proposed SmokeTree 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 5**.

Table 5 – 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	19.68	59.04
Standalone Restaurant	5,000 SF	1 per 50 SF	100.00	-33.85	66.15	13.89	52.26
Guest-Oriented Restaurant	12,260 SF	1 per 50 SF	245.20	-221.17	24.03	17.54	6.49
Meeting Space	200 Seats	1 per 2 Seats	100.00	-84.00	16.00	0.00	16.00
Indoor Fitness/Spa	4,955 SF	1 per 300 SF	16.52	-15.03	1.49	0.22	1.26
Outdoor Spa/Pool	8,346 SF	1 per 300 SF	27.82	-26.57	1.25	0.19	1.06
Peak Season Total			587.94	-400.30	187.64	47.40	140.24
Off-Peak Season Total			558.42	-394.39⁽¹⁾	164.02	41.02	123.00

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

The Town SUP rates anticipate a gross parking demand of 588 stalls. The application of the monthly, non-captive, and drive ratio adjustment results in a total reduction of approximately 400 stalls, resulting in a total parking demand of 188 stalls. The application of time-of-day rates found within the *ITE Parking Generation Manual 5th Edition* results in a total reduction of approximately 47 stalls, resulting in a total parking demand during the peak time of 140 stalls, 10 more than is provided. During the peak season, a valet plan should be implemented to address the demand. For the remainder of the year, occupancy is anticipated to be 70%, during which a total shared parking demand of 123 spaces is anticipated, 7 fewer than is provided. The complete shared parking analysis sheets are provided in **Attachment F**.

VALET EVENT SCENARIO

To help validate the increased amount of parking available due to valet only operations, an estimated valet parking supply was estimated as 15% more than the total stalls provided. Hence, an estimated 150 parking spaces are assumed in the valet scenario.

During the peak demand season, the resort will operate in a valet only scenario which provides as few as 130 and as many as 150 parking spaces. Per the analysis, the peak parking demand on a weekday is estimated to be 140 spaces at 9:00 AM, resulting in a surplus of 10 parking spaces.

CONCLUSIONS

From the above, the following can be concluded:

- The proposed development will consist of 82 hotel rooms, 75 lodge rooms, and 5 casita room keys. Additionally, the Smoke Tree Resort will provide a 5,000 square foot French cowboy quality restaurant, a 3,420 square foot Speakeasy bar, an 8,252 SF contemporary casual dining 3-Meal Lounge, a 550 SF pool bar, and a 200-person event space, all of which will be open to the public as well as resort guests.
- 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 588 stalls. The application of the monthly, non-captive, and drive ratio adjustment results in a total reduction of approximately 400 stalls, resulting in a total parking demand of 188 stalls.
- The application of time-of-day rates found within the *ITE Parking Generation Manual 5th Edition* results in a total reduction of approximately 47 stalls, resulting in a total parking demand during the peak time of 140 stalls, 10 more than is provided. During the peak season, a valet plan should be implemented to address the demand.
- During the peak demand season, the resort will operate in a valet only scenario which provides as few as 130 and as many as 150 parking spaces. Per the analysis, the peak parking demand on a weekday is estimated to be 140 spaces at 9:00 AM, resulting in a surplus of 10 parking spaces.
- For the remainder of the year, during the off-peak season, occupancy is anticipated to be 70%, during which a total shared parking demand of 123 spaces is anticipated, 7 fewer than is provided.

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.

Attachments (6)

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

Z:\CivTech\Projects\18-0555 Walton Global, SmokeTree Resort TIA & Parking Study, Scottsdale\Submittals\1st Submittal, PS\Drafts\SmokeTree PS v1_3.docx



ATTACHMENT A

SITE PLAN



Conceptual Project Data

Gross Site Area: 5.363 ac
 233,630 sf
 Net Site Area: 5.007 ac
 218,096 sf

Gross Area

Level B1: 49,890 sf
 First Floor: 61,785 sf
 Second Floor: 27,205 sf
 Third Floor: 27,750 sf

Total Gross Area:
 166,630 sf

Total Gross Area Above
 Grade: 116,740 sf

Room Count

First Floor: 19 keys
 Second Floor: 31 keys
 Third Floor: 27 keys
 Casitas: 6 keys

Total Project Keys : 83 keys

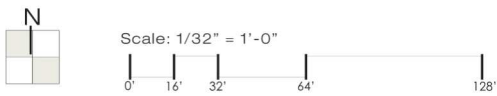
Parking

Level B1: 76 spaces
 First Floor: 70 spaces

Total Spaces Provided:
 146 spaces
 1.76 spaces per key

Color Key

- RESTROOMS
- FOOD & BEVERAGE
- KITCHEN
- BOH CIRCULATION
- BOH
- LOBBY/FOH CIRCULATION
- GUEST ROOMS
- BALLROOM
- SPA / FITNESS



Conceptual Site Plan

SMOKETREE RESORT
 7101 E Lincoln Drive Paradise Valley, Arizona

Conceptual Design Presentation | Date: 2022.10.26 | Project#: AP2207

Walton

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

ATTACHMENT B

**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 C
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.



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 effects¹; 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
- $19 \times 2 \times 12 = 456$ 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.



