



# Town of Paradise Valley

6401 E Lincoln Dr  
Paradise Valley, AZ 85253

## Meeting Notice and Agenda Planning Commission

*Chair Pamela Georgelos  
Commissioner Robert Brown  
Commissioner Charles Covington  
Commissioner Craig Curtis  
Commissioner Timothy Dickman  
Commissioner William Nassikas  
Commissioner James Rose*

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Tuesday, June 17, 2025

6:00 PM

Council Chambers

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### 1. CALL TO ORDER / ROLL CALL

*Notice is hereby given that members of the Planning Commission will attend either in person or by electronic conference system, pursuant to A.R.S. §38-431(4).*

### 2. EXECUTIVE SESSION

*The Planning Commission may go into executive session at one or more times during the meeting as needed to confer with the Town Attorney for legal advice regarding any of the items listed on the agenda as authorized by A.R.S. §38-431.03.A.3.*

### 3. APPROVAL OR AMENDMENT OF MINUTES

#### A. [25-154](#) Approval of June 3, 2025 Planning Commission Minutes.

Staff Contact: Cherise Fullbright, 480-348-3539

Attachments: [2025-06-03 PC Draft Minutes](#)

### 4. PRESENTATIONS

### 5. STUDY SESSION ITEMS

*The Study Session is open to the public for viewing, and the following items are scheduled for discussion among the Planning Commission, Staff, and invited presenters. Votes will not be made on any of these items but may be made when the item is scheduled for final action later in the meeting or at a future meeting. Public comment will not be invited at this time.*

### 6. PUBLIC HEARINGS - LEGISLATIVE ACTIONS

*Items for Public Hearings are Legislative Actions scheduled for action by the Planning Commission. Staff will present the item, the Planning Commission will have an opportunity to discuss and ask questions of staff and/or the applicant, the public hearing will open for public comment, after receiving public comment the public hearing is closed, the Planning Commission may have further discussion, and lastly, the Planning Commission will take action on the item by making a motion.*



**A.     [25-161](#)           Discussion and Possible Action on Smoke Tree Resort  
Minor Special Use Permit (SUP-25-03)  
7101 E Lincoln Drive**

**Staff Contact:**       Paul Michaud, 480-348-3574

**Attachments:**       [A. Staff Report](#)  
                              [B. Vicinity & Related Maps](#)  
                              [C. SUP History](#)  
                              [D. Application](#)  
                              [E. Narrative](#)  
                              [F. Plan Set](#)  
                              [G. Parking Statement & SUP-23-01 Parking Analysis](#)  
                              [H. Trip Generation Statement & SUP-23-01 Traffic Impact Analysis](#)  
                              [I. Public Comments - Noticing](#)  
                              [J. Dust Control Plan Information](#)  
                              [K. Background - Scope of Request](#)  
                              [L. Waiver of Claims](#)  
                              [M. Staff Presentation](#)  
                              [N. Applicant Presentation](#)

## **7. ACTION ITEMS**

*Items for Action are scheduled for action by the Planning Commission. Staff will present the item, the Planning Commission will have an opportunity to discuss and ask questions of staff and/or the applicant, and lastly, the Planning Commission will make a motion on the item. Public comment is not required.*

## **8. STAFF REPORTS**

## **9. PUBLIC BODY REPORTS**

## **10. FUTURE AGENDA ITEMS**



## 11. ADJOURNMENT

### *AGENDA IS SUBJECT TO CHANGE*

*\*Notice is hereby given that pursuant to A.R.S. §1-602.A.9, subject to certain specified statutory exceptions, parents have a right to consent before the State or any of its political subdivisions make a video or audio recording of a minor child. Meetings of the Planning Commission are audio and/or video recorded, and, as a result, proceedings in which children are present may be subject to such recording. Parents in order to exercise their rights may either file written consent with the Town Clerk to such recording, or take personal action to ensure that their child or children are not present when a recording may be made. If a child is present at the time a recording is made, the Town will assume that the rights afforded parents pursuant to A.R.S. §1-602.A.9 have been waived.*

*The Town of Paradise Valley endeavors to make all public meetings accessible to persons with disabilities. With 72 hours advance notice, special assistance can also be provided for disabled persons at public meetings. Please call 480-948-7411 (voice) or 480-483-1811 (TDD) to request accommodation to participate in the Planning Commission meeting.*





# Town of Paradise Valley

6401 E Lincoln Dr  
Paradise Valley, AZ 85253

## Action Report

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**File #:** 25-154

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**AGENDA TITLE:**  
Approval of June 3, 2025 Planning Commission Minutes.

**STAFF CONTACT:**





# Town of Paradise Valley

6401 E Lincoln Dr  
Paradise Valley, AZ 85253

## Minutes – Draft

### Planning Commission

*Chair Pamela Georgelos*  
*Commissioner Robert Brown*  
*Commissioner Charles Covington*  
*Commissioner Craig Curtis*  
*Commissioner Timothy Dickman*  
*Commissioner William Nassikas*  
*Commissioner James Rose*

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Tuesday, June 3, 2025

6:00 PM

Town Hall Boardroom

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#### 1. CALL TO ORDER / ROLL CALL

Chair Georgelos called the meeting to order at 6:00 PM.

**Present –** Chair Pamela Georgelos  
Commissioner Robert Brown  
Commissioner Timothy Dickman  
Commissioner William Nassikas  
Commissioner Jim Rose

**Absent –** Commissioner Craig Curtis  
Commissioner Charles Covington

#### **STAFF MEMBERS PRESENT**

Town Attorney Andrew McGuire  
Community Development Director Chad Weaver  
Planning Manager Paul Michaud  
Town Planner II Brandon McMahon  
Lead Management Specialist Cherise Fullbright

#### 2. EXECUTIVE SESSION

#### 3. APPROVAL OR AMENDMENT OF MINUTES

A. 25-142      Approval of May 20, 2025 Planning Commission Minutes.

A motion was made by Commissioner Brown, seconded by Commissioner Nassikas, to approve the May 20<sup>th</sup>, 2025 meeting minutes as presented. The motion carried with the following vote:

**Aye:** Chair Georgelos, Commissioner Brown, Commissioner Dickman,  
Commissioner Nassikas, Commissioner Rose

**Absent:** Commissioner Covington, Commissioner Curtis

#### 4. PRESENTATIONS



## 5. STUDY SESSION ITEMS

### A. 25-137      **Discussion of Smoke Tree Resort Minor Special Use Permit 7101 E Lincoln Drive (SUP-25-03)**

Chair Georgelos recused herself from the item since her firm has represented the applicant in various transactions. She appointed Bill Nassikas as acting chair.

Mr. Michaud presented the request to increase the guestroom count from 82 to 95 keys. He addressed the background of the request, the previous approval, parking, traffic, construction access, and shared driveway. Mr. Michaud shared specific details related to the square footage modifications and setbacks. He also addressed height, open space criteria and landscaping. He noted that noticing was not required for today's meeting, but the applicant has already provided notice to neighbors, and he addressed comments which had been received.

Commissioner Dickman asked if the changes would impact the setbacks.

Mr. Michaud discussed the setbacks which were slightly changed.

Commissioner Rose requested that the location of the guestrooms be displayed. He asked questions about the suite count decreasing and the size of the pool/pool area.

Mr. Michaud explained the guestrooms would be within the L shaped wing which was previously approved, and the upper suites were being converted to standard rooms, reducing the suite count.

Jason Morris , representative for the owner, stated that the pool area was largely unchanged as the applicant did not want to bring anything back in excess to what was already approved. He explained that the extent of the change was to interior walls.

Ken Allen, project architect, talked about the pool deck which had been maintained. He spoke about the shape of the pool changing, pool seating, and the reduction of square footage.

Commissioner Dickman wondered when the project would break ground and be completed.

Mr. Allen spoke about scheduling related to permitting. He expected construction documents to be ready for submission by this November. He confirmed that pre-function space was being increased by 300 square feet.

Commissioner Rose expressed concern with the left hand turn signal at Scottsdale Road and Lincoln Drive. He questioned if the Town was coordinating with Scottsdale and if there was a way for traffic lights to sense how many people were waiting to turn.

Town Attorney Andrew McGuire stated that the intersection was not part of the discussion tonight. He noted that Scottsdale typically handles Scottsdale roads.

Mr. Morris shared information related to the intersection, noting that Scottsdale has demanded improvements that each time work has occurred at the location. He briefly noted past issues.

Commissioner Rose asked if the intersection item could be on the June 17<sup>th</sup> agenda.



Mr. Michaud agreed to talk to the Town Engineer to obtain information to be included in the report for the June 17<sup>th</sup> meeting.

Dawn Cartier, project engineer, addressed the intersection in question. She said it was operating well in its current condition and anticipated that problems would be addressed as they came up.

Commissioner Dickman reiterated concerns with the intersection due to the upcoming openings of the Smoke Tree and Five Star resorts.

Ms. Cartier explained the traffic signal design was interconnected to adjacent signals. She stated that as issues occur, timing could be adjusted.

Acting Chair Nassikas asked about staff parking.

Mr. Morris stated there would be an overall decrease in staff based on the proposed changes; however, surrounding commercial properties have offered parking space during off hours.

Acting Chair Nassikas addressed the location of the spa and questions if it would be open to outside business or marketed to locals.

Mr. Morris stated that the spa had been sized for the hotel with no desire to open to outside business. He explained the boutique spa was modeled to serve the resorts room count.

**Presentation and Discussion Only. No Reportable Action.**

## **6. PUBLIC HEARINGS – LEGISLATIVE ACTIONS**

### **A. 25-133      Discussion and Possible Action on Camelback Lands 8 Lot Split (LS-25-02) 5102 N Wilkinson Road (APN: 173-20-007)**

Mr. McMahon presented the item. He briefly discussed the processing requirements for the request as well as details related to code criteria, setbacks, roadway, traffic/traffic study, utilities, drainage, fire protection, and public comment which had not been received.

Chair Georgelos asked about subdivision history in the area.

Town Attorney Andrew McGuire addressed the Commission's process for approval, noting the only way to change the process is through a General Plan amendment and rezoning. He believed that the lot split request met all requirements for approval.

Chair Georgelos suggested an executive session.

**A motion was made by Commissioner Dickman, seconded by Commissioner Nassikas, to go into executive session on item 25-133 at 6:57 PM. The motion carried with the following vote:**  
**Aye: Chair Georgelos, Commissioner Brown, Commissioner Dickman, Commissioner Nassikas**  
**Nay: Commissioner Rose**

**A motion was made by Commissioner Dickman, seconded by Chair Georgelos, to come out of executive session on item 25-133 at 7:09 PM. The motion carried with the following vote: Aye: Chair Georgelos, Commissioner Brown, Commissioner Dickman,**



## **Commissioner Nassikas, Commissioner Rose**

Applicant Nick Prodanov with Land Development Group addressed concerns about density and lot coverage in the area.

Chair Georgelos opened the public hearing at 7:15 PM. No comment was received, and the public hearing was closed.

**A motion was made by Commissioner Nassikas, seconded by Commissioner Rose, to approve item 25-133 subject to stipulations. The motion carried with the following vote:**

**Aye:** Chair Georgelos, Commissioner Brown, Commissioner Dickman,  
Commissioner Nassikas, Commissioner Rose

**Absent:** Commissioner Covington, Commissioner Curtis

### **7. ACTION ITEMS**

### **8. STAFF REPORTS**

### **9. PUBLIC BODY REPORTS**

### **10. FUTURE AGENDA ITEMS**

Mr. Michaud stated that the June 17<sup>th</sup> meeting agenda would include action on the Smoke Tree Resort Minor SUP Amendment heard this evening.

### **11. ADJOURNMENT**

**A motion was made by Commissioner Dickman, seconded by Commissioner Nassikas, to adjourn the meeting at 7:18 PM. The motion carried with the following vote:**

**Aye:** Chair Georgelos, Commissioner Brown, Commissioner Dickman,  
Commissioner Nassikas, Commissioner Rose

**Absent:** Commissioner Covington, Commissioner Curtis

## **Paradise Valley Planning Commission**

By: \_\_\_\_\_  
Cherise Fullbright, Secretary





## Action Report

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**File #:** 25-161

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**AGENDA TITLE:**

**Discussion and Possible Action on Smoke Tree Resort  
Minor Special Use Permit (SUP-25-03)  
7101 E Lincoln Drive**

**STAFF CONTACT:**



# **TOWN** *Of* **PARADISE VALLEY**

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## **STAFF REPORT**

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**TO:** Chair and Planning Commission Members

**FROM:** Chad Weaver, Community Development Director  
Paul Michaud, Planning Manager

**DATE:** June 17, 2025

**DEPARTMENT:** Community Development Department – Planning Division  
Paul Michaud, 480-348-3574

**AGENDA TITLE:** Discussion and Possible Action on Smoke Tree Resort  
Minor Special Use Permit (SUP-25-03)  
7101 E Lincoln Drive (APN: 174-64-003A)

### **SUMMARY STATEMENT:**

#### Request

The applicant requests a Minor Special Use Permit (SUP) amendment (SUP-25-03) for the Smoke Tree Resort to the Major Special Use Permit approved in January 2024 (SUP-23-01). The request will maintain a similar footprint and building layout to SUP-23-01. This amendment is for an increase of the guestroom count from 82 keys to 95 keys (while reducing the gross building area) along with other minor modifications (e.g., increasing the number of parking spaces, adjoining the fitness area to the spa, and similar modifications). The resort is located at 7101 E Lincoln Drive (Maricopa County Assessor Number 174-64-003A). The request is submitted by Withey Morris, PLC, on behalf of ST HOLDCO, LLC, a Delaware limited partnership (being the land asset management and global real estate company called Walton Global Holdings).

### **PLANNING COMMISSION REVIEW**

The Planning Commission reviewed SUP-25-03 at the June 3<sup>rd</sup> work study session. During the work session, the Planning Commission discussed the project as summarized below:

- Explain the difference in setbacks from SUP-23-01 and SUP-25-03. The current design maintains substantial compliance with the originally approved SUP-23-01 setbacks. The minor adjustments represent typical design refinement that occurs during the development process, with setbacks shifted only inches to a few feet. Importantly, these modifications improve setbacks from both Quail Run Road and the Andaz Resort property line, providing enhanced buffering. Refer to Setbacks in the report for additional information.
- Provide more detail on where the additional keys were accommodated since the overall square footage is decreasing. The ground level has 7 more keys by relocating the fitness center out of the 3-story building that freed space for 5 additional keys, while optimizing casita layouts contributed 2 more keys. The 2<sup>nd</sup> level eliminated an underutilized open area above the ground floor lobby to allow for



additional 3 keys. The 3<sup>rd</sup> level converted some suites along the east-facing side to add 3 keys.