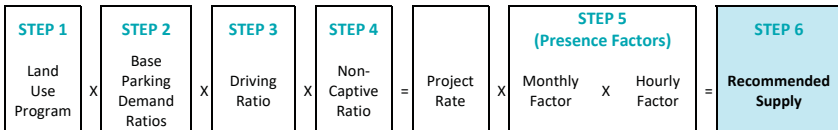
publication represents the latest thinking, best practices and recommendations espoused by parking industry leaders and is intended to facilitate a 'just enough, no regrets' parking supply for mixed-use projects being developed in the foreseeable future.³

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 effects⁴ (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 Dining¹		
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

¹For 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 weekends. 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 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			
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit					9 PM	March		
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
										Employee
										Total
										168
										13
										181

Source: Walker Consultants, 2020



Table 6: SmokeTree Resort Weekend Peak Recommended Parking Supply

Land Use	Project Data		Weekend				Weekend			
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit					8 PM	March		
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
										Employee
										Total
										155
										20
										175

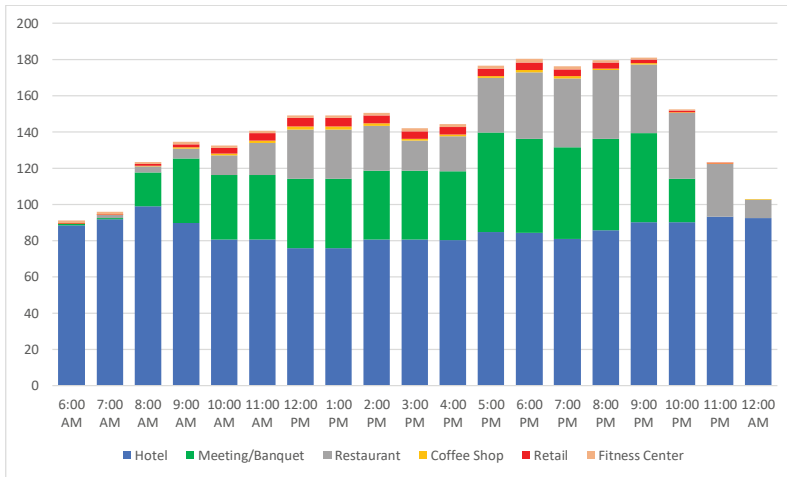
Source: Walker Consultants, 2020

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 with 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

ATTACHMENT D
NON-CAPTIVE ANALYSIS



ATTACHMENT D – 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 Peak Gross

Shared Parking Use:	⁽¹⁾ Hotel				⁽³⁾ Standalone Restaurant				⁽²⁾ Guest-Oriented Restaurant				⁽⁴⁾ Banquet Meeting Space				⁽⁵⁾ Indoor Fitness / Spa				⁽⁵⁾ Outdoor Spa / Pool				Totals/Averages				Self Park Provided	Valet Event Only							
	82.0 Key General Urban/Suburban				5,000.0 SF General Urban/Suburban				12,260.0 SF General Urban/Suburban				200.0 Seats General Urban/Suburban				4,955.0 SF General Urban/Suburban				8,346.0 SF General Urban/Suburban										587.94 587.94	Weekday Spaces Weekend Spaces	130	149.5			
	100%				100%				100%				100%				100%								587.94		15%										
Gross Size		1.20 per		1 Unit		1.00 per		50 SF		1.00 per		50 SF		1.00 per		2 Seats		1.00 per		300 SF		1.00 per		300 SF		587.94		587.94		NC = Non-Captive, DR = Drive Ratio							
Location Setting		1.20 per		1 Unit		1.00 per		50 SF		1.00 per		50 SF		1.00 per		2 Seats		1.00 per		300 SF		1.00 per		300 SF		587.94		587.94									
Monthly Factor		100%		100%		100%		100%		100%		100%		100%		100%		100%		100%		100%		100%		587.94		587.94									
Weekday Parking Rate		98.40 Spaces		100.00 Spaces		245.20 Spaces		100.00 Spaces		100.00 Spaces		16.52 Spaces		100.00 Spaces		16.52 Spaces		27.82 Spaces		100.00 Spaces		27.82 Spaces		100.00 Spaces		587.94		587.94									
Weekend Parking Rate		98.40 Spaces		100.00 Spaces		245.20 Spaces		100.00 Spaces		100.00 Spaces		16.52 Spaces		100.00 Spaces		16.52 Spaces		27.82 Spaces		100.00 Spaces		27.82 Spaces		100.00 Spaces		587.94		587.94									
Weekday Req. Spaces		NC 100%		DR ###		NC 100%		DR ###		NC 100%		DR ###		NC 100%		DR ###		NC 100%		DR 100%		NC 100%		DR 100%		587.94		587.94									
Weekend Req. Spaces		NC 100%		DR ###		NC 100%		DR ###		NC 100%		DR ###		NC 100%		DR ###		NC 100%		DR 100%		NC 100%		DR 100%		587.94		587.94									
Adjustments		NC 100%		DR ###		NC 100%		DR ###		NC 100%		DR ###		NC 100%		DR ###		NC 100%		DR 100%		NC 100%		DR 100%		587.94		587.94									
PERIOD:		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		Avg % of Required		Total # of Spaces		Avg % of Required		Total # of Spaces		Percent % of Spaces Provided		Percent % of Spaces Provided	
6:00 AM		81%	79.7	60%	59.0	10%	10.0	10%	10.0	1%	2.5	1%	2.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	15.7%	92.2	12.2%	71.5	70.9%	61.6%	70.9%	61.6%				
7:00 AM		82%	80.7	60%	59.0	10%	10.0	10%	10.0	73%	179.0	100%	245.2	0%	0.0	30%	30.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	45.9%	269.7	58.6%	344.2	264.8%	230.3%	264.8%	230.3%				
8:00 AM		89%	87.6	68%	66.9	10%	10.0	10%	10.0	100%	245.2	90%	220.7	30%	30.0	60%	60.0	0%	0.0	80%	13.2	0%	0.0	80%	22.3	63.4%	372.8	66.9%	393.1	302.4%	262.9%	302.4%	262.9%				