- Verify that the 300 square-foot increase in meeting space is pre-function space. The 300 square-foot increase in meeting space specifically represents an expanded pre-function area achieved by widening existing space circulation. This modification enhances guest experience and operational flow without fundamentally altering the meeting facility's scope or capacity.
- Provide more information on the construction timing. After the work session, the applicant provided additional information. The 1<sup>st</sup> building permit (underground, civil, and structural) is expected for early July 2025 and the 2<sup>nd</sup> full submittal is expected mid-November 2025, with an anticipated construction start date the 1<sup>st</sup> quarter of 2026 and anticipated project completion date the 3<sup>rd</sup> quarter of 2027.
- Understand any differences in the size of the pool and pool area. The applicant noted that the pool and pool area are comparable in size to the SUP-23-01 approval. The original pool was 1,110 square feet with the proposed pool 1,052 square feet. The pool shape changes from rectangular to oval for enhanced aesthetic appeal and fixed seating will accommodate 70 lounge chairs and 25 seats at the pool bar. These modifications represent typical design changes while remaining within the originally approved parameters.
- Provide more information on the marketing of the spa. Members of the general public will be able to book spa treatments through the hotel website or by phone, but the spa will be largely marketed to guests of the resort. Parking and traffic demand from outside guests is factored into the parking and traffic studies, but it is anticipated that most spa business will come from resort guests.
- Inquire on any off-site parking capacity for employee use. The applicant replied that they are exploring potential options for offsite parking, if necessary, in the future, but the resort can accommodate parking demand in all peak season scenarios. There was also discussion regarding the decreased demand for resort staffing in the current hospitality field with the example of guests not asking for daily housekeeping. Any arrangement for off-site parking use is extra parking capacity many resorts seek on their own. The SUP-23-01 approval and SUP-25-03 both accommodate all necessary parking on-site. For example, peak season parking demand requires 146 parking spaces. SUP-25-01 accommodates 187 striped parking spaces and 209 parking spaces in valet mode. Stipulation 49 of Ordinance 2023-05 with SUP-23-01 approval (which applies to SUP-25-03) requires a parking management plan if parking demand is expected to exceed onsite capacity. SUP-25-01 parking capacity has only improved with the proposed plans. This includes the parking ratio, and the composition of uses within the site has lowered the peak parking demand.
- Explain the functioning (including any traffic management sensors) and the Town's interaction regarding the dual left turn lanes on Lincoln Drive onto northbound Scottsdale Road as the Lincoln Drive and Scottsdale Road intersection will likely have more traffic with the reopening of the Smoke Tree Resort. The traffic signal at the intersection of Scottsdale Road and Lincoln Drive is operated and controlled by the City of Scottsdale. The traffic from SUP-23-01 was considered in the updated traffic analysis provided. The net change in trips is very small and creates no additional impact to the intersection when compared to that evaluated in the SUP-



23-01 Traffic Impact Analysis. As needed, the Town Engineer will coordinate with the adjoining municipal engineering staff. The traffic impact analysis with SUP-23-01 analyzed nearby intersections including Lincoln Drive and Scottsdale Road under current conditions up through when the nearby resorts under construction would be open.

## **RECOMMENDATION**

### Recommendation A:

It is recommended the Planning Commission deem the requested amendment to the Smoke Tree Resort Special Use Permit a Minor Amendment per the criteria listed in Section 1102.7.B of the Zoning Ordinance.

### Recommendation B:

It is recommended that the Planning Commission approve the Smoke Tree Resort Special Use Permit Minor Amendment to increase of the guestroom count from 82 keys to 95 keys (along with the other modifications in SUP-25-03), subject to the following stipulations:

1. The improvements shall be in substantial compliance with the following:
  - a. The project narrative prepared by Withey Morris Baugh, revised on May 19, 2025.
  - b. The Smoke Tree Resort Special Use Permit Amendment Application booklet prepared for the developer Walton Global dated March 5, 2025. This booklet replaces the Application booklet with SUP-23-01. The revised booklet includes the following new sheets:
    - i. Cover Sheet and Sheet 2 through Sheet 5, providing information on the applicant team and site context. All sheets dated March 5, 2025.
    - ii. Sheet 6, Conceptual Illustrated Site Plan/First Floor Plan, Sheet 7, Conceptual Illustrated Second Floor Plan, Sheet 8, Conceptual Illustrated Third Floor Plan, Sheet 9, Conceptual Site Dimension Plan, Sheet 10, Conceptual Level B1 Floor Plan, Sheet 11, Conceptual Room Plans, Sheet 12, Preliminary Area Calculations & Project Data, and Sheet 13, Conceptual Room Matrix. All sheets dated March 5, 2025.
    - iii. Sheet 14 through Sheet 17, providing site setbacks. All sheets dated March 5, 2025.
    - iv. Sheet 18, Conceptual Building Height Diagram, dated March 5, 2025.
    - v. Sheet 19 through Sheet 21, Conceptual Building Elevations and Enlarged Elevations. All sheets dated March 5, 2025.
    - vi. Sheet 22, Conceptual Site Sections, dated March 5, 2025.
    - vii. Sheet 23, Conceptual Site Wall Diagram, Sheet 24, Conceptual Signage Diagram, and Sheet 25, Service Areas & Screening Details, and Sheet 26, Seating Layouts. All sheets dated March 5, 2025.
    - viii. Sheet 27 and Sheet 28, Conceptual Renderings Arrival, Sheet 29, Pool Area & Hotel Room Wing, Sheet 30, Internal Courtyard/Amenity Spaces, Sheet 31 through Sheet 34, Perimeter Views. All sheets dated March 5, 2025.
    - ix. Landscape Design, that includes an Overall Site Plan, Enlarged Conceptual Plan North, Enlarged Conceptual Plan South, Conceptual Streetscape Plan North, Conceptual Streetscape Plan South, Conceptual



- Streetscape Palette (3 sheets), and Hardscape Palette. All sheets dated March 5, 2025.
- c. Revised Parking Statement (including valet plan) prepared by CivTech dated April 2025, and date sealed by Registered Professional Engineer Dawn D. Cartier on April 17, 2025.
  - d. Trip Generation Comparison Statement prepared by CivTech dated April 2025 and date sealed by Registered Professional Engineer Dawn D. Cartier on April 18, 2025.
  - e. Other documents as approved with SUP-23-01 (no changes):
    - i. Lighting Basis of Design prepared by EXP dated December 12, 2023, that includes an exterior lighting photometric plan, cutsheets, and lighting schedule.
    - ii. Land Title Survey, prepared by Alliance Land Surveying, LLC, dated March 21, 2022.
    - iii. Preliminary Grading Plan, prepared by Coe & Van Loo Consultants, Inc., dated December 6, 2023.
    - iv. Preliminary Utilities Plan, prepared by Coe & Van Loo Consultants, Inc., dated December 6, 2023.
    - v. Preliminary Drainage Report (with Preliminary Grading Plan) prepared by CVL Consultants dated December 6, 2023, and date sealed by Registered Professional Engineer William V. Haas on December 6, 2023.
    - vi. Water Service Impact Study prepared by CVL Consultants dated December 7, 2023, and date sealed by Registered Professional Engineer Cassandra Alejandro on December 7, 2023.
    - vii. Wastewater Capacity Study prepared by CVL Consultants dated December 7, 2023, and date sealed by Registered Professional Engineer Cassandra Alejandro on December 7, 2023.
    - viii. Noise Study and Recommendations, dated December 14, 2023, prepared by MD Acoustics.
2. The Owner shall widen the shared driveway off Lincoln Drive with the adjoining medical plaza located at 7125 E Lincoln Drive on the resort property to allow for two outbound lanes and one inbound lane as generally shown on the Site Plan/ First Floor Plan of the SUP-25-03 approved plans subject to the approval the Town of Paradise Valley Community Development Department.
  3. During construction of the resort the shared driveway off Lincoln Drive with the adjoining medical plaza located at 7125 E Lincoln Drive shall be used for emergency access only (unless otherwise authorized by the Town's Community Development Director with notice to the medical plaza ownership).
  4. The Owner shall provide the Town with a signed Waiver of Claims for Diminution of Value under A.R.S. § 12-1134 (Proposition 207 Waiver), in the form provided by the Town Attorney, prior to Planning Commission approval of this application, with said form recorded prior to or on the effective date of this approval.
  5. All existing Special Use Permit stipulations shall remain in full force and effect, unless changed or modified by SUP-25-03.
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### Location

The Smoke Tree Resort is located at the southeast corner of Lincoln Drive and Quail Run Road/Palmeraie Boulevard. It lies approximately 200 feet west of the Town limits and the City of Scottsdale. It borders two public roads. These are Lincoln Drive, a major arterial, and Quail Run Road, a dead-end local road. To the north of the resort is the Five Star Development (specifically the proposed attached residences). To the east is a medical plaza. To the south is the Andaz Resort. To the west across the street on Quail Run Road are single-family R-43-zoned lots.

### History/Background

Use of the property as a resort began prior to its annexation into the Town in 1961. A Major SUP amendment was approved in January 2024 (SUP-23-01) to demolish the pre-existing resort that was no longer in operation with a new boutique resort. Refer to the SUP History of the property for more information (Attachment C) and Background – Scope of Request (Attachment L).

### Purpose

The purpose of the meeting is for the Planning Commission allow for public comment and to act on the request.

### Scope of the Request

Below is a summary of the proposed improvements. For additional information, reference the applicant's narrative (Attachment E).

- *Number of Guestrooms.*

The 13 additional resort keys are within the originally approved floor area of the resort building and possible through space reallocation. The reallocation of space (including the changes in resort key size) falls within the existing SUP provisions provided no resort key type is less than 475 square feet. The smallest proposed key size is 478 square feet (sf). Overall, the key sizes are the same or slightly larger compared to SUP-23-01. The increase in resort keys increases the density (which was not specifically stipulated) from 15.3 units per acre (gross) to 17.6 units per acre (gross). However, this density should not be apparent as the approved building mass remains substantially compliant with SUP-23-01, the gross area above grade will decrease from 106,030 square feet to 105,826 square feet and the lot coverage (dripline) will decrease from 73,940 square feet to 72,184 square feet. For additional information, refer to the Background – Scope of Request (Attachment L).

- *Parking.*

SUP-23-01 (Stipulation 50, Ordinance 2023-05) requires that the resort property have no less than 159 striped parking spaces (minimum 180 square feet) that can accommodate no less than 181 valet-assist parking spaces. The proposal exceeds this minimum requirement at 187 striped parking spaces and a total of 209 parking spaces when in valet mode.

The revised parking analysis (Attachment G) requires a minimum of 146 parking spaces in peak season and 89 parking spaces in off-peak season. The proposed 187 striped parking spaces and 209 parking spaces when in valet mode provide more than the minimum number of parking spaces. The parking analysis with SUP-23-01 required a minimum of 142 parking spaces in peak season and 120 parking



spaces in off-peak season (with a total of 181 parking spaces when in valet mode).

- *Traffic.*

The amended trip generation statement (Attachment H) takes into consideration the increase in key counts along with the associated changes in square footage of uses. The proposed development is anticipated to generate approximately 962 external weekday daily trips (46 morning peak hour trips and 75 evening peak hour trips). The SUP-23-01 traffic analysis anticipated 918 external weekday daily trips (41 morning peak hour trips and 73 evening peak hour trips). This is an increase of 44 daily trips or 4.8-percent increase (5 morning peak hour trips and 2 evening peak hour trips). There is no change in circulation and driveway access (including the widening and striping of the shared driveway with the adjoining medical plaza). The additional modeled traffic maintains the level of service levels in the traffic analysis approved with SUP-23-01.

- *Square Footage Modifications*

SUP-23-01 approved the spa as a separate detached one-story building located at the southwest corner of the property and the fitness center for guest use located within the 3-story main building on the lower level. To maximize efficiency and complement the spa, the resort operator proposes the spa location remain the same and adjoin the fitness center to it. The spa/fitness square footage decreases approximately 700 square feet with a proposed total area of approximately 4,300 square feet. The added parking results in less open space and more impervious surface while substantially maintaining the perimeter landscape buffers. Beside the guest rooms, the other area of increase is the meeting space by approximately 300 square feet. This is a result of expanding the pre-function area on the north side of the ballroom to improve circulation flow before and after events for improved queuing space outside the main ballroom doors, improved transition between the high-traffic corridor and the formal meeting spaces, among other efficiencies. (Refer to Sheet 12, Calculations & Project Data in Attachment F).

- *Setbacks*

The building setbacks shifted slightly with SUP-25-03 and are in general compliance with SUP-23-01. The resort buildings setback with SUP-25-03 is closer to the Lincoln Drive property line by approximately 7 inches for the 1<sup>st</sup> level and closer by approximately 1 to 2 feet for the two upper levels (the upper levels are still setback further than the 100-foot guideline). The buildings are setback further from the Quail Run Road property line at up to approximately 14 feet for the 1<sup>st</sup> level for the arrival building, 4 to 8 inches for the two upper levels (which are still setback further than the 100-foot guideline), and approximately 14 feet for the spa building. The resort buildings are setback further from the south property line (by up to approximately 3.5 feet for the 1<sup>st</sup> level and up to 8 inches for the upper levels). The resort buildings are setback a few inches closer to the east property line with the chiller screening at the northeast portion of the building on the ground level closer to the east property line by approximately 9 feet. Refer to Sheets 7, 8, and 9 of the plans (Attachment F).



- *Heights / Elevations*

The 36-foot maximum height on the 3-story element of the arrival building remains unchanged from SUP-23-01. SUP-25-03 reduces the volume of encroachment into the Open Space Criteria from 60,905 square feet to 37,487 square feet. Refer to Sheet 22, Conceptual Site Sections of the plans (Attachment F). The single-story components of the arrival building, spa building, and casitas are generally more varied in height, somewhat taller on the portions facing Lincoln Drive, lower on the portions facing Quail Run Road (including the maximum height caps at 25 feet instead of 30 feet), and lower on the portions facing the south property line (except for the spa building at 15 feet/16 feet instead of 14 feet). The heights are all within the Town's Special Use Permit Guideline of 36 feet for the arrival building/casitas and 24 feet for the spa building. There are some minor changes to the building elevations as shown on Sheets 19 through 21 and Sheets 27 through 34 of the plan set (Attachment F).

- *Exterior Landscaping*

The landscaping remains substantially-complaint with SUP-23-01. The changes reflect the modifications due to the addition of parking spaces. This includes a reduced tract of the transformer in the landscape island directly south of the shared driveway off Lincoln Drive (with landscaping and decorative metal screening in compliance with the Town's Visually Significant Corridors Plan). Refer to the renderings and landscape plan in the applicant material (Attachment F).

- *Other*

There will be no substantive changes to the grading and drainage, lighting, signs, utility, and noise approvals from SUP-23-01. As such, these documents are not part of SUP-25-03.

#### General Plan

The request is compliant with the General Plan since the proposed improvements will have limited impact over the SUP-23-01 approval. The overall site plan layout and building design remains in substantial compliance to SUP-23-01.

#### Minor SUP Amendment

The request meets the criteria for a Minor SUP Amendment (Section 1102.7 of the Zoning Ordinance). There are four criteria for a Minor SUP Amendment:

- *The request does not change or add any uses.*

The proposed improvements do not add or change uses. The functions and activities permitted under SUP-23-01 remain the same. The primary use is for resort keys with ancillary uses for dining, spa, fitness, meeting event space, and similar uses that align with the uses described in Section 1102.2(A), Resorts, of the Town's Zoning Ordinance.



- *The request cannot increase the floor area over the last 60-month period, which the floor area cannot increase by more than 5,000 square feet or 15% of the current floor area.*

The request results in a reduction of gross building area above grade from 106,030 square feet to 105,826 square feet and a reduction of lot coverage (dripline) from 73,940 square feet to 72,184 square feet.

- *The improvements will not have any significant material effect on the adjoining property owners that is visible, audible, or otherwise perceptible from adjacent properties that cannot be sufficiently mitigated.*

The 13 additional resort keys and other modifications have no significant material effect as the resort mass remains relatively the same and is offset as the site will have more parking. The approved perimeter screening (walls and landscaping) remains in substantial compliance to the SUP-23-01 approval. Also, the stipulations required to mitigate noise still apply including the installation of a distributed audio system and a noise limiter and other provisions.