9:00 AM		100%	98.4	70%	68.9	10%	10.0	10%	10.0	63%	154.5	80%	196.2	60%	60.0	60%	60.0	20%	3.3	100%	16.5	20%	5.6	100%	27.8	56.4%	331.7	64.5%	379.4	291.8%	253.8%	291.8%	253.8%				
10:00 AM		97%	95.4	68%	66.9	10%	10.0	10%	10.0	57%	139.8	65%	159.4	60%	60.0	60%	60.0	62%	10.2	100%	16.5	62%	17.2	100%	27.8	56.6%	332.7	57.9%	340.6	262.0%	227.8%	262.0%	227.8%				
11:00 AM		91%	89.5	69%	67.9	10%	10.0	10%	10.0	42%	103.0	62%	152.0	60%	60.0	65%	65.0	55%	9.1	97%	16.0	55%	15.3	97%	27.0	48.8%	286.9	57.5%	337.9	259.9%	226.0%	259.9%	226.0%				
12:00 PM		86%	84.6	69%	67.9	10%	10.0	10%	10.0	39%	95.6	40%	98.1	65%	65.0	65%	65.0	44%	7.3	79%	13.0	44%	12.2	79%	22.0	46.7%	274.8	46.9%	276.0	212.3%	184.6%	212.3%	184.6%				
1:00 PM		81%	79.7	64%	63.0	10%	10.0	10%	10.0	27%	66.2	32%	78.5	65%	65.0	65%	65.0	41%	6.8	81%	13.4	41%	11.4	81%	22.5	40.7%	239.1	42.9%	252.4	194.1%	168.8%	194.1%	168.8%				
2:00 PM		83%	81.7	59%	58.1	25%	25.0	25%	25.0	27%	66.2	32%	78.5	65%	65.0	65%	65.0	36%	5.9	73%	12.1	36%	10.0	73%	20.3	43.2%	253.8	44.0%	258.9	199.1%	173.2%	199.1%	173.2%				
3:00 PM		79%	77.7	57%	56.1	32%	32.0	45%	45.0	27%	66.2	32%	78.5	65%	65.0	65%	65.0	41%	6.8	71%	11.7	41%	11.4	71%	19.8	44.1%	259.1	46.9%	276.0	212.3%	184.6%	212.3%	184.6%				
4:00 PM		81%	79.7	61%	60.0	42%	42.0	39%	39.0	27%	66.2	32%	78.5	65%	65.0	65%	65.0	69%	11.4	70%	11.6	69%	19.2	70%	19.5	48.2%	283.5	46.5%	273.5	218.1%	189.6%	218.1%	189.6%				
5:00 PM		75%	73.8	63%	62.0	64%	64.0	40%	40.0	27%	66.2	32%	78.5	65%	65.0	100%	100.0	96%	15.9	65%	10.7	96%	26.7	65%	18.1	53.0%	311.6	52.6%	309.3	239.7%	208.4%	239.7%	208.4%				
6:00 PM		73%	71.8	73%	71.8	87%	87.0	40%	40.0	27%	66.2	32%	78.5	100%	100.0	100%	100.0	100%	16.5	62%	10.2	100%	27.8	62%	17.2	62.8%	369.4	54.1%	317.8	284.1%	247.1%	284.1%	247.1%				
7:00 PM		75%	73.8	86%	84.6	79%	79.0	58%	58.0	27%	66.2	32%	78.5	100%	100.0	100%	100.0	85%	14.0	30%	5.0	85%	23.6	30%	8.3	60.7%	356.7	56.9%	334.4	274.4%	238.6%	274.4%	238.6%				
8:00 PM		87%	85.6	96%	94.5	65%	65.0	40%	40.0	27%	66.2	32%	78.5	100%	100.0	100%	100.0	50%	8.3	0%	0.0	50%	13.9	0%	0.0	57.7%	339.0	53.2%	312.9	260.8%	226.7%	260.8%	226.7%				
9:00 PM		90%	88.6	100%	98.4	42%	42.0	35%	35.0	27%	66.2	32%	78.5	100%	100.0	100%	100.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	50.5%	296.8	53.0%	311.9	239.9%	208.6%	239.9%	208.6%				
10:00 PM		95%	93.5	96%	94.5	21%	21.0	33%	33.0	10%	24.5	32%	78.5	50%	50.0	50%	50.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	32.1%	189.0	43.5%	255.9	196.9%	171.2%	196.9%	171.2%				
11:00 PM		96%	94.5	88%	86.6	21%	21.0	15%	15.0	1%	2.5	1%	2.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	20.1%	117.9	17.7%	104.0	90.7%	78.9%	90.7%	78.9%				
12:00 AM		95%	93.5	79%	77.7	10%	10.0	15%	15.0	1%	2.5	1%	2.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	18.0%	105.9	16.2%	95.2	81.5%	70.9%	81.5%	70.9%				

1 Averaged hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 310 (Hotel, Suburban) & ITE Code 330 (Resort Hotel) . 63% 372.8

2 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 936 (Coffee/Donut Shop without Drive-through Window, Weekday) 67% 393.1

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) **9:00 AM 394 on Weekends.**

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 Gross

Shared Parking Use:	⁽¹⁾ Hotel				⁽³⁾ Standalone Restaurant				⁽²⁾ Guest-Oriented Restaurant				⁽⁴⁾ Banquet Meeting Space				⁽⁵⁾ Indoor Fitness / Spa				⁽⁵⁾ Outdoor Spa / Pool				Totals/Averages				Self Park Provided	Valet Event Only				
	82.0 Key General Urban/Suburban				5,000.0 SF General Urban/Suburban				12,260.0 SF General Urban/Suburban				200.0 Seats General Urban/Suburban				4,955.0 SF General Urban/Suburban				8,346.0 SF General Urban/Suburban										130	149.5		
	70%				100%				100%				100%				100%								558.42 Weekday Spaces		558.42 Weekend Spaces						15%	
Weekly Parking Rate		1.20 per 1 Unit		1.00 per 50 SF		1.00 per 50 SF		1.00 per 50 SF		1.00 per 50 SF		1.00 per 2 Seats		1.00 per 300 SF		1.00 per 300 SF		1.00 per 300 SF		1.00 per 300 SF		1.00 per 300 SF		1.00 per 300 SF		558.42 Weekday Spaces		558.42 Weekend Spaces		NC = Non-Captive, DR = Drive Ratio				
Weekly Req. Spaces		68.88 Spaces		100.00 Spaces		100.00 Spaces		245.20 Spaces		100.00 Spaces		100.00 Spaces		16.52 Spaces		16.52 Spaces		16.52 Spaces		16.52 Spaces		27.82 Spaces		27.82 Spaces		558.42 Weekday Spaces		558.42 Weekend Spaces						
Weekend Req. Spaces		68.88 Spaces		100.00 Spaces		100.00 Spaces		245.20 Spaces		100.00 Spaces		100.00 Spaces		16.52 Spaces		16.52 Spaces		16.52 Spaces		16.52 Spaces		27.82 Spaces		27.82 Spaces		558.42 Weekday Spaces		558.42 Weekend Spaces						
Adjustments		NC 100% DR ###		NC 100% DR ###		NC 100% DR ###		NC 100% DR ###		NC 100% DR ###		NC 100% DR ###		NC 100% DR 100%		NC 100% DR 100%		NC 100% DR 100%		NC 100% DR 100%		NC 100% DR 100%		NC 100% DR 100%		558.42 Weekday Spaces		558.42 Weekend Spaces						
PERIOD:		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	Avg % of Required	Total # of Spaces	Avg % of Required	Total # of Spaces	Percent % of Spaces Provided	Percent % of Spaces Provided					
6:00 AM	81%	55.8	60%	41.3	10%	10.0	10%	10.0	1%	2.5	1%	2.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	12.2%	68.2	9.6%	53.8	52.5%	45.6%
7:00 AM	82%	56.5	60%	41.3	10%	10.0	10%	10.0	73%	179.0	100%	245.2	0%	0.0	30%	30.0	0%	0.0	0%	0.0	0%	0.0	44.0%	245.5	58.5%	326.5	251.2%	218.4%						
8:00 AM	89%	61.3	68%	46.8	10%	10.0	10%	10.0	100%	245.2	90%	220.7	30%	30.0	60%	60.0	0%	0.0	80%	13.2	0%	0.0	80%	22.3	62.1%	346.5	66.8%	373.0	286.9%	249.5%				
9:00 AM	100%	68.9	70%	48.2	10%	10.0	10%	10.0	63%	154.5	80%	196.2	60%	60.0	60%	60.0	20%	3.3	100%	16.5	20%	5.6	100%	27.8	54.1%	302.2	64.2%	358.7	275.9%	239.9%				
10:00 AM	97%	66.8	68%	46.8	10%	10.0	10%	10.0	57%	139.8	65%	159.4	60%	60.0	60%	60.0	62%	10.2	100%	16.5	62%	17.2	100%	27.8	54.5%	304.1	57.4%	320.6	246.6%	214.4%				
11:00 AM	91%	62.7	69%	47.5	10%	10.0	10%	10.0	42%	103.0	62%	152.0	60%	60.0	65%	65.0	55%	9.1	97%	16.0	55%	15.3	97%	27.0	46.6%	260.0	56.9%	317.6	244.3%	212.4%				
12:00 PM	86%	59.2	69%	47.5	10%	10.0	10%	10.0	39%	95.6	40%	98.1	65%	65.0	65%	65.0	44%	7.3	79%	13.0	44%	12.2	79%	22.0	44.7%	249.4	45.8%	255.6	196.6%	171.0%				
1:00 PM	81%	55.8	64%	44.1	10%	10.0	10%	10.0	27%	66.2	32%	78.5	65%	65.0	65%	65.0	41%	6.8	81%	13.4	41%	11.4	81%	22.5	38.5%	215.2	41.8%	233.5	179.6%	156.2%				
2:00 PM	83%	57.2	59%	40.6	25%	25.0	25%	25.0	27%	66.2	32%	78.5	65%	65.0	65%	65.0	36%	5.9	73%	12.1	36%	10.0	73%	20.3	41.1%	229.3	43.2%	241.5	185.7%	161.5%				
3:00 PM	79%	54.4	57%	39.3	32%	32.0	45%	45.0	27%	66.2	32%	78.5	65%	65.0	65%	65.0	41%	6.8	71%	11.7	41%	11.4	71%	19.8	42.2%	235.8	46.4%	259.2	199.4%	173.4%				
4:00 PM	81%	55.8	61%	42.0	42%	42.0	39%	39.0	27%	66.2	32%	78.5	65%	65.0	65%	65.0	69%	11.4	70%	11.6	69%	19.2	70%	19.5	46.5%	259.6	45.8%	255.5	199.7%	173.6%				
5:00 PM	75%	51.7	63%	43.4	64%	64.0	40%	40.0	27%	66.2	32%	78.5	65%	65.0	100%	100.0	96%	15.9	65%	10.7	96%	26.7	65%	18.1	51.8%	289.4	52.1%	290.7	223.6%	194.4%				
6:00 PM	73%	50.3	73%	50.3	87%	87.0	40%	40.0	27%	66.2	32%	78.5	100%	100.0	100%	100.0	100%	16.5	62%	10.2	100%	27.8	62%	17.2	62.3%	347.8	53.0%	296.2	267.6%	232.7%				
7:00 PM	75%	51.7	86%	59.2	79%	79.0	58%	58.0	27%	66.2	32%	78.5	100%	100.0	100%	100.0	85%	14.0	30%	5.0	85%	23.6	30%	8.3	59.9%	334.6	55.3%	309.0	257.3%	223.8%				
8:00 PM	87%	59.9	96%	66.1	65%	65.0	40%	40.0	27%	66.2	32%	78.5	100%	100.0	100%	100.0	50%	8.3	0%	0.0	50%	13.9	0%	0.0	56.1%	313.3	51.0%	284.6	241.0%	209.6%				
9:00 PM	90%	62.0	100%	68.9	42%	42.0	35%	35.0	27%	66.2	32%	78.5	100%	100.0	100%	100.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	48.4%	270.2	50.6%	282.3	217.2%	188.9%				
10:00 PM	95%	65.4	96%	66.1	21%	21.0	33%	33.0	10%	24.5	32%	78.5	50%	50.0	50%	50.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	28.8%	161.0	40.8%	227.6	175.1%	152.2%				
11:00 PM	96%	66.1	88%	60.6	21%	21.0	15%	15.0	1%	2.5	1%	2.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	16.0%	89.6	14.0%	78.1	68.9%	59.9%				
12:00 AM	95%	65.4	79%	54.4	10%	10.0	15%	15.0	1%	2.5	1%	2.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	13.9%	77.9	12.9%	71.9	59.9%	52.1%				