The maximum heights will remain as approved with SUP-23-01, including a portion of the 3<sup>rd</sup> level within the Open Space Criteria. The resort buildings continue to vary in height with some portions taller than the SUP-23-01 approval and some heights lower than the SUP-23-01 approval (with all heights within the SUP Guidelines).

SUP-25-03 results in an approximate 4.8% increase in traffic (using total daily trips) with a 2.8% increase in peak season parking demand (but an approximate 75% reduction in off-peak parking demand) while adding more parking to the site above the minimums required. There is no change in the circulation or driveway access points as approved with SUP-23-01.

- *The amendment shall not change the architectural style of the SUP.*

The architecture, exterior materials, and colors associated with the proposed modifications are compliant with SUP-23-01.

### Process

The process for a Minor SUP Amendment requires a pre-application review (completed), Planning Commission work session discussion of the SUP (completed), and Planning Commission action of the SUP at a public meeting. The Planning Commission action is final unless appealed to the Town Council in accordance with Section 1102(8)(B) of the Zoning Ordinance.

### Public Comment

Notice of the public meeting was completed in accordance with Town policy. This includes mailing notices to property owners within 1,500 feet, property posting, and a newspaper advertisement at least 15 days before the public meeting.



There was only one comment since the study session. This was the owner of the adjoining medical plaza requesting the east and south walls along his shared property line be built now (see Attachment I). He contacted Town staff several times since the filing of this request to express concerns over construction (predominately dust and use of the shared Lincoln Drive access between the resort and medical plaza), timing of the construction of the 8-foot-tall block wall along the medical plaza, and the timing of widening the shared driveway.

### Next Steps

If approved by the Planning Commission, the action becomes final after the 15-day appeal period. The applicant can then move forward with building permits.

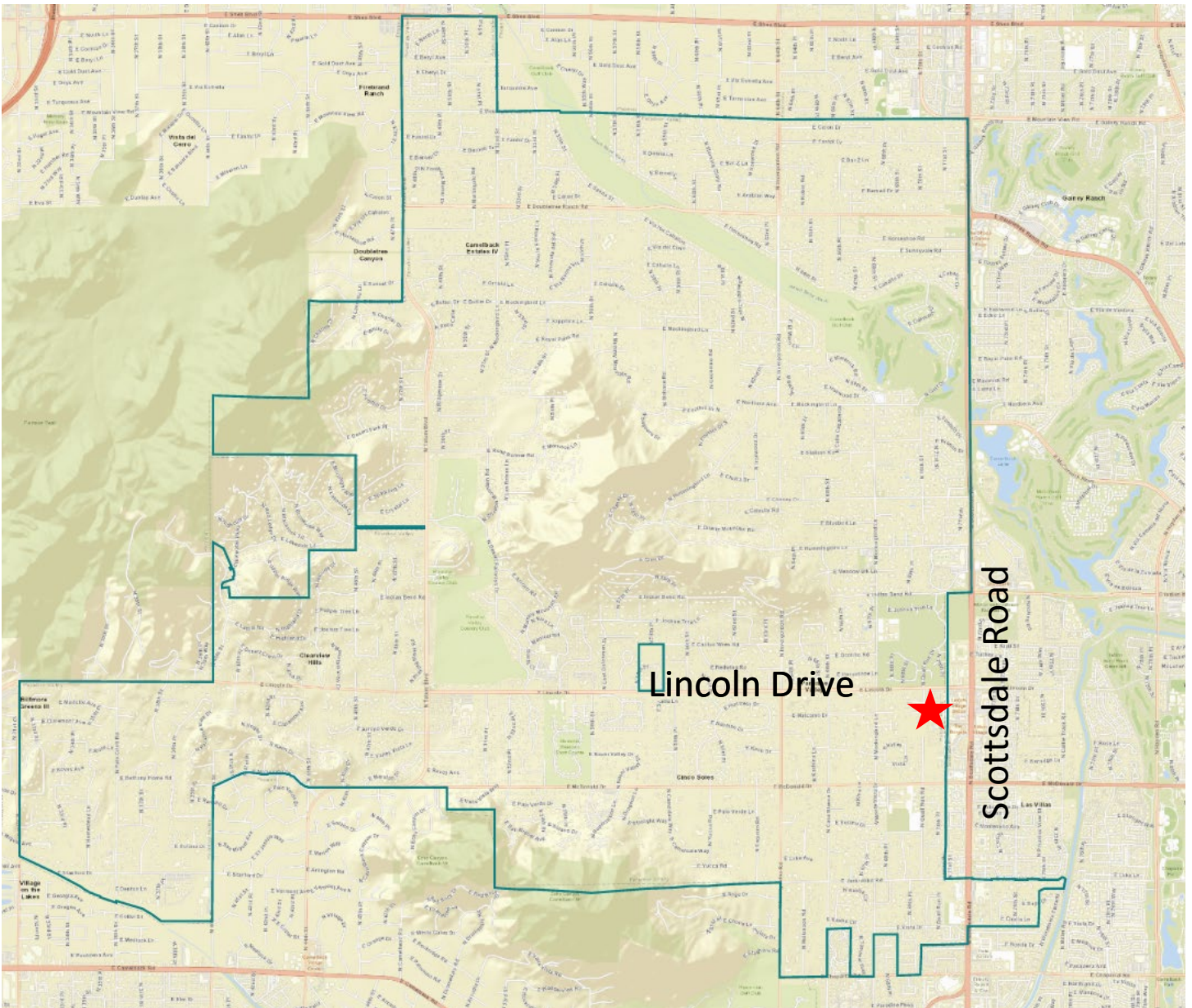
### **ATTACHMENT(S):**

- A. Staff Report
- B. Vicinity & Related Maps
- C. SUP History
- D. Application
- E. Narrative
- F. Plan Set
- G. Parking Statement & SUP-23-01 Parking Analysis
- H. Trip Generation Statement & SUP-23-01 Traffic Impact Analysis
- I. Public Comments – Noticing
- J. Dust Control Plan Information
- K. Background – Scope of Request
- L. Waiver of Claims
- M. Staff Presentation
- N. Applicant Presentation





# VICINITY MAP



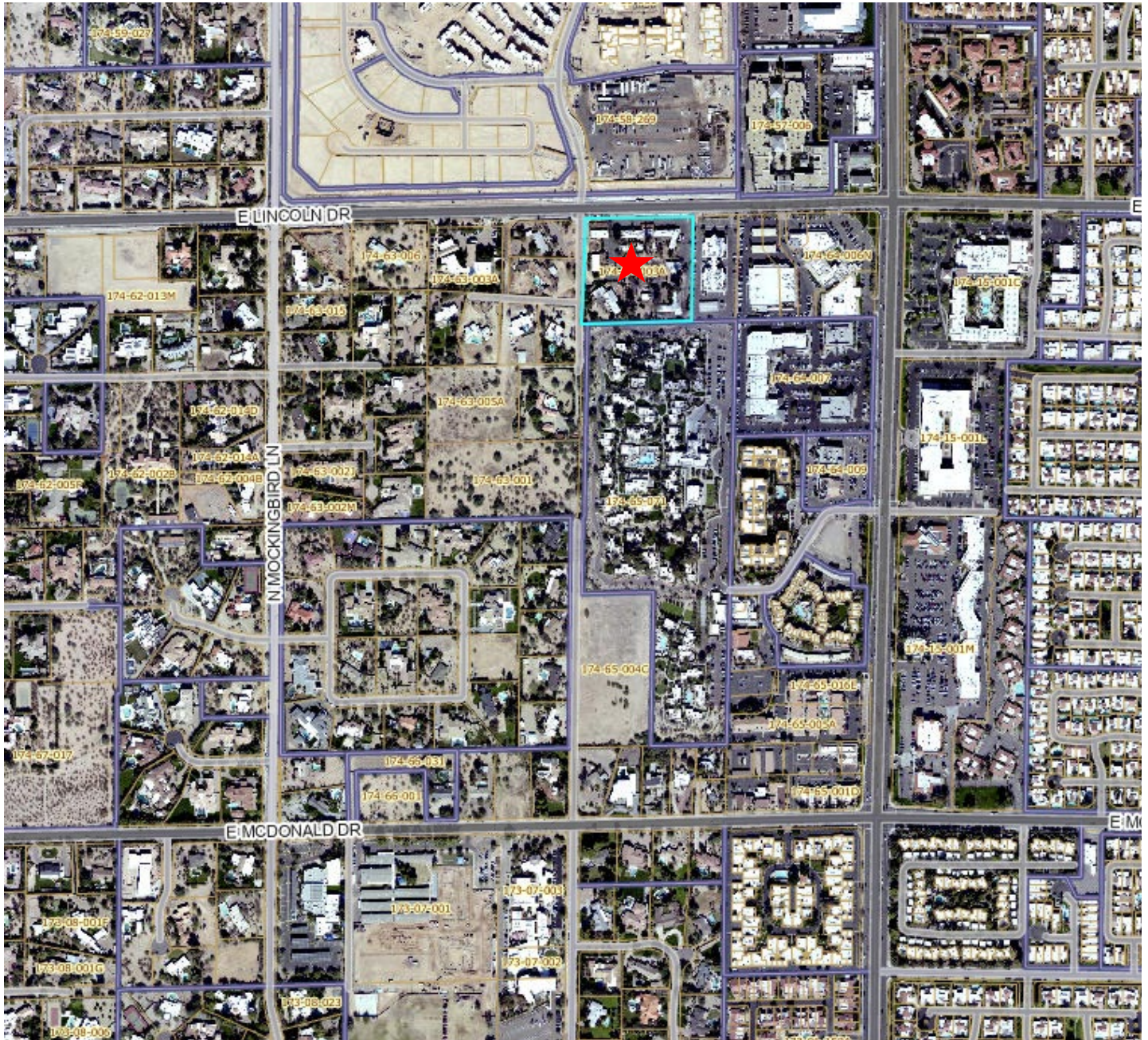
Smoke Tree Resort SUP ★

7101 E Lincoln Drive





# AERIAL MAP



Smoke Tree Resort SUP ★

7101 E Lincoln Drive





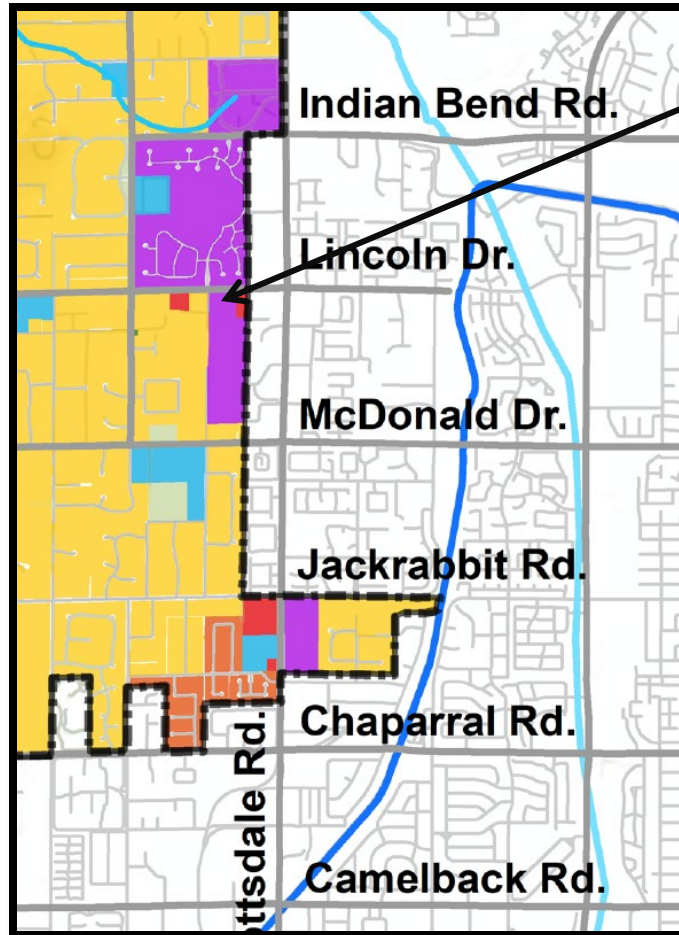
# AERIAL MAP







# GENERAL PLAN



Subject Property

## Legend

- Planning Area
- Municipal Limits
- Roads
- Indian Bend Wash
- Arizona Canal
- Major Washes

## Land Use Classifications

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Private Open Space
- Public Open Space
- Medical Office
- Public/Quasi Public
- Resort/Country Club

NOTE: All public right-of-ways shall be considered Public Open Space.

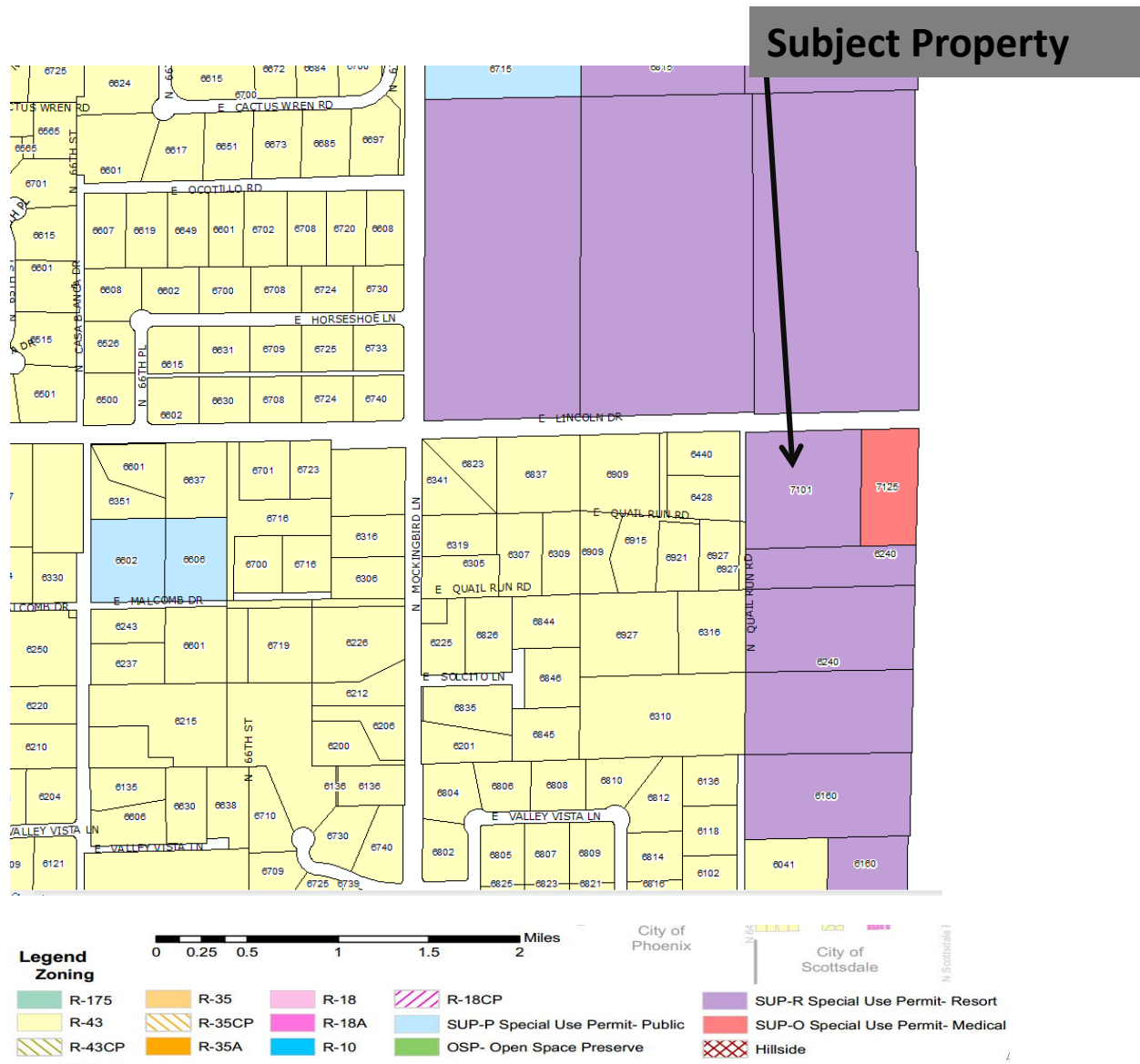
Smoke Tree Resort SUP

7101 E Lincoln Drive





# ZONING



Smoke Tree Resort SUP

7101 E Lincoln Drive



**SMOKETREE RESORT  
7101 E LINCOLN DRIVE  
SPECIAL USE PERMIT HISTORY**

**[Last Prepared 04-30-2025]**

January 11, 2024 Major SUP Amendment (SUP-23-01)

*Approval of Ordinance 2023-05 to allow for the demolition of the existing resort structures and construction of a new boutique resort with 82 guest units, three-meal restaurant, meeting space, spa, resort pool, underground garage, and related improvements*

January 15, 2020 Major SUP Amendment (SUP-18-05)

*WITHDRAWN. Request of a major amendment to the site's existing Special Use Permit - Resort zoning submitted in May 2018. The proposed redevelopment of this property was a complete demolition of all existing structures and construction of a new resort. The original request was for 165 guest units (120 guest rooms and 30 resort residential units with 15 lock-offs), 145,000 square feet total floor area, lot coverage at 80,000 square feet, some 3-story components with architectural portions up to 45-foot tall and at a 20-foot setback to the south and east property lines. The applicant later revised the proposed development for 122 guest rooms, 128,150 square feet total floor area, lot coverage at 58,832 square feet, a reduced 3-story area along the east property line, and heights varying from 1-foot tall to 36-foot tall (including an interior area near the pool at 38-foot tall).*

2007 through 2008 Substantial Compliance to Special Use Permit

*Building permits related to mechanical screening on the restaurant building. As part of the renovation of the long-standing "The Other Place" restaurant for a new restaurant tenant "REM." Various improvements to the restaurant building fronting along Lincoln Drive were made in 2007 and 2008. The mechanical roof screening on the restaurant building was the most visible element completed. The improvements were all in substantial compliance with the existing Special Use Permit. REM never opened.*

July 13, 1972 Special Use Permit Amendment

*Approval to change Cottage I to a non-public use, and construct additional space by connecting Cottage I with "The Other Place" to provide additional kitchen facilities for "The Other Place" and a rest area for its employees. Approved in accordance with the recommendations of the Planning and Zoning Commission (which according to the June 6, 1972 minutes was a stipulation that all equipment that will be constructed on the roof area will be screened by effective means) and with special consideration for Fire protection with fire hydrants.*



49 May 27, 1971 Special Use Permit Amendment

50  
51 *Approval to convert a living unit to a private dining room or meeting room and*  
52 *additional public dining space in connection with "The Other Place" restaurant. [No*  
53 *specific stipulations were noted in the minutes. However, there is a site plan dated*  
54 *April 23, 1971 that indicates 30 units inclusion of the office and restaurant, 11*  
55 *buildings, 17,100 square feet for the 30 units, and 7,000 square feet for the*  
56 *commercial.]*

57  
58 March 13, 1969 New Special Use Permit

59  
60 *Approval to modify and enlarge the existing resort including some changes in the*  
61 *rooms, in front to place a new facade on the premises, to improve the parking by*  
62 *paving all the dirt areas, and increased landscaping. Mention of 7 feet of dedication*  
63 *along Lincoln Drive for a total width of 80 feet (40-foot half-width) and possible*  
64 *condemnation of 110 feet total (55-foot half width) by Maricopa County. Approval*  
65 *was subject to the following stipulations:*

- 66  
67 1. That a condition, approved by the Town Attorney and with the approval of the  
68 Applicant that in the event of condemnation, the condemner shall pay the actual  
69 cost to the then owners of the property as to that portion taken. [The minutes note  
70 that cost for condemnation is when an appraiser will break down a property to a  
71 square foot value based on the financial statement of the owner's cost of the land  
72 aside from the special use thereof; noting in the motion that this apply only in the  
73 event that the condemner uses federal funds.]  
74 2. That any new leases of commercial space within the resort be approved by the  
75 Council.  
76 3. Representations made by the applicant as to the use of the property as  
77 recommended by the Planning & Zoning Commission be further approved and  
78 that any other new use would have to be approved by the Council. [This refers to a  
79 the February 18, 1969 Planning & Zoning hearing for recommendation of the  
80 Special Use Permit and a memo dated January 10, 1968 as part of the January 16,  
81 1698 Planning & Zoning Minutes that stated the site has twenty-eight rental units,  
82 a restaurant, public bar, private bar, hairdressing salon, and two meeting rooms]  
83

84 March 12, 1964 Annexation

85  
86 *Annexation of the resort and other areas via Ordinance 28.*  
87



ORDINANCE202305-26-1-1--  
dominguezs

**ORDINANCE NUMBER 2023-05**

**AN ORDINANCE OF THE TOWN OF PARADISE VALLEY, ARIZONA, APPROVING A MAJOR SPECIAL USE PERMIT AMENDMENT FOR PROPERTY ZONED SUP DISTRICT (RESORT) KNOWN AS SMOKE TREE RESORT LOCATED AT 7101 EAST LINCOLN DRIVE; PROVIDING FOR REDEVELOPMENT WITH DEMOLITION OF ALL EXISTING STRUCTURES AND CONSTRUCTION OF A NEW RESORT WITH 82 GUEST UNITS (KEYS) WITH RESORT-RELATED RESTAURANT, MEETING SPACE, SPA/FITNESS, AND SITE IMPROVEMENTS INCLUDING UNDERGROUND AND SURFACE PARKING, LANDSCAPING, LIGHTING, SIGNAGE, AND IMPROVEMENTS TO SITE INFRASTRUCTURE; PROVIDING FOR SEVERABILITY.**

**WHEREAS**, on February 17, 2023, an application was filed on behalf of ST HOLDCO, LLC, a Delaware limited liability company (the “Applicant”), for a Major Special Use Permit Amendment, SUP-23-01, for the demolition of all existing structures and the construction of a new resort (the “Application”); and

**WHEREAS**, on April 27, 2023, at a public meeting, the Town of Paradise Valley Town Council (the “Town Council”) provided a Statement of Direction to the Town of Paradise Valley Planning Commission (the “Planning Commission”); and

**WHEREAS**, on September 19, 2023, the Planning Commission held a public hearing, as prescribed by law, to consider the Application, and recommended approval with conditions; and

**WHEREAS**, on January 11, 2024, the Town Council held a public hearing, as prescribed by law, to hear and take action on Ordinance Number 2023-05 as recommended by the Planning Commission; and

**WHEREAS**, the Town Council has determined that the Applicant held a Citizen Review Meeting in accordance with Section 2-5-2(F) of the Paradise Valley Town Code; and

**WHEREAS**, the amendments to the Special Use Permit as set forth in the Application are consistent with and conform to the Town’s General Plan Land Use Map and Zoning Map; and

**WHEREAS**, in accordance with Article II, Sections 1 and 2 of the Constitution of Arizona, the Town Council has considered the individual property rights and personal liberties of the residents of the Town before adopting this ordinance; and



**WHEREAS**, in accordance with A.R.S. § 462.01, the Town Council has considered the probable impact of this ordinance on the cost to construct housing for sale or rent.

**NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND TOWN COUNCIL OF THE TOWN OF PARADISE VALLEY, ARIZONA, AS FOLLOWS:**

Section 1. The recitals above are incorporated as if fully set forth herein.

Section 2. Pursuant to Article XI of the Town's Zoning Ordinance, the Application is hereby approved, and SUP-23-01 is hereby granted, to ST HOLDCO, LLC, a Delaware limited liability company, and successors and assigns, as follows:

1. SUP-23-01 permits the Smoke Tree Resort to continue its resort use and operations on the approximate 5.36- gross acres (4.74-net acres) of land located at 7101 E Lincoln Drive in Paradise Valley, Arizona, as more particularly described in Exhibit A attached hereto and incorporated herein by reference (the "Property").
2. SUP 23-01 amends all of the Property's prior Special Use Permits set forth in Exhibit B, attached hereto and incorporated herein by reference, and creates a new Special Use Permit to allow for redevelopment that includes 82 guest units (keys) with resort-related restaurant, meeting space, spa/fitness, and site improvements including underground and surface parking, landscaping, lighting, signage, and improvements to site infrastructure, subject to any definitions, stipulations, plans, and documents set forth in Exhibits A through D each of which is attached hereto and incorporated herein by reference, and which together make SUP-23-01.

Section 3. If any provision of this ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct, and independent of all other provisions, and such holding shall not affect the validity of the remaining portions of this ordinance.

Section 4. The Mayor, the Town Manager, the Town Clerk, and the Town Attorney are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this ordinance.

[Signatures on following page]



**PASSED AND ADOPTED** by the Mayor and Town Council of the Town of Paradise Valley, Arizona, this 11<sup>th</sup> day of January, 2024.

DocuSigned by:

*Jerry Bien-Willner*

CF0B61A648E9495...

Jerry Bien-Willner, Mayor

ATTEST:

DocuSigned by:

*Duncan Miller*

FD56FF67A95043D...

Duncan Miller, Town Clerk

DocuSigned by:



APPROVED AS TO FORM:

DocuSigned by:

*Andrew J. McGuire*

6C9F79CECF0C427...

Andrew J. McGuire, Town Attorney



**EXHIBIT A  
TO  
ORDINANCE NUMBER 2023-05**

**[Legal Description]**

**TOWN OF PARADISE VALLEY  
SPECIAL USE PERMIT FOR THE SMOKE TREE RESORT  
SUP-23-01**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

PARCEL NO. (Maricopa County Assessor Number 174-64-003A)

The North half of the Northwest quarter of the Northeast quarter of the Southeast quarter of Section 10, Township 2 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

EXCEPT the East 200 feet, thereof.

AND

The North half of the South half of the Northwest quarter of the Northeast quarter of the Southeast quarter of Section 10, Township 2 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

EXCEPT the East 200 feet, thereof.



**EXHIBIT B  
TO  
ORDINANCE NUMBER 2023-05**

**[Description of Prior SUP Amendments that are amended upon the Effective Date]**

TOWN OF PARADISE VALLEY  
SPECIAL USE PERMIT FOR THE SMOKE TREE RESORT  
SUP-23-01

The list below summarizes the known approved amendments to the original Special Use Permit, all of which are amended upon the Effective Date of Ordinance Number 2023-05.

January 11, 2024 SUP-23-01	Major Amendment for redevelopment that includes 82 guest units (keys) with resort-related restaurant, meeting space, spa/fitness, and site improvements including underground and surface parking, landscaping, lighting, signage, and improvements to site infrastructure.
2007 through 2008	Building permits related to mechanical screening on the restaurant building. As part of the renovation of the long-standing “The Other Place” restaurant for a new restaurant tenant “REM.” Various improvements to the restaurant building fronting along Lincoln Drive were made in 2007 and 2008. The mechanical roof screening on the restaurant building was the most visible element completed. The improvements were all in substantial compliance with the existing Special Use Permit. REM never opened.
July 13, 1972 SUP-72- 12	Approval to change Cottage I to a non-public use, and construct additional space by connecting Cottage I with “The Other Place” to provide additional kitchen facilities for “The Other Place” and a rest area for its employees.
May 27, 1971 SUP-71-06	Approval to convert a living unit to a private dining room or meeting room and additional public dining space in connection with “The Other Place” restaurant.
March 13, 1969	Approval to modify and enlarge the existing resort including some changes in the rooms, in front to place a new facade on the premises, to improve the parking by paving all the dirt areas, and increased landscaping.
March 12, 1964	Annexation into the Town via Ordinance 28



**EXHIBIT C  
TO  
ORDINANCE NUMBER 2023-05**

**[SUP STIPULATIONS]**

**TOWN OF PARADISE VALLEY  
SPECIAL USE PERMIT FOR THE SMOKE TREE RESORT  
SUP-23-01**

**I. PROJECT DESCRIPTION**

Redevelopment of the 5.36- gross acres (4.74-net acres) Smoke Tree Resort located at 7101 E Lincoln Drive (the “Property”), that includes 82 guest units (keys) with resort-related restaurant, meeting space, spa/fitness, and site improvements including underground and surface parking, landscaping, lighting, signage, and improvements to site infrastructure.

**II. DEFINITIONS**

“**Approved Plans**” means the plans and documents associated with SUP 23-01 and described in Subsection IV “Approved Plans” in Exhibit C to the Ordinance.

“**Brand Letter**” means the letter and brands as described in Exhibit D to the Ordinance.

“**Floor Area**” means the area under roof added to the floor area of any second and third story; provided, however that “Floor Area” also includes the horizontal solid portion(s) of trellises and/or open weave roofs, and all the horizontal solid portion of area under roof in accessory buildings such as gazebos, ramadas and other accessory buildings. Floor Area excludes the floor area of any fully subterranean portions of a building, any utility and/or storage facilities that are located subterraneously in order to avoid unsightly view from ground level, courtyard areas, and the portion of any roof overhangs which are not over useable exterior spaces.

“**Key**” or “**Keys**” means a Resort unit, served by a single key, which is part of the Resort (as defined herein), designed and constructed with all furnishings, fixtures and equipment necessary to operate as a single unit for transient occupancy use as a part of such Resort. Each Key shall have at least one bathroom and a direct lockable connection from the exterior or a corridor. A Key may be located in a principal structure (in a building that includes guest registration, reception and other allowed uses) or in any number of other buildings integrated or associated with such Resort through landscaping or otherwise. A Key may be interconnected with another Key unit through a lockable connection, so that more than one Key may be rented as a single unit.

“**Ordinance**” means Ordinance Number 2023-05.

“**Owner**” means ST HOLDCO, LLC, a Delaware limited liability company, its successors and assigns. An Owner may be an individual, corporation, partnership, limited liability company, trust, land trust, business trust or other organization, or similar entity, which in turn may be owned by individuals, shareholders, partners, members or benefitted parties under trust agreements, all of which may take any legal form, and may allocate interests in profits, loss, control or use.



“**Property**” means the real property described in Exhibit A to the Ordinance.

“**Resort**” means the entire Property and all facilities and other improvements existing, developed or redeveloped and used or useful on the Property in general conformance with the Approved Plans and/or these Stipulations.

“**Resort Quality Standards**” means the standards described in Exhibit D to the Ordinance.

“**Special Use Permit**” or “SUP-23-01” or “SUP” shall mean this special use permit as approved by the Ordinance.

“**Special Use Permit Guidelines**” means special use permit guidelines adopted by the Town and in effect as of the Approval Date.

“**Stipulations**” mean the conditions of approval as shown in Exhibit C to the Ordinance.

“**Town**” means the Town of Paradise Valley.

“**Town Code**” means the Code of the Town of Paradise Valley, Arizona, as amended from time to time, except when the Special Use Permit or a related Development Agreement specifically references ordinances or requirements in effect as of the Approval Date.

“**Town Manager**” means the Town Manager or his or her Town staff designee.

“**Visually Significant Corridors Master Plan**” means the Master Plan approved by the Town Council dated October 2018.