1 Averaged hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 310 (Hotel, Suburban) & ITE Code 330 (Resort Hotel) . 62% 347.82

2 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 936 (Coffee/Donut Shop without Drive-through Window, Weekday) 67% 373.0

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) 9:00 AM 373 on Weekends.

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

Shared Parking Use:	⁽¹⁾ Hotel				⁽³⁾ Standalone Restaurant				⁽²⁾ Guest-Oriented Restaurant				⁽⁴⁾ Banquet Meeting Space				⁽⁵⁾ Indoor Fitness / Spa				⁽⁵⁾ Outdoor Spa / Pool				Totals/Averages				Self Park Provided 130	Valet Event Only Provided 149.5 15%						
	82.0 Key General Urban/Suburban				5,000.0 SF General Urban/Suburban				12,260.0 SF General Urban/Suburban				200.0 Seats General Urban/Suburban				4,955.0 SF General Urban/Suburban				8,346.0 SF General Urban/Suburban				187.6 Weekday Spaces 187.6 Weekend Spaces NC = Non-Captive, DR = Drive Ratio											
	100%				98%				98%				100%				90%				90%															
Weekday Parking Rate		1.20 per 1 Unit		1.00 per 50 SF		1.00 per 50 SF		1.00 per 50 SF		1.00 per 2 Seats		1.00 per 2 Seats		1.00 per 300 SF		1.00 per 300 SF		1.00 per 300 SF		1.00 per 300 SF		1.25 Spaces		1.25 Spaces		187.6 Weekday Spaces		187.6 Weekend Spaces								
Weekend Parking Rate		1.20 per 1 Unit		1.00 per 50 SF		1.00 per 50 SF		1.00 per 50 SF		1.00 per 2 Seats		1.00 per 2 Seats		1.00 per 300 SF		1.00 per 300 SF		1.00 per 300 SF		1.00 per 300 SF		1.25 Spaces		1.25 Spaces		187.6 Weekday Spaces		187.6 Weekend Spaces								
Weekday Req. Spaces		78.72 Spaces		66.15 Spaces		66.15 Spaces		24.03 Spaces		24.03 Spaces		16.00 Spaces		16.00 Spaces		1.49 Spaces		1.49 Spaces		1.49 Spaces		1.25 Spaces		1.25 Spaces		187.6 Weekday Spaces		187.6 Weekend Spaces								
Weekend Req. Spaces		78.72 Spaces		66.15 Spaces		66.15 Spaces		24.03 Spaces		24.03 Spaces		16.00 Spaces		16.00 Spaces		1.49 Spaces		1.49 Spaces		1.49 Spaces		1.25 Spaces		1.25 Spaces		187.6 Weekday Spaces		187.6 Weekend Spaces								
Adjustments		NC 100% DR 80%		NC 75% DR 90%		NC 75% DR 90%		NC 25% DR 90%		NC 25% DR 90%		NC 40% DR 40%		NC 40% DR 40%		NC 10% DR 100%		NC 10% DR 100%		NC 5% DR 100%		NC 5% DR 100%		187.6 Weekday Spaces		187.6 Weekend Spaces										
PERIOD:		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		Weekday		Weekend		187.6 Weekday Spaces		187.6 Weekend Spaces								
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	Avg % of Required	Total # of Spaces	Avg % of Required	Total # of Spaces	Percent % of Spaces Provided	Percent % of Spaces Provided							
6:00 AM	81%	63.8	60%	47.2	10%	6.6	10%	6.6	1%	0.2	1%	0.2	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	37.6%	70.6	28.8%	54.1	54.3%	47.2%		
7:00 AM	82%	64.6	60%	47.2	10%	6.6	10%	6.6	73%	17.5	100%	24.0	0%	0.0	30%	4.8	0%	0.0	0%	0.0	0%	0.0	47.3%	88.7	44.1%	82.7	68.2%	59.3%	47.3%	88.7	44.1%	82.7	68.2%	59.3%		
8:00 AM	89%	70.1	68%	53.5	10%	6.6	10%	6.6	100%	24.0	90%	21.6	30%	4.8	60%	9.6	0%	0.0	80%	1.2	0%	0.0	80%	1.0	56.2%	105.5	49.9%	93.6	81.2%	70.6%	56.2%	105.5	49.9%	93.6	81.2%	70.6%
9:00 AM	100%	78.7	70%	55.1	10%	6.6	10%	6.6	63%	15.1	80%	19.2	60%	9.6	60%	9.6	20%	0.3	100%	1.5	20%	0.25	100%	1.3	59.0%	110.6	49.7%	93.3	85.1%	74.0%	59.0%	110.6	49.7%	93.3	85.1%	74.0%
10:00 AM	97%	76.4	68%	53.5	10%	6.6	10%	6.6	57%	13.7	65%	15.6	60%	9.6	60%	9.6	62%	0.9	100%	1.5	62%	0.78	100%	1.3	57.5%	108.0	47.0%	88.1	83.1%	72.2%	57.5%	108.0	47.0%	88.1	83.1%	72.2%
11:00 AM	91%	71.6	69%	54.3	10%	6.6	10%	6.6	42%	10.1	62%	14.9	60%	9.6	65%	10.4	55%	0.8	97%	1.4	55%	0.69	97%	1.2	53.0%	99.4	47.4%	88.9	76.5%	66.5%	53.0%	99.4	47.4%	88.9	76.5%	66.5%
12:00 PM	86%	67.7	69%	54.3	10%	6.6	10%	6.6	39%	9.4	40%	9.6	65%	10.4	65%	10.4	44%	0.7	79%	1.2	44%	0.55	79%	1.0	50.8%	95.3	44.3%	83.1	73.3%	63.7%	50.8%	95.3	44.3%	83.1	73.3%	63.7%
1:00 PM	81%	63.8	64%	50.4	10%	6.6	10%	6.6	27%	6.5	32%	7.7	65%	10.4	65%	10.4	41%	0.6	81%	1.2	41%	0.51	81%	1.0	47.1%	88.4	41.2%	77.3	68.0%	59.1%	47.1%	88.4	41.2%	77.3	68.0%	59.1%
2:00 PM	83%	65.3	59%	46.4	25%	16.5	25%	16.5	27%	6.5	32%	7.7	65%	10.4	65%	10.4	36%	0.5	73%	1.1	36%	0.45	73%	0.9	53.2%	99.7	44.3%	83.1	76.7%	66.7%	53.2%	99.7	44.3%	83.1	76.7%	66.7%
3:00 PM	79%	62.2	57%	44.9	32%	21.2	45%	29.8	27%	6.5	32%	7.7	65%	10.4	65%	10.4	41%	0.6	71%	1.1	41%	0.51	71%	0.9	54.0%	101.4	50.5%	94.7	78.0%	67.8%	54.0%	101.4	50.5%	94.7	78.0%	67.8%
4:00 PM	81%	63.8	61%	48.0	42%	27.8	39%	25.8	27%	6.5	32%	7.7	65%	10.4	65%	10.4	69%	1.0	70%	1.0	69%	0.86	70%	0.9	58.8%	110.3	50.0%	93.8	84.9%	73.8%	58.8%	110.3	50.0%	93.8	84.9%	73.8%
5:00 PM	75%	59.0	63%	49.6	64%	42.3	40%	26.5	27%	6.5	32%	7.7	65%	10.4	100%	16.0	96%	1.4	65%	1.0	96%	1.20	65%	0.8	64.4%	120.9	54.1%	101.5	93.0%	80.9%	64.4%	120.9	54.1%	101.5	93.0%	80.9%
6:00 PM	73%	57.5	73%	57.5	87%	57.6	40%	26.5	27%	6.5	32%	7.7	100%	16.0	100%	16.0	100%	1.5	62%	0.9	100%	1.25	62%	0.8	74.7%	140.2	58.3%	109.3	107.9%	93.8%	74.7%	140.2	58.3%	109.3	107.9%	93.8%
7:00 PM	75%	59.0	86%	67.7	79%	52.3	58%	38.4	27%	6.5	32%	7.7	100%	16.0	100%	16.0	85%	1.3	30%	0.4	85%	1.06	30%	0.4	72.5%	136.1	69.6%	130.6	104.7%	91.0%	72.5%	136.1	69.6%	130.6	104.7%	91.0%
8:00 PM	87%	68.5	96%	75.6	65%	43.0	40%	26.5	27%	6.5	32%	7.7	100%	16.0	100%	16.0	50%	0.7	0%	0.0	50%	0.63	0%	0.0	72.1%	135.3	67.0%	125.7	104.1%	90.5%	72.1%	135.3	67.0%	125.7	104.1%	90.5%
9:00 PM	90%	70.8	100%	78.7	42%	27.8	35%	23.2	27%	6.5	32%	7.7	100%	16.0	100%	16.0	0%	0.0	0%	0.0	0%	0.00	0%	0.0	64.5%	121.1	66.9%	125.6	96.6%	84.0%	64.5%	121.1	66.9%	125.6	96.6%	84.0%
10:00 PM	95%	74.8	96%	75.6	21%	13.9	33%	21.8	10%	2.4	32%	7.7	50%	8.0	50%	8.0	0%	0.0	0%	0.0	0%	0.00	0%	0.0	52.8%	99.1	60.3%	113.1	87.0%	75.6%	52.8%	99.1	60.3%	113.1	87.0%	75.6%
11:00 PM	96%	75.6	88%	69.3	21%	13.9	15%	9.9	1%	0.2	1%	0.2	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.00	0%	0.0	47.8%	89.7	42.3%	79.4	69.0%	60.0%	47.8%	89.7	42.3%	79.4	69.0%	60.0%
12:00 AM	95%	74.8	79%	62.2	10%	6.6	15%	9.9	1%	0.2	1%	0.2	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.00	0%	0.0	43.5%	81.6	38.6%	72.4	62.8%	54.6%	43.5%	81.6	38.6%	72.4	62.8%	54.6%