“**Zoning Ordinance**” means the Town’s zoning ordinance in effect as of the Approval Date and as amended.

### III. STIPULATIONS

#### A. GENERAL

1. In the event of a conflict between the stipulations and the Approved Plans (as defined below), these stipulations shall govern.
2. This Special Use Permit (SUP-23-01) shall run with the land and any person having or subsequently acquiring title to any portion of the Property shall be subject to this Special Use Permit, as it applies to the portion of the Property owned thereby and as it may be amended or superseded from time to time. SUP-23-01 supersedes all prior SUP amendments on the Property by incorporating existing SUP stipulations and plans that remain in full force and effect. Once an owner no longer owns the Property, such prior owner shall not be subject to this Special Use Permit.
3. If any portion of the Property is in violation of the terms of this Special Use Permit, the Town may, pursuant to Section 1105 of Article XI (Special Uses and Additional Use Regulations) of the Zoning Ordinance, (a) seek all available remedies after fair notice, a hearing and a reasonable opportunity to correct, and (b) impose a monetary sanction



on the then-Owner of such portion, in an amount not to exceed the maximum amount allowed for violations of the Town Zoning Ordinance for each day such violation exists, in addition to all other orders or sanctions permitted by applicable laws. No such remedy shall be applied to any other Owner or portion of the Resort that is not in violation of this Special Use Permit.

4. The use of the Property shall at all times conform to all applicable State laws and Town ordinances, except that if there is a conflict between this Special Use Permit and any Town ordinance or other Town requirement (but not State law), this Special Use Permit shall prevail.
5. The redevelopment of, and construction on, the Property shall, subject to these Stipulations, substantially conform to the intent of the Approved Plans. Each of the Approved Plans is hereby incorporated into this Special Use Permit and made an integral part hereof.
6. An electronic version of the Approved Plans for SUP-23-01 shall be submitted to the Town within 60 days after the approval date.
7. Nothing in this Special Use Permit or otherwise shall require the operation of the Resort under the name "Smoke Tree Resort" or any similar or other name. No further consent shall be required to enable the Owner to transfer all or any portion of the Resort, name or rename the Resort, or select or reselect brands or management companies of the Resort; provided that the Property shall be subject to this Special Use Permit notwithstanding any such transfer.
8. No part of the Resort shall be operated as a Time-Share project as such term is defined by the Town Zoning Ordinance. No part of the resort may be subdivided for purposes of sale or resale.
9. The Resort Owner and successor owners of the Property shall have a right to undertake and complete the development and use of the Property in accordance with this Special Use Permit.
10. The Town and the Owner believe and intend that the provisions of this Special Use Permit are valid and enforceable. In the unlikely event that this Special Use Permit is declared by a court of competent jurisdiction to be invalid or unenforceable, the Resort (as then constructed) may continue to be used and operated as a legal non-conforming use in accordance with these Stipulations until such time as a special use permit or other applicable zoning for the Resort is issued or reissued by the Town for the property.
11. The Owner shall provide the Town with a signed Waiver of Claims for Diminution of Value under A.R.S. § 12- 1134 (Proposition 207 Waiver) in the form provided by the Town Attorney prior to Town Council approval of this Application, with said form recorded prior to or on the effective date of the Ordinance.



## **B. CONSTRUCTION – DEVELOPMENT**

12. A schedule for demolition on the Property for the vertical portions of existing improvements shall be provided no later than the time of submittal of the first demolition permit associated with this Special Use Permit. Demolition of existing structures are encouraged to occur within six months of the effective date of SUP-23-01.
13. No construction permit shall be issued on the Property until appropriate engineering or architectural plans and documents are submitted to the Town and the issuance of such construction permit(s) for that particular activity is approved by the Town. Submitted plans shall be required to meet the building code most recently adopted by the Town. No final Certificate of Occupancy shall be issued until all improvements as shown on the site plan are completed and accepted by the Town.
14. The Special Use Permit improvements shall be completed in the following phases:
  - a. Phase 1 – Infrastructure. This phase includes, and is not limited to, dust and erosion control measures, job-site mobilization and set-up, demolition of existing structures, utility improvements, and construction of the underground basement/garage level.
  - b. Phase 2 – Perimeter Improvements. This phase includes, and is not limited to construction of the perimeter walls and perimeter landscaping along all four sides of the Property and off-site improvements (e.g., Quail Run Road paving). The construction schedule shall identify any perimeter areas for completion in later phases such as those adjacent to access driveways or active construction areas. However, the intent is to complete perimeter walls and perimeter landscaping early in the development process to aid in screening construction-related activities.
  - c. Phase 3 – Interior Improvements. This phase includes, and is not limited to construction of the buildings shown on the site plan, the resort pool, interior landscaping, and related items.
15. The Owner of the Resort shall be responsible to ensure that all required improvements within the Lincoln Drive and Quail Run Road rights-of-way as required by the Approved Plans have been inspected and approved by the Town no later than the last building Certificate of Occupancy related to SUP-23-01. This includes improvement of Quail Run Road adjacent to the site to the Town's street standards and installation of a sign restricting westbound left turns out of the site at the Quail Run Road access. Quail Run Road improvements are the full minimum 26-foot width pavement/curb in accordance with the Typical Local Cross-Section Option A from Lincoln Drive south to Maricopa County Tax Parcel 174-63-009B (includes striping to align with Palmeraie Boulevard directly north) and half-width improvements for the remaining Quail Run Road right-of-way to the south boundary line of the Property.
16. The Resort Owner shall submit a construction schedule prior to the issuance of the first building permit related to SUP-23-01 to ensure compliance with all Town ordinances



and in order to minimize construction nuisances. This schedule may be modified or amended from time to time. This construction schedule shall at a minimum provide the following:

- a. Dust and noise control measures.
  - b. Vehicle/equipment storage/parking.
  - c. Construction days/hours.
  - d. Location of staging area for construction supplies/equipment.
  - e. Location of any construction trailer and sanitary facility.
  - f. Location of on-site construction-materials/debris storage.
  - g. Location of fire lanes during the construction period.
  - h. The approximate beginning and ending for construction.
  - i. Offsite improvements (e.g., Quail Run Road pavement) shall be completed concurrently with the development.
17. Prior to the issuance of a certificate of completion/occupancy for any individual structure, adequate and appropriate fire service, including but not limited to, a fire sprinkler system, building risers, fire alarms, exit signage, room and building identification signage have been installed and inspected by the Town and the necessary fire, emergency, and other vehicle access for each such structure, has been constructed and approved by the Town.
18. During the period of demolition or construction of new improvements, signs shall be posted on the Property in conformance with the Town construction sign regulations that identify a person(s) with phone and email to contact regarding construction-related matters.
19. Chain link fencing with screening is required to completely surround any exterior construction areas, any construction refuse areas, any construction material storage areas and any exterior sanitation facilities used during a construction project. The screening material may not be used for advertising or other signage.
20. During demolition, site grading, and the construction of onsite or offsite improvements, the Owner shall coordinate the sweeping of the public streets adjoining the Property to remove construction-related dirt and debris, as reasonably required by the Town.
21. All permanent public utilities within the Resort shall be underground (excluding certain equipment that is typically installed above ground which shall be appropriately screened, such as transformers, meters, and other equipment) and located within appropriate easements. Screening shall meet utility company and Town requirements.



22. Prior to the issuance of the first building permit related to SUP-23-01, the Owner shall provide the Town documentation on the abandonment of the electric easement (recorded at the Maricopa County Recorder, Arizona, in Book 7328, Page 755) shown on the A.L.T.A. survey.
23. All mechanical equipment shall be screened so that it is not visible from adjoining properties not a part of this Special Use Permit and from adjoining public rights-of-way. All rooftop screening shall be part of the articulation of a building and not appear as an afterthought; shall be architecturally integrated and compatible with the architectural style. Mechanical equipment and mechanical equipment screens shall be included in the total height of any structure to which they are attached. If applicable, mechanical screening may provide the necessary noise attenuation for any mechanical equipment. All mechanical equipment, along with any screens used for attenuation of noise, shall comply with the allowable noise levels defined in the Town's noise ordinance. Noise measurement shall include any installed screening or other attenuation devices.
24. Backflow preventers, electric transformers, generators, or other similar equipment visible from off the Property shall be located so as to minimize their visual impact and shall be screened from public view to the extent possible.
25. The Owner of the Resort prior to the issuance of the first building permit with SUP-23-01 shall provide to the Town Manager documentation on the load calculations and correspondence from Arizona Public Service (APS) on the ability to relocate the existing APS utility box at the southeast intersection of Lincoln Drive and Quail Run Road. The screening of the utility equipment shall be in accordance with the Approved Plans meeting the "Best" criteria option of the Resort Living Zone in the Town's Visually Significant Corridors Plan and all safety measures such as minimum clearances. Completion of the screening in the existing location or relocation/screening of the cabinet shall occur prior to the issuance of the first Certificate of Occupancy on any structure with SUP-23-01.
26. Walls and fences shall be constructed in accordance with the Approved Plans. Block wall material shall be solid grouted (as compared to dually). The wall along the east property line shall be eight feet tall. A new eight-foot-tall wall shall be constructed on the south property line. The existing five-foot tall stucco block wall near the south property line shall be demolished prior to the construction of the new wall on the south property line. Stucco and paint shall be the minimum standard for the wall finish on both sides in accordance with Section 2403.b, Wall Finishes, Walls Adjacent to Adjoining Properties, of the Zoning Ordinance. In the event of a conflict between the Approved Plans and Article XXIV of the Town Zoning Ordinance, the Approved Plans shall control. Walls and fences shall meet required corner vision requirements outlined in Section 8-1-13 of the Town Code and shall be measured from the exterior finished grade. Additional walls or fences not shown on the Approved Plans are permissible without an amendment to this Special Use Permit provided the Owner obtains a Town building permit and the walls comply with the height and setback outlined in Article



XXIV, Walls and fences, of the Town Zoning Ordinance.

### **C. MANAGEMENT - MAINTENANCE**

27. At all times, the Property shall remain under unified management and shall be operated as one, single resort facility and not be subdivided for sale or sold as private residences.
28. Maintenance of the Resort in general and all common areas specifically, shall be coordinated through a single unified management entity, which may be the Owner.
29. All exterior portions of all structures and all driveways, parking areas, landscaping, walls, and lighting shall be kept and maintained in good condition and repair.
30. Use of outdoor space by employees for activities such as smoking may create unintended nuisances for persons on adjoining properties. This type of activity shall be located near the buildings, away from the perimeter of the Property.
31. There shall be at least one person designated by the Resort at all times who has been thoroughly briefed on the provisions of this Special Use Permit and who has the authority to resolve, or to refer to others for resolution, all problems related to compliance with this Special Use Permit. All calls from Town residents to the Town or Resort regarding noise or disturbances shall be referred to and addressed by such person(s). The name and contact information for this person shall be provided to the Town Manager no later than the effective date of the Ordinance and updated within 10 days after any change is made.
32. Interiors of the buildings on the Property may be remodeled at any time without an amendment to the Special Use Permit so long as the other aspects of the Property remain in substantial compliance with the Ordinance and the Approved Plans, and all applicable building permits are obtained.
33. Except as approved as part of a building permit application and during construction periods, no storage of outdoor materials is permitted on the Property that can be seen off site.

### **D. USES**

34. The Property shall be used for a resort only, and no changes, expansions, additions, or alterations to the Property or improvements thereon shall be allowed without an express written amendment hereto. Resort to include uses that are customary pursuant to Section 1102.2 of the Town's Zoning Ordinance such as guest units, meeting spaces, spa, pool, lobby/administrative offices, retail sales (e.g., gift shop), and food/beverage uses. For-sale dwelling units are not allowed.
35. Resort buildings and structures shall meet minimum setbacks and heights as shown on the Approved Plans, with height measured from original natural grade or finish grade (whichever is lower) for each structure.



36. The area requirements shall be as follows:

- a. The maximum Floor Area for all buildings (e.g., principal, accessory) shall be 106,030 sf. Floor Area excludes the basement level.
- b. The maximum footprint lot coverage for all buildings (e.g., principal, accessory) shall not be greater than 25.6% of the gross site area which is 59,710 sf. Footprint excludes roof overhangs, patio covers, or other projections.
- c. The maximum dripline lot coverage for all buildings (e.g., principal, accessory) shall not be greater than 31.6% of the gross site area which is 73,940 sf. Dripline lot coverage includes all building footprints, overhangs, projections, and other structures that obstruct the sky (excluding walls shown on the Site Wall Diagram in the Approved Plans).

37. The Resort shall be constructed, remodeled, or refurbished and outfitted with the following minimum Resort Quality Standards:

- a. Not more than 82 Resort Keys meeting the quality standards (as defined below), with each Key not to be less than 325 square feet in size (with the Approved Plans for this Resort providing for a minimum Key size of 475 square feet).
- b. One full-service restaurant capable of serving three daily meals.
- c. At least one swimming pool along with facilities (which may be remote from the pool).
- d. At least one heated whirlpool (such as a “Jacuzzi”).
- e. At least one fitness area to accommodate professional-grade exercise machines and related equipment.
- f. An area or areas for providing spa services such as massage services.
- g. A dedicated reception area to accommodate guest check-in, concierge, and cashier.
- h. A dedicated area to accommodate vehicle or passenger drop off (such as valet parking services) for Resort guests.
- i. A conference center (labeled as the Event Space on the Approved Plans) serving the Resort, with a maximum of 200 persons unless the Resort submits a Special Event Permit in accordance with Section 8-8-8 of the Town Code that includes documentation on parking capacity, traffic control, and head count for the event.
- j. The Event Space shall have a maximum indoor area of 5,082 net square feet as shown on the Approved Plans.

If the Resort is constructed so as to include the improvements specified on the Approved Plans, said improvements shall satisfy the requirements in subsection a



through I above. The Resort shall also be either constructed, remodeled, or refurbished and outfitted with standards of development consistent with the criteria set forth in Exhibit “D” attached hereto and incorporated herein, or any other resort hotel design supported by a Brand Letter (as defined in Exhibit “D”, the “Resort Quality Standards”). The final construction documents upon which building permits shall be issued for the Resort may come in multiple phases, including but not limited to grading and other site work, buildings, plumbing, electrical, mechanical, and finish schedules. As such, permits will be issued for each phase after having been reviewed for compliance with the Approved Plans and the requirements of this stipulation to the extent such a component thereof is partially or fully reflected therein. Any changes in the Resort Quality Standards that is accompanied by a Brand Letter shall be deemed approved. Minor changes which do not materially alter the scope of a required component set forth in Exhibit “D” shall not require approval.

38. The earliest start and latest stop limits on hours of operation of the following specific uses/facilities shall be as set forth below:

- a. Vendor deliveries and trash pick-up (generally): Vender deliveries (generally), trash pickups, or other noise generating outside services involving mechanical equipment, including large commercial trucks, shall be allowed to operate between 7:00 a.m. to 7:00 p.m. daily (except for emergency deliveries). US Mail, private courier services such as UPS or FedEx, and emergency deliveries: at any time.
- b. Exterior pools, spas and Jacuzzis: 7:00 a.m. to midnight daily (except pools, spas, and Jacuzzis located in outside areas at the spa are only when the spa is open).
- c. Restaurants, bars, lounges, banquet facilities, receptions, weddings and related events, and other food service facilities: no earlier than 6:00 a.m. and no later than State Statute (generally 2:00 a.m. for alcohol sales).
- d. Room service: up to 24 hours/day
- e. Parking facilities: 24 hours/day
- f. Spa and Fitness facilities: 24 hours/day for use only by guests of the Resort (outside members limited to 5:00 a.m. to midnight daily).