1 Averaged hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 310 (Hotel, Suburban) & ITE Code 330 (Resort Hotel) . 75% 140.24

2 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 936 (Coffee/Donut Shop without Drive-through Window, Weekday) 70% 130.6

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) **6:00 PM 141 on Weekdays.**

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

Shared Parking Use:	⁽¹⁾ Hotel				⁽³⁾ Standalone Restaurant				⁽²⁾ Guest-Oriented Restaurant				⁽⁴⁾ Banquet Meeting Space				⁽⁵⁾ Indoor Fitness / Spa				⁽⁵⁾ Outdoor Spa / Pool				Totals/Averages				Self Park Provided	Valet Event Only						
	82.0 Key General Urban/Suburban				5,000.0 SF General Urban/Suburban				12,260.0 SF General Urban/Suburban				200.0 Seats General Urban/Suburban				4,955.0 SF General Urban/Suburban				8,346.0 SF General Urban/Suburban										130	149.5				
	70%				98%				98%				100%				90%				90%				164.02 Weekday Spaces		164.02 Weekend Spaces						15%			
Weekly Parking Rate	1.20	per	1 Unit	1.00	per	50 SF	1.00	per	50 SF	1.00	per	50 SF	1.00	per	2 Seats	1.00	per	300 SF	1.00	per	300 SF	1.00	per	300 SF	1.00	per	300 SF	164.02		164.02						
Weekly Req. Spaces	55.10	Spaces		66.15	Spaces		24.03	Spaces		16.00	Spaces		1.49	Spaces		1.25	Spaces		1.25	Spaces		164.02	Weekday Spaces		Weekend Spaces											
Weekend Parking Rate	1.20	per	1 Unit	1.00	per	50 SF	1.00	per	50 SF	1.00	per	2 Seats	1.00	per	2 Seats	1.00	per	300 SF	1.00	per	300 SF	1.00	per	300 SF	1.00	per	300 SF	164.02		164.02						
Weekend Req. Spaces	55.10	Spaces		66.15	Spaces		24.03	Spaces		16.00	Spaces		1.49	Spaces		1.25	Spaces		1.25	Spaces		164.02	Weekday Spaces		Weekend Spaces											
Adjustments	NC 100%		DR 80%		NC 75%		DR 90%		NC 25%		DR 40%		NC 40%		DR 40%		NC 10%		DR 100%		NC 5%		DR 100%		NC = Non-Captive, DR = Drive Ratio											
PERIOD:	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	Avg % of Required	Total # of Spaces	Avg % of Required	Total # of Spaces	Percent of Spaces Provided	Percent of Spaces Provided				
6:00 AM	81%	44.6	60%	33.1	10%	6.6	10%	6.6	1%	0.2	1%	0.2	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	31.4%	51.5	24.3%	39.9	39.6%	34.4%
7:00 AM	82%	45.2	60%	33.1	10%	6.6	10%	6.6	73%	17.5	100%	24.0	0%	0.0	30%	4.8	0%	0.0	0%	0.0	0%	0.0	0%	0.0	42.3%	69.3	41.8%	68.5	53.3%	46.4%						
8:00 AM	89%	49.0	68%	37.5	10%	6.6	10%	6.6	100%	24.0	90%	21.6	30%	4.8	60%	9.6	0%	0.0	80%	1.2	0%	0.0	80%	1.0	51.5%	84.5	47.3%	77.5	65.0%	56.5%						
9:00 AM	100%	55.1	70%	38.6	10%	6.6	10%	6.6	63%	15.1	80%	19.2	60%	9.6	60%	9.6	20%	0.3	100%	1.5	20%	0.3	100%	1.3	53.0%	87.0	46.8%	76.7	66.9%	58.2%						
10:00 AM	97%	53.5	68%	37.5	10%	6.6	10%	6.6	57%	13.7	65%	15.6	60%	9.6	60%	9.6	62%	0.9	100%	1.5	62%	0.8	100%	1.3	51.9%	85.1	43.9%	72.0	65.4%	56.9%						
11:00 AM	91%	50.1	69%	38.0	10%	6.6	10%	6.6	42%	10.1	62%	14.9	60%	9.6	65%	10.4	55%	0.8	97%	1.4	55%	0.7	97%	1.2	47.5%	78.0	44.3%	72.6	60.0%	52.1%						
12:00 PM	86%	47.4	69%	38.0	10%	6.6	10%	6.6	39%	9.4	40%	9.6	65%	10.4	65%	10.4	44%	0.7	79%	1.2	44%	0.6	79%	1.0	45.7%	75.0	40.7%	66.8	57.7%	50.2%						
1:00 PM	81%	44.6	64%	35.3	10%	6.6	10%	6.6	27%	6.5	32%	7.7	65%	10.4	65%	10.4	41%	0.6	81%	1.2	41%	0.5	81%	1.0	42.2%	69.3	37.9%	62.2	53.3%	46.3%						
2:00 PM	83%	45.7	59%	32.5	25%	16.5	25%	16.5	27%	6.5	32%	7.7	65%	10.4	65%	10.4	36%	0.5	73%	1.1	36%	0.5	73%	0.9	48.9%	80.1	42.2%	69.1	61.7%	53.6%						
3:00 PM	79%	43.5	57%	31.4	32%	21.2	45%	29.8	27%	6.5	32%	7.7	65%	10.4	65%	10.4	41%	0.6	71%	1.1	41%	0.5	71%	0.9	50.4%	82.7	49.5%	81.2	63.6%	55.3%						
4:00 PM	81%	44.6	61%	33.6	42%	27.8	39%	25.8	27%	6.5	32%	7.7	65%	10.4	65%	10.4	69%	1.0	70%	1.0	69%	0.9	70%	0.9	55.6%	91.2	48.4%	79.4	70.1%	61.0%						
5:00 PM	75%	41.3	63%	34.7	64%	42.3	40%	26.5	27%	6.5	32%	7.7	65%	10.4	100%	16.0	96%	1.4	65%	1.0	96%	1.2	65%	0.8	62.9%	103.2	52.8%	86.6	79.4%	69.0%						
6:00 PM	73%	40.2	73%	40.2	87%	57.6	40%	26.5	27%	6.5	32%	7.7	100%	16.0	100%	16.0	100%	1.5	62%	0.9	100%	1.3	62%	0.8	75.0%	123.0	56.1%	92.1	94.6%	82.3%						
7:00 PM	75%	41.3	86%	47.4	79%	52.3	58%	38.4	27%	6.5	32%	7.7	100%	16.0	100%	16.0	85%	1.3	30%	0.4	85%	1.1	30%	0.4	72.2%	118.4	67.2%	110.3	91.1%	79.2%						
8:00 PM	87%	47.9	96%	52.9	65%	43.0	40%	26.5	27%	6.5	32%	7.7	100%	16.0	100%	16.0	50%	0.7	0%	0.0	50%	0.6	0%	0.0	70.0%	114.8	62.8%	103.0	88.3%	76.8%						
9:00 PM	90%	49.6	100%	55.1	42%	27.8	35%	23.2	27%	6.5	32%	7.7	100%	16.0	100%	16.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	60.9%	99.9	62.2%	101.9	78.4%	68.2%						
10:00 PM	95%	52.3	96%	52.9	21%	13.9	33%	21.8	10%	2.4	32%	7.7	50%	8.0	50%	8.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	46.7%	76.6	55.1%	90.4	69.6%	60.5%						
11:00 PM	96%	52.9	88%	48.5	21%	13.9	15%	9.9	1%	0.2	1%	0.2	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	40.9%	67.0	35.8%	58.7	51.6%	44.8%						
12:00 AM	95%	52.3	79%	43.5	10%	6.6	15%	9.9	1%	0.2	1%	0.2	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	36.1%	59.2	32.7%	53.7	45.5%	39.6%						

1 Averaged hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 310 (Hotel, Suburban) & ITE Code 330 (Resort Hotel) . 75% 123.00

2 Hourly percentages are from ITE Parking Generation, 5th Edition for ITE Code 936 (Coffee/Donut Shop without Drive-through Window, Weekday) 67% 110.3

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) **6:00 PM 124 on Weekdays.**

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