39. Outdoor areas at the Resort, which includes the event lawn, pool area, and outdoor patios adjoining the restaurant as shown on the Approved Plans shall be limited as outlined below:

- a. There shall be no permanent bar and/or food preparation except as shown on the Approved Plans, but temporary alcohol and food areas as part of a Resort event are allowable.
- b. Sound shall at all times be in compliance with the noise requirements of the Town Code, as may be amended, as well as the stipulations under Noise of this Ordinance.



40. Temporary tents may be erected on the event lawn and/or in the resort pool courtyard as shown on the Approved Plans. All other temporary tent locations require a Special Event Permit with Chapter 8 of the Town Code. No temporary tent shall be higher than 24 feet above the finished grade and setback a minimum of 40 feet from the perimeter property lines. Placement of temporary tents shall have no adverse impact on parking or circulation on site. Temporary tents or structures shall not be allowed for more than 16 consecutive days unless approved through a Special Event Permit in accordance with Section 8-8-8 of the Town Code.

## **E. NOISE**

41. Except as stipulated within this Special Use Permit, the Property (which includes outdoor venues, events, or functions with music and/or amplified sound) shall operate under all Town noise regulations, including the regulations listed in Article 10-7, Control of Excessive Noise, and Article 8-10, Nuisance Noise, as may be amended, and the acoustical study in the Approved Plans. This is generally a maximum of 45 decibels (dBA) at the property line on Sundays and holidays and 56 decibels (dBA) at the property line all other times.
42. The Owner of the Resort shall employ all necessary means to comply with the noise requirements in the Town Code such as, and not limited to, the installation of a distributed audio system and a noise limiter requiring the submittal of an outdoor event audio plan to the Town Manager for review and approval prior to the first Certificate of Occupancy for SUP-23-01.
43. Deliveries of construction material shall be as set forth in Article 8-10, Nuisance Noise, as may be amended from time to time.
44. All live music or events (e.g., DJ, live band) must be concluded or be moved indoors at or before 10:00 p.m.
45. The Resort manager or designee shall be responsible for measuring the noise levels using an on-site sound level meter as a means to monitor compliance.
46. Testing of any emergency generators shall be limited to Monday through Friday, 8:00 a.m. to 4:00 p.m., for no longer than 45 minutes at a time. The noise level shall not exceed the decibel level limits as specified in Article 8-10, Nuisance Noise, as may be amended from time to time. Generators shall be screened by a wall, with no generators allowed within 60 feet of a residentially-zoned property line.
47. Amplified music, speakers, and/or public announcement (PA) systems are discouraged in all outdoor areas, with such activities prohibited during the hours between 10:00 p.m. and 7:00 a.m. daily. When such systems are used, they shall follow the mitigation measures outlined in the noise study of the Approved Plans.
48. Only non-amplified events with a maximum of 200 people shall be allowed on the event lawn on Sundays and legal holidays unless the Resort submits a Special Event Permit in accordance with Section 8-8-8 of the Town Code that includes documentation



the event is within the Town's noise regulations (e.g., 45 decibel limit).

## **F. RIGHT-OF-WAY, PARKING & CIRCULATION**

49. At any time when the parking demand is expected to exceed onsite capacity, the Resort manager or designee shall initiate a parking management plan, which in addition to valet-assisted may include the hiring an off-duty officer to direct traffic and/or use offsite parking arrangements (but not the use of parking on any public street within the Town). The tandem parking spaces located within the underground garage shall be signed for employee and/or valet use.
50. In accordance with the Approved Plans, there shall not be less than 159 striped parking spaces (minimum 180 square feet) that can accommodate not less than 181 valet-assist parking spaces. The actual number of available parking spaces may be greater if contained within the areas designated for parking on the Approved Plans.
51. On-site parking is limited to private passenger vehicles. Parking of buses and recreational vehicles, whether public or private vehicles, on-site is prohibited. Large buses with seating for more than 30 passengers are prohibited from entering or serving the Property. Minibus or minicoaches, with seating for 30 or fewer passengers are permitted. All contracts between the Resort and any valet company or other parking company shall include an acknowledgment and agreement that such company shall not park any vehicles on public streets in the Town and that all loading and unloading shall only occur on the resort property, except as expressly allowed by the Town. Any catering agreement between the Resort and any guests booking events at the Resort shall include an acknowledgment and agreement that vehicles may not park on public streets in the Town, except as expressly allowed by the Town.
52. Unlicensed support vehicles (e.g., golf carts, utility vehicles, etc.) may be used to service the Resort, but such support vehicles shall not park on public streets.
53. The parking spaces facing Lincoln Drive and Quail Run Road shall be screened as shown on the Approved Plans; at a minimum this screening shall be by a three foot high screen wall and/or landscaped berm or combination thereof to minimize the amount of vehicle headlight trespass off the property. As approved by the Town Engineer and Town Fire Marshal, portions of the parking lot may use paving methods in lieu of asphalt (e.g., stabilized decomposed granite, permeable pavers, stone pavers, brick).
54. Subject to the limitations in Stipulation 51, buses and other vehicles may be used to shuttle guests or employees to or from areas not located on the Resort, and between the Resort and other destinations (e.g., airport, shopping facilities, golf courses, etc.).
55. Except as may be allowable during construction, all parking on the adjoining public roads by any guest, invitee, parking service provider, or employees of the resort is prohibited.



56. All designated fire lanes shall maintain a vertical clearance of 14 feet above actual finished grade and a horizontal clearance of 20 feet to allow passage of emergency vehicles and must meet all Arizona Department of Transportation standards.
57. Prior to effective date of this Ordinance 2023-05, the Owner shall (i) stipulate to entry of a Final Order of Condemnation regarding the property rights the Town acquired in the Partial Summary Judgment in Case No. CV2019-015736, currently pending in Maricopa County Superior Court, (ii) dedicate to the Town the area on the southeast corner of Lincoln Drive and Quail Run Road over which there are currently existing utility infrastructure, a traffic signal pole and a traffic signal box, and (iii) dedicate to the Town, in fee simple, the following rights-of-way along the entire Property frontage of Lincoln Drive and Quail Run Road:
- a. A strip of land comprising the northernmost 33' of the Property (which area is currently subject to right-of-way easements).
  - b. A 25' strip of land along the western edge of the Property (which will result in new dedication of right-of-way).

#### **G. SIGNAGE**

58. All signs shall be in accordance with the Approved Plans, with illumination compliant with Article XXV, Signs, of the Town Zoning Ordinance and the Special Use Permit Guidelines. The monument signs on the Approved Plans shall include the address number for the Resort. Signs are subject to review and approval through the Town's building permit process.

#### **H. LIGHTING**

59. All outdoor lighting shall be in compliance with the Approved Plans. In the event the Approved Plans are not clear, such lighting shall meet the Special Use Permit Guidelines, as such may be amended from time to time.
60. Unless otherwise included in the Approved Plans, lamps, lighting, or illumination devices within an outdoor light fixture shall be screened so as to not be directly visible from outside the Property. If the Town receives a complaint from an offsite owner that the light-emitting element (i.e., the bulb) from an outside light fixtures is visible from outside the Property, the Town Manager may inspect the Property and require the Owner to shield the light-emitting element that is visible from outside the Property.
61. Additional exterior lighting requirements shall be as follows:
- a. Palm tree lighting (Fixture F1 or F2) shall be in accordance with the luminaire schedule as shown on the Approved Plans. These fixtures are limited to the event lawn and resort pool area.
  - b. Temporary holiday lighting shall be allowable in accordance with Section 1023, Outdoor Lighting and Illumination, of the Town Zoning Ordinance.



- c. Permanent festoon/bistro and similar lighting (Fixture M1) shall be limited to a maximum height of 16 feet from grade as measured adjacent to the lights and the light source shall be shielded by an opaque cover and/or shielded by a portion of the building/structure itself. These fixtures are limited to the event lawn as shown on the Approved Plans.
- d. Landscape lighting fixtures shall be selected, located, aimed, and fully shielded so that direct illumination is focused exclusively on the plantings or other intended site features and away from adjacent properties and the public street right-of-way.
- e. Light fixtures shall be prohibited within the dedicated public right-of-way areas, except for Town-approved fixtures.
- f. Motion sensors or a similar method shall be used to control site and parking lighting necessary for egress, safety, and site navigation after 11:00 p.m. such that the lights will dim to half brightness. Site lighting not needed for egress, safety, or site navigation (e.g., landscape lighting) will be turned off at 11:00 p.m.

## **I. LANDSCAPING**

- 62. Landscaping on the Property shall be in substantial compliance in quantity, size, and plant palette with the Approved Plans.
- 63. All landscaping shall be maintained in a healthy, neat, clean and weed-free condition. All dead plant material shall be replaced with live plant material of like kind and quality. Overgrown vegetation and trees shall be cut back so they do not obstruct adjoining rights-of-way.
- 64. The proposed Hopbush and Ghost Gum hedge along the south property line shall be maintained in a healthy condition. This dense planting shall meet the definition of hedge in Section 2402 of the Town's Zoning Ordinance in that the hedge forms a compact, dense, living barrier. If this hedge, including the Ghost Gum trees elsewhere on the Property, are found to create a hazard (e.g., excessive tree limb falls), the Owner shall replace the Ghost Gum with a like kind or equivalent evergreen as determined by the Town Manager.
- 65. All landscaped areas shall be supported by an automatic irrigation system, and shall be designed and maintained in a manner that promotes water conservation and prevents water overflow or seepage into the street, sidewalk, or parking areas.



## **J. CELLULAR ANTENNAS**

66. Cellular and other wireless transmission antennas are permitted, provided that they comply with this Special Use Permit and Article XII, Personal Wireless Service Facilities, of the Town Zoning Ordinance or as may be amended. This includes, and may not be limited to, a design that is integrated as architectural features within the structures on the Property with screening in the same finish and color as the structure on which it is located. There shall be no unscreened projections of cellular or wireless antennas on any building above the roofline. Any lease agreement with a wireless operator shall specifically allow entry by the Town and its agent for the purpose of inspection and compliance with Town ordinances.



#### IV. APPROVED PLANS

The following plans and documents apply to the Property. In the case of discrepancies between Approved Plans, those with a later date shall take precedence. In the case of discrepancies between Approved Plans and Stipulations, the Stipulations shall take precedence as specified in Section III.A.1.

<p><b>Jan 11, 2023</b> <b>(SUP 23-01)</b></p>	<ol style="list-style-type: none"> <li>1. The Smoke Tree Resort Special Use Permit Amendment Application booklet prepared for the developer Walton Global dated February 17, 2023, and last revised on December 18, 2023, including the following sheets: <ol style="list-style-type: none"> <li>a. Page 2 through Page 14, Exhibit 1 through Exhibit 3, providing information on the applicant team, site context, and project narrative.</li> <li>b. Exhibit 4, Sheet 6, Conceptual Illustrated Site Plan, Sheet 7, Conceptual Illustrated Second Floor Plan, Sheet 8, Conceptual Illustrated Third Floor Plan, Sheet 9, Conceptual Site Dimension Plan, Sheet 10, Conceptual Level B1 &amp; Location Plan, Sheet 11, Conceptual Room Plans, Sheet 12, Preliminary Area Calculations &amp; Project Data, and Sheet 13, Conceptual Room Matrix. All sheets dated December 12, 2023.</li> <li>c. Exhibit 5, Sheet 14 though Sheet 17, providing site setbacks. All sheets dated December 12, 2023.</li> <li>d. Exhibit 6, Sheet 18, Conceptual Building Height Diagram, dated December 12, 2023.</li> <li>e. Exhibit 7, Sheet 22, Conceptual Site Sections, dated December 8, 2023.</li> <li>f. Exhibit 8, Sheet 19 through Sheet 21, Conceptual Building Elevations and Enlarged Elevations. All sheets dated December 12, 2023.</li> <li>g. Exhibit 9, Sheet 27 and Sheet 28, Conceptual Renderings Arrival, Sheet 29, Pool Area &amp; Hotel Room Wing, Sheet 30, Internal Courtyard/Amenity Spaces, Sheet 31 and Sheet 32, Perimeter Views. All sheets dated December 12, 2023.</li> <li>h. Exhibit 10, Lighting Basis of Design prepared by EXP dated December 12, 2023, that includes an exterior lighting photometric plan, cutsheets, and lighting schedule.</li> <li>a. Exhibit 11, Sheet 23, Conceptual Site Wall Diagram, Sheet 24, Conceptual Signage Diagram, and Sheet 25, Conceptual Gate and Decorative Enclosures. All sheets dated December 12, 2023.</li> <li>i. Exhibit 12, Landscape Design, that includes an Overall Site Plan, Enlarged Conceptual Plan North, Enlarged Conceptual Plan South, Landscape Perimeter Streetscape &amp; Buffer Plan – North, Landscape Perimeter Streetscape &amp; Buffer Plan – South, Lincoln Drive Streetscape Character, South &amp; East Buffer Character, and Proposed Hardscape Concepts. All sheets dated December 15, 2023.</li> </ol> </li> </ol>
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	<ol style="list-style-type: none"><li>2. Other plan sheets as follows:<ol style="list-style-type: none"><li>a. Sheet 26, Conceptual Restaurant Seating Layouts, dated December 12, 2023.</li><li>b. Land Title Survey, prepared by Alliance Land Surveying, LLC, dated March 21, 2022.</li><li>c. Preliminary Grading Plan, prepared by Coe &amp; Van Loo Consultants, Inc., dated December 6, 2023.</li><li>d. Preliminary Utilities Plan, prepared by Coe &amp; Van Loo Consultants, Inc., dated December 6, 2023.</li><li>e. Valet Parking Plan showing 181 spaces prepared by EPIC.</li></ol></li><li>3. Parking Statement (Analysis) prepared by CivTech dated December 29, 2023, and date sealed by Registered Professional Engineer Dawn D. Cartier on December 27, 2023.</li><li>4. Traffic Impact Analysis (8<sup>th</sup> Submittal) prepared by CivTech dated December 2023 and date sealed by Registered Professional Engineer Dawn D. Cartier on December 27, 2023.</li><li>5. Preliminary Drainage Report (with Preliminary Grading Plan) prepared by CVL Consultants dated December 6, 2023, and date sealed by Registered Professional Engineer William V. Haas on December 6, 2023.</li><li>6. Water Service Impact Study prepared by CVL Consultants dated December 7, 2023, and date sealed by Registered Professional Engineer Cassandra Alejandro on December 7, 2023.</li><li>7. Wastewater Capacity Study prepared by CVL Consultants dated December 7, 2023, and date sealed by Registered Professional Engineer Cassandra Alejandro on December 7, 2023.</li><li>8. Noise Study and Recommendations, dated December 14, 2023, prepared by MD Acoustics.</li></ol>
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**EXHIBIT D  
TO  
ORDINANCE NUMBER 2023-05**

**[RESORT QUALITY STANDARDS]**

**TOWN OF PARADISE VALLEY  
SPECIAL USE PERMIT FOR THE SMOKE TREE RESORT  
SUP-23-01**

Listed below in this Exhibit D to Ordinance Number 2023-05 are a set of certain criteria (the “Resort Quality Standards”) required by the Town to be met by the Owner for the Resort. Recognizing that resorts vary greatly in design and quality standards, many of which are subjective and can be achieved through a wide variety of solutions, the Owner shall be allowed wide latitude in providing resort design alternatives to meet the Resort Quality Standards. The Resort Quality Standards can be achieved through a variety of solutions and the traditional allocation of space or specifications of a feature may be satisfied in a non-traditional way. The Owner can either satisfy the Resort Quality Standards through creative, novel, alternative, or potentially unique ways or through a more traditional brand standards approach.

The Resort Quality Standards shall be deemed approved and in compliance herewith if met by Owner or accompanied by a letter executed by an authorized officer or representative of any national, regional, or local brand who will initially brand the Resort through ownership, management, franchise, or affiliation, stating that the Resort design meets their brand standards for an upscale or better full-service resort hotel (the “Brand Letter”). Attached hereto as Schedule 1 is a partial list of brands and affiliations (“Brand(s)”) that are deemed acceptable for the purpose of providing a Brand Letter. A Brand Letter is not required for approval of Resort Quality Standards. A Brand that is not a Brand listed on Schedule 1, but which owns, manages, franchises or rates hotels (as in any of the recognized affiliations, such as Leading Hotels of the World, Ltd., or rating services such as AAA, Smith Travel or Mobil) similar to any of the listed Brands, shall also qualify to issue the Brand Letter.

The following is a list of the Resort Quality Standards criteria:

- A. Exterior. The dedicated area to accommodate vehicle or passenger drop off, which may include a covered canopy area for vehicles or a motor court.
- B. Public Areas. Public areas include those areas of the Resort that are typically used and accessible to the public as opposed to those area that are generally reserved for employees or service areas. Public areas include the reception area, restaurant, pool, whirlpool, spa, and fitness area, as well as the lobby, meeting areas, and public interior corridors. The following elements shall be incorporated into any public areas included in the Resort:



1. *Meeting Areas*: One or more areas for meetings, including any combination of ballroom, boardroom, breakout room or private dining area and pre-function area; at least one or more of these areas shall be capable of providing banquet food and beverage service.
2. *Fitness/Spa Area*: An area or areas provided for fitness and initially equipped with not less than five pieces of professional-grade exercise machines such as state-of-the-art cardio and weight training equipment, as well as an area or areas for spa services such as massage, which may include m-room spa service.
3. *Restaurant*: The restaurant may have a dining room and bar/lounge area, and if more than one restaurant is provided, the required three meal service may be divided between the facilities (i.e., one restaurant may serve breakfast and lunch, while another serves dinner).
4. *Gift Shop/Business Center*: One or more areas (which need not be separately demised spaces from other public areas) that provide for the sale of gifts and sundries and a business center capable of providing business service to multiple guests. Such areas may be commingled with areas dedicated for reception, lobby, concierge, fitness, meeting, or restaurant.
5. *Wall, Ceiling, and Floor Finishes*: For the interior public areas, hard surface finishes such as wall, ceiling and floor should have a variety of finishes, which taken together provide an upscale design. Materials may include any combination of carpet, rugs, wood, stone, tile, metal, polished concrete, leather, fabric or paint. Ceilings should contain various forms of relief by using changes in elevation, material, soffit, recessed lighting, texture, beams, patterns, fans, sky lights or other effects at the discretion of Owner. Walls should use a variety of paint, wall covering, paneling, wainscot or other finishes such as plaster, stone, fabric or graphics at the discretion of Owner.
6. *Swimming Pool*: The swimming pool shall have sufficient pool deck to accommodate up to fifty hotel guests; the whirlpool or Jacuzzi may be at the pool or within the fitness/spa area.

C. Keys. All Keys shall have at least the following elements:

1. At least one full bathroom with not less than one toilet, one sink and one shower or one tub/shower combination unit. At least six square feet of counter space should be provided at vanity or other unit.
2. At least one fully enclosed closet for clothes storage and hanger space.
3. Heating and air conditioning system with in-room thermostat.
4. Furnishing and Equipment
  - a. Bed(s), with headboard and frame with enhanced feature such as pillow top



mattress, memory foam or adjustable comfort levels.

- b. At least one flat panel television of 37" minimum size; suites that have more than one room (other than bathrooms) shall have one television per room, but in no event shall a total of more than three televisions per suite be required.
  - c. Seating for three guests, which may include any combination of desk chairs, side chairs, sofas, loungers, love seats, or other seating elements.
  - d. Desk with lamp and access to electrical outlets.
  - e. Window coverings such as and in any combination of blinds, shutters, sheers, fabric side panels, valance, glass treatment, or cornice.
  - f. Either in-room Wi-Fi or hard line internet access.
  - g. A telephone and separate internet capability.
  - h. An in-room safe.
  - i. Framed art on the walls.
5. Bathroom Finish Criteria
- a. Hard surface floor consisting of tile, marble, granite, or stone.
  - b. Contemporary vanity with sink.
  - c. Glass, porcelain, porcelain on steel or stone sink(s) with a counter enhancement such as wall faucets or counter-mounted faucets.
  - d. Framed mirror.
  - e. Tub and shower criteria:
    - i. Tub may be free standing or set within an enclosure of marble, stone, granite, or tile and shall be a minimum of four feet long and 14" deep.
    - ii. Shower, if separate from tub, shall be within an enclosure of marble, granite, stone, or tile.
    - iii. Tub/shower combination marble free standing or set in an enclosure of marble, stone, granite or tile, with glass door or double curtains.
    - iv. Powder rooms do not require a tub or shower.

The Owner, in conformance with a Brand Letter, may replace, modify, or supplement the following list.



SCHEDULE 1 TO EXHIBIT “D” ACCEPTABLE BRANDS

The following are acceptable Brands as of the effective date of Ordinance Number 2023-05.

Luxury

Affina  
 AKA  
 Andaz  
 Capella  
 Conrad  
 Dorchester Collection Doyle Collection  
 Fairmont  
 Four Seasons  
 Grand Hyatt  
 InterContinental  
 JW Marriott  
 Langham  
 Loews  
 Luxury Collection Mandarin Oriental Mokara  
 Hotel & Spa Montage  
 Orient Express  
 Park Hyatt  
 Ritz-Carlton RockResorts Rosewood  
 Sofitel  
 St. Regis  
 Taj  
 The Peninsula  
 Thompson Hotels Trump Hotel Collection  
 Viceroy  
 W Hotel  
 Waldorf-Astoria

Upper Upscale

Ace Hotel  
 Autograph Collection  
 Camino Real  
 Club Quarters  
 Dolce  
 Dream  
 Embassy Suites  
 Hard Rock  
 Hilton  
 Hyatt  
 Joie De Vivre  
 Kimpton  
 Le Meridien  
 Marriott  
 Marriott Conference Center  
 Millennium  
 New Otani  
 Nikko  
 Omni  
 Pan Pacific  
 Radisson Blu  
 Renaissance  
 Sheraton Hotel  
 Sonesta Hotel  
 Starhotels  
 Swissotel  
 Warwick Hotels  
 Westin  
 Wyndham



STATE OF ARIZONA                    )  
   :SS.  
 COUNTY OF MARICOPA            )

### CERTIFICATION

I, Duncan Miller, Town Clerk of the Town of Paradise Valley, Arizona hereby certify that the foregoing is a full, true, and correct copy of Ordinance Number 2023-05 duly passed and adopted by a majority vote of the Town Council at a meeting duly called and held on the 11<sup>th</sup> day of January 2024. Said Ordinance appears in the minutes of said meeting, and it has not been rescinded or modified and is now in full force and effect.

I further certify that said municipal corporation is duly organized and existing and has the power to take the action called for by the Ordinance.



  
 \_\_\_\_\_  
 Duncan Miller, Town Clerk

### VOTE

AYES: 7

NAYES: 0

NOT PRESENT: 2

### PUBLISHED

January 25, 2024

February 1, 2024





## COMMUNITY DEVELOPMENT DEPARTMENT SPECIAL USE PERMIT APPLICATION GUIDE

Town of Paradise Valley • 6401 East Lincoln Drive • Paradise Valley, Arizona 85253 • Phone: (480) 348-3693

### APPLICANT & CONTACT INFORMATION

Please check the appropriate box for the Type(s) of Application(s) you are requesting

#### Special Use Permit

- |   |  |
|---|--|
| <input type="checkbox"/> Managerial Amendment | <input type="checkbox"/> Intermediate Amendment  |
| <input type="checkbox"/> Minor Amendment      | <input type="checkbox"/> Major Amendment/New SUP |

Project Name: \_\_\_\_\_

Date: \_\_\_\_\_ Existing Zoning: \_\_\_\_\_ Proposed Zoning: \_\_\_\_\_ Net Acres: \_\_\_\_\_

Property Address: \_\_\_\_\_

Assessor's Parcel Number: \_\_\_\_\_

Owner: \_\_\_\_\_

Address: \_\_\_\_\_

Phone number: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Signature: \_\_\_\_\_

(Or provide a separate letter of authorization)

Applicant/Representative: \_\_\_\_\_

Company Name (if Applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Phone number: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Signature: \_\_\_\_\_

THE ABOVE APPLICANT HEREBY APPLIES FOR AN APPLICATION AS INDICATED IN THE SUBMITTED NARRATIVE, PLANS, AND DOCUMENTS IN ACCORDANCE WITH THE TOWN CODE AND TOWN POLICIES.

#### FOR DEPARTMENTAL USE ONLY

App.#: \_\_\_\_\_ Submittal Date: \_\_\_\_\_ Expiration Date: \_\_\_\_\_





## COMMUNITY DEVELOPMENT DEPARTMENT PRE-APPLICATION GUIDE

Town of Paradise Valley • 6401 East Lincoln Drive • Paradise Valley, Arizona 85253 • Phone: (480) 348-3693

### APPLICANT & CONTACT INFORMATION

Project Name: SmokeTree Minor SUP Amendment

Date: 12/30/24 Existing Zoning: SUP-R Proposed Zoning: SUP-R Net Acres: 5.007

Property Address: 7101 E. Lincoln Drive, Paradise Valley, AZ 85253

Assessor's Parcel Number: 174-64-003A

Owner: ST Holdco, LLC (Walton Global Holdings)

Address: 8800 N. Gainey Center Drive, Suite 345, Scottsdale, AZ 85258

Phone number: 480-900-3026

E-mail address: bdoherly@walton.com

Signature: \_\_\_\_\_

(Or provide a separate letter of authorization)

Applicant/Representative: Benjamin Tate

Company Name (if Applicable): Withey Morris Baugh, PLC

Address: 2525 E. Arizona Biltmore Circle, Suite A-212

Phone number: 602-230-0600

E-mail address: ben@wmbattorneys.com

Signature: \_\_\_\_\_

THE ABOVE APPLICANT HEREBY APPLIES FOR A PRE-APPLICATION AS INDICATED IN THE SUBMITTED NARRATIVE, PLANS, AND DOCUMENTS IN ACCORDANCE WITH THE TOWN CODE AND TOWN POLICIES.

### FOR DEPARTMENTAL USE ONLY

Pre-App.#: \_\_\_\_\_ Submittal Date: \_\_\_\_\_ Expiration Date: \_\_\_\_\_



# SmokeTree Resort

## SUP 25-03 – Minor Amendment

7101 E. Lincoln Drive  
Project Narrative

1<sup>st</sup> Submittal: March 5, 2025

2<sup>nd</sup> Submittal: April 23, 2025

3<sup>rd</sup> Submittal: May 19, 2025



WITHEY  
MORRIS  
BAUGH



# Development Team

## Walton®

### Developer

Walton Global Holdings  
8800 N. Gainey Center Drive, Suite 345  
Scottsdale, AZ 85258

### Representative

#### Benjamin L. Tate

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### Architect

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### Traffic Engineer

#### Dawn Cartier, PE, PTOE

CivTech, Inc.  
10605 N. Hayden Avenue  
Scottsdale, AZ 85260  
dcartier@civtech.com





# Introduction

---

This application is submitted on behalf of Walton Global Holdings, the owner and developer of approximately 5.36 gross acres located at 7101 E. Lincoln Drive in Paradise Valley, Arizona (the “Property”), as illustrated by the Aerial Map attached as **Exhibit 1**. The Property is currently zoned SUP-R (Special Use Permit – Resort) as shown in the Zoning Map at **Exhibit 2** and identified on the 2022 General Plan with a land use designation of Resort/Country Club, as shown in the General Plan Map at **Exhibit 3**.

The Property was originally the site of the SmokeTree Resort, a bungalow-style resort ranch built in 1954. On January 11, 2024 the Paradise Valley Town Council approved SUP 23-01 – a major amendment to the SmokeTree Resort SUP to allow the redevelopment of the Property with an 82-guestroom luxury boutique hotel (the “Resort”). See Approved Site Plan at **Exhibit 4**.

Since approval in January 2024, Walton has worked closely with the Resort operator to refine the site plan, floor plans, and room layouts to prepare the project for construction document submittals. Through this process, spaces became more defined, and efficiencies were discovered that allowed for better use of the limited space. This iterative process produced a slightly smaller spa with a more appropriately located fitness center, more efficient back-of-house spaces and operations, and yielded 13 additional guestrooms supported by an additional 28 parking spaces. Importantly, all of these refinements were accomplished within the same building envelope and a slight reduction in overall floor area ratio and lot coverage.

## Project Overview

---

The proposed site plan/floor plan adjustments are focused on refining individual spaces to create the most efficient use of the Resort within the framework of the existing building envelope. The guiding principle of these refinements to the Resort is “no net impact”, which is achieved by maintaining fidelity to the existing building envelope and parking ratio. See Proposed Site Plan at **Exhibit 5**.

### Main Building Guestrooms

As noted above, a total of 13 guestrooms were added to the Resort – 11 additional guestrooms in the main building and 2 additional pool suites. In the main building, the additional guestrooms were a confluence of two factors: reducing the number of standard suites and refining the sizing and layouts of the public areas and employee areas within the main building.



The approved floor plan offered a total of 18 standard suites, mostly on the 2<sup>nd</sup> and 3<sup>rd</sup> floors of the main building. This ratio turned out to be somewhat top-heavy for standard suites relative to comparable boutique resorts in the market, and consequently 5 standard suites were removed from the main building and the space reconfigured for standard guest rooms.

Additionally, the fitness center, restaurant, and employee/back-of-house areas were oversized relative to the needs of the resort in the approved site plan. The applicant right-sized the fitness center and relocated it to the southwest corner of the site adjacent to the spa – a more appropriate location and a complementary use. The restaurant was considerably oversized at nearly 8,600 SF and resized to a more appropriate and manageable 5,167 SF.

With respect to the back-of-house areas adjacent to the east wing of the first floor, once the specific areas were defined and configured (laundry, workshop, staff lockers, etc.) the floor area shrank and opened up space for two additional guest rooms in the northeast corner of the east wing. The combination of these two changes allowed for five (5) additional guest rooms on the first floor of the east wing.

#### Spa/Fitness Center/Spa Casitas

As noted above, the fitness center has been relocated between the spa and casitas in the southwest corner of the site – a more intuitive location and complementary use along with the spa. The floor areas of both the fitness and spa were recalibrated to reflect market needs and guest expectations – freeing up floor area for two (2) additional spa casitas along the south side of the Property.

#### Parking

In order to accommodate the additional guest rooms and maintain the “no net impact” principle, the updated site plan provides an additional 28 parking spaces and slightly improves the overall parking ratio. The approved site plan provides a parking ratio of 1.94 parking spaces per guest room and the proposed site plan offers 1.97 parking spaces per guest room. Additional surface parking spaces are provided on the west side adjacent to the buildings, in the northwest corner adjacent to the entry auto court, and on the east side opposite the back-of-house areas. Additional below-grade spaces were also added in the subterranean garage through more efficient circulation design. Minimum parking stall dimensions in SUP 23-01 are 18’ x 9’ and are unchanged in the proposed amendment.

#### Lighting

The overall lighting concept for the SmokeTree Resort remains relatively unchanged. The precise locations of some building and site lighting may vary slightly in the southwest corner



of the Property due to the relocation of the fitness center and reconfiguration of the casitas, but the overall lighting plan and site photometrics will conform to the approved plans.

## Comparative Project Data

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As illustrated in the Data Table embedded in the Proposed Site Plan at **Exhibit 5**, the proposed amendment will have no net impact on the project as a whole – and in many ways improves upon the approved plans by marginally reducing the overall project area and increasing the parking capacity. Gross building area, lot coverage, and FAR are all decreasing slightly while the parking ratio and overall parking capacity are increasing to accommodate the additional 13 hotel keys. As noted above and demonstrated by the comparative data table below, the applicant has honored the intent of the original approvals by maintaining (or slightly reducing) the overall impact/massing/scale of the project while simultaneously increasing the overall parking capacity to accommodate the additional 13 keys.

Development Standard	Approved	Proposed	Difference
Gross Building Area Above Grade	106,030 SF	105,826 SF	-0.19%
Lot Coverage % (Drip Line Net)	35.00%	34.96%	-0.04%
Lot Coverage SF (Drip Line Net)	73,940 SF	72,184 SF	-1,756 SF
Floor Area Ratio (Net)	0.514	0.513	-0.001
Hotel Keys	82 Keys	95 Keys	+13 Keys
Parking Stalls	159 Stalls	187 Stalls	+28 Stalls
Parking Ratio (Spaces/Key)	1.94	1.97	+0.03

## Parking/Traffic

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### Traffic

Updated parking and traffic studies prepared by CivTech, Inc. were submitted with this Minor SUP amendment. The Traffic Impact Analysis demonstrates that the additional 13 hotel keys, combined with a slight reduction in restaurant/bar floor area, results in a negligible increase in weekday trips: five (5) additional AM peak trips and two (2) additional PM peak trips, with a total of 44 additional weekday trips over a 24-hour period. This marginal increase in trips has no impact on the proposed improvements nor the anticipated levels of service at intersections in the vicinity of the Property.



	Approved	Proposed	Difference
<b>Total Weekday Average Daily Trips (With Internal Capture Reduction )</b>	<b>918 Trips</b>	<b>962 Trips</b>	<b>+44 Trips</b>
<b>Weekday AM Peak Trips (In/Out Total)</b>	<b>41 Trips</b>	<b>46 Trips</b>	<b>+5 Trips</b>
<b>Weekday PM Peak Trips (In/Out Total)</b>	<b>73 Trips</b>	<b>75 Trips</b>	<b>+2 Trips</b>

### Parking

As noted above, the proposed amendment includes an increase of 28 parking spaces to accommodate the additional 13 hotel keys, improving the overall parking ratio from 1.94 to 1.97 spaces per key. Notably, due to the reductions in the restaurant and spa floor areas in conjunction with the increase in hotel keys, the peak season demand increases by only four (spaces) while the peak off-season demand decreases by 31 spaces in the shared parking model. Relative to the approved plans, the proposed amendment provides a significantly improved parking ratio in the shared parking model as indicated in the table below.

	Approved	Proposed	Difference
<b>Peak In-Season Net Stalls Required</b>	<b>168 Stalls</b>	<b>163 Stalls</b>	<b>-5 Stalls</b>
<b>Peak Off-Season Net Stalls Required</b>	<b>145 Stalls</b>	<b>135 Stalls</b>	<b>-10 Stalls</b>
<b>Peak Time Demand (In-Season)</b>	<b>142 Stalls</b>	<b>146 Stalls</b>	<b>+4 Stalls</b>
<b>Peak Time Demand (Off-Season)</b>	<b>120 Stalls</b>	<b>89 Stalls</b>	<b>-31 Stalls</b>
<b>Parking Capacity to Peak Time Demand Ratio (In-Season)</b>	<b>1.12</b>	<b>1.28</b>	<b>+0.16</b>
<b>Parking Capacity to Peak Time Demand Ratio (Off-Season)</b>	<b>1.33</b>	<b>2.10</b>	<b>+0.77</b>

## Minor SUP Amendment Criteria

### **1. Change or add any uses**

The proposed SUP amendment is not adding or changing any uses within the Resort. The proposed changes will modify the square footages and densities of existing uses within the resort, but no uses within the approved Resort are being added or changed.



**2. Increase the floor area of the project by more than 5000 square feet or constitute an increase of more than 15% upon the existing**

The proposed amendment reduces the overall floor area and floor area ratio of the resort, as outlined above and in the submitted plans.

**3. Have any material effect on the adjoining property owners that is visible, audible, or otherwise perceptible from adjacent properties that cannot be sufficiently mitigated**

Approval will have no material impact on adjoining property owners. As noted above, the total floor area and lot coverage of the resort is being reduced, the parking ratio is being increased, and the additional trip generation is negligible.

**4. Change the architectural style of the existing Special Use Permit.**

The proposed amendment will have no impact on the architectural style of the existing Special Use Permit.

## Construction Process and Timeline

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The construction is anticipated to be completed in the third quarter of 2027. The applicant will implement several proactive measures to minimize impacts on surrounding areas:

- Prioritizing early construction of the east site wall to reduce visibility from the adjacent medical plaza.
- Installing privacy screens on the south side to limit views from the Andaz Resort.
- Maintaining all worker parking on sites specifically procured for this project.
- Positioning all construction trailers on the west side of the property, away from neighboring properties.

### Traffic and Access

- All construction traffic will be routed exclusively through Quail Run.
- No vehicles will enter or exit from Lincoln Drive.
- No access will be permitted through the shared driveway with the medical plaza, ensuring uninterrupted operations for medical facilities unless coordinated ahead with medical plaza owner. When shared driveway use is required and with medical plaza approval, deployment of spotters and flaggers will be required.



## Dust Control and Environmental Management

- Implementation of comprehensive dust control measures in full compliance with Arizona Department of Environmental Quality (ADEQ) requirements.
- Multiple daily street sweepings during peak construction periods to maintain clean and safe roadways.

## Construction and Pedestrian Safety

- Deployment of spotters and flaggers for all large vehicles and deliveries entering and exiting the construction zone
- Installation of clearly marked pedestrian walkways, protective barriers, and warning signage around the perimeter

The applicant is committed to maintaining a safe, efficient, and considerate construction process. The development team will continue to collaborate closely with the Town of Paradise Valley and neighboring properties to address any concerns that may arise throughout the project timeline.

## Summary

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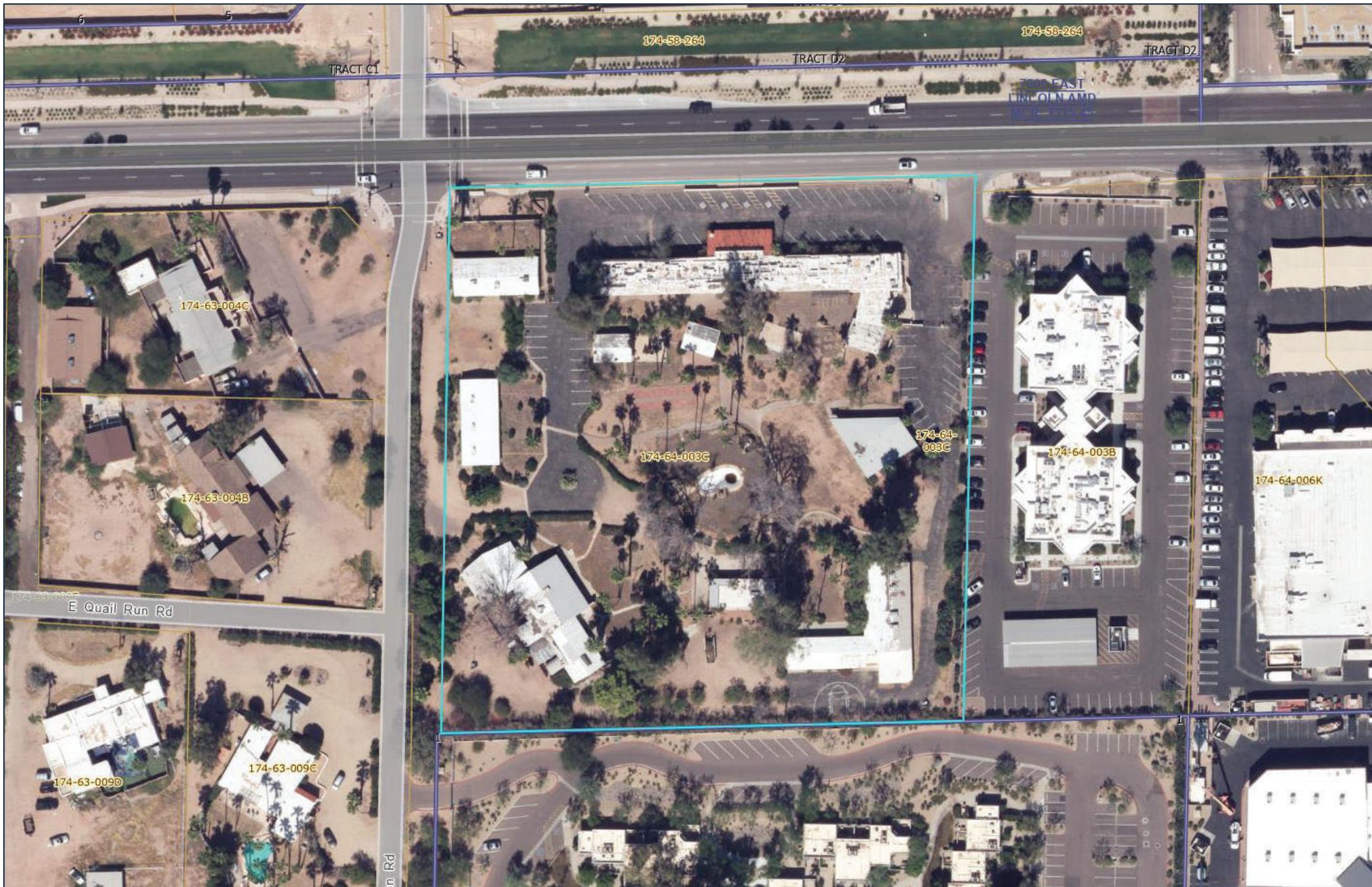
The proposed changes to the SmokeTree Resort site plan are a reflection of the applicant's diligent work over the past year with its design team and hotel operator to refine the project plans and deliver a world-class luxury boutique hotel/resort to the Town of Paradise Valley. These refinements will allow the Resort to operate more efficiently and intuitively for both guests and employees and meet the needs and expectations of even the most discerning guests and visitors. The right-sizing of the various internal areas within the Resort allowed the applicant to add an additional 13 keys while slightly reducing the overall lot coverage and floor area of the resort. All of this was accomplished in conjunction with adding 28 parking spaces to the Resort and improving the parking ratio from 1.94 to 1.97 spaces per key. The cumulative effect of these adjustments paves the way for a win-win scenario for the applicant and the Town, improving the experience for Resort guests/visitors and reducing the relative impact on the Town.



# EXHIBIT 1



# Aerial Map



WITHEY  
MORRIS  
BAUGH

7101 E. Lincoln Drive - Paradise Valley, AZ





# EXHIBIT 2








Zoning Map

E Lincoln

ASSISTED  
LIVING

SITE

 R-175	 R-35	 R-18	 R-18CP	 SUP-R Special Use Permit- Resort
 R-43	 R-35CP	 R-18A	 SUP-P Special Use Permit- Public	 SUP-O Special Use Permit- Medical
 R-43CP	 R-35A	 R-10	 OSP- Open Space Preserve	 Hillside
				 Public School

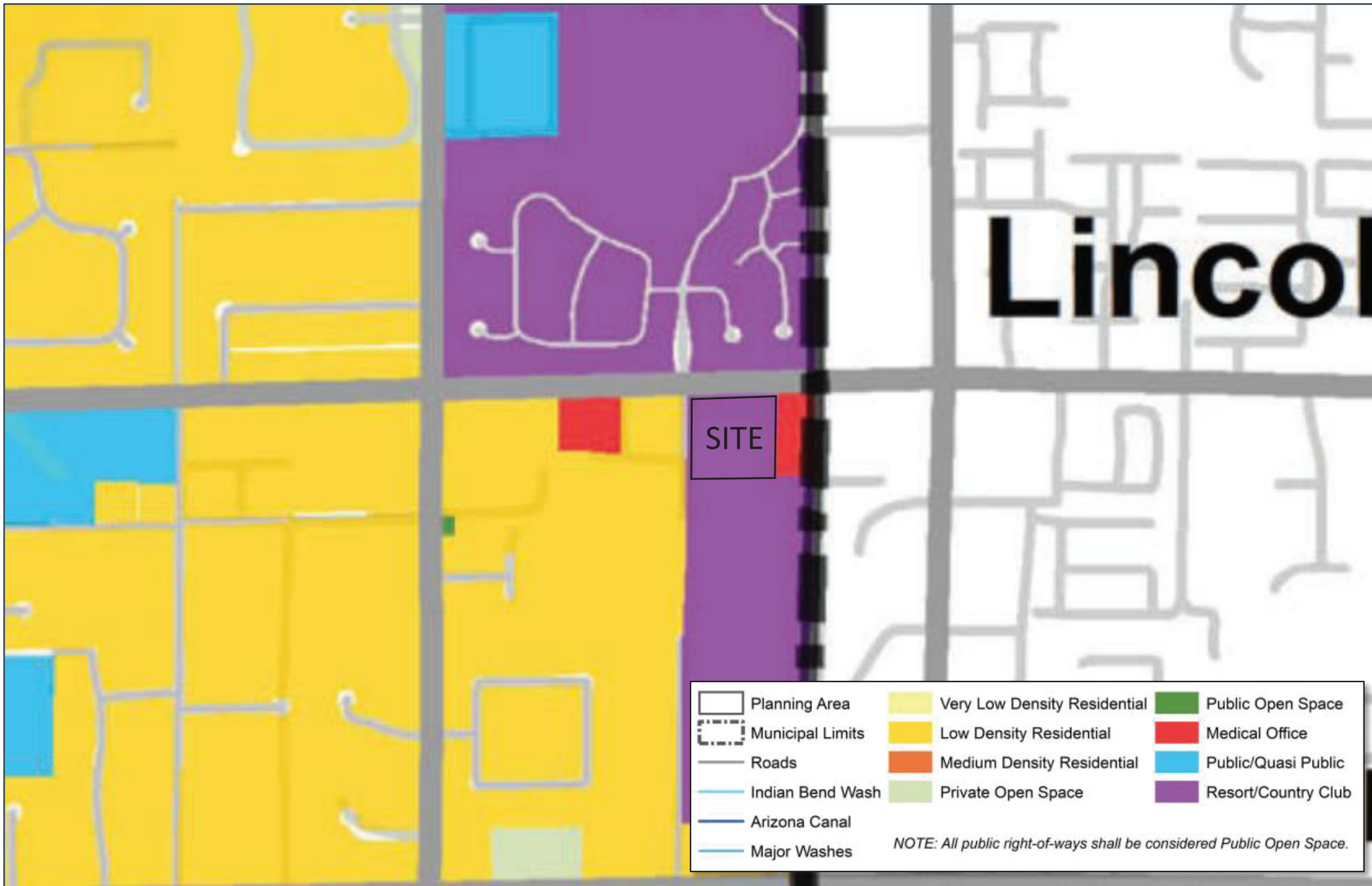




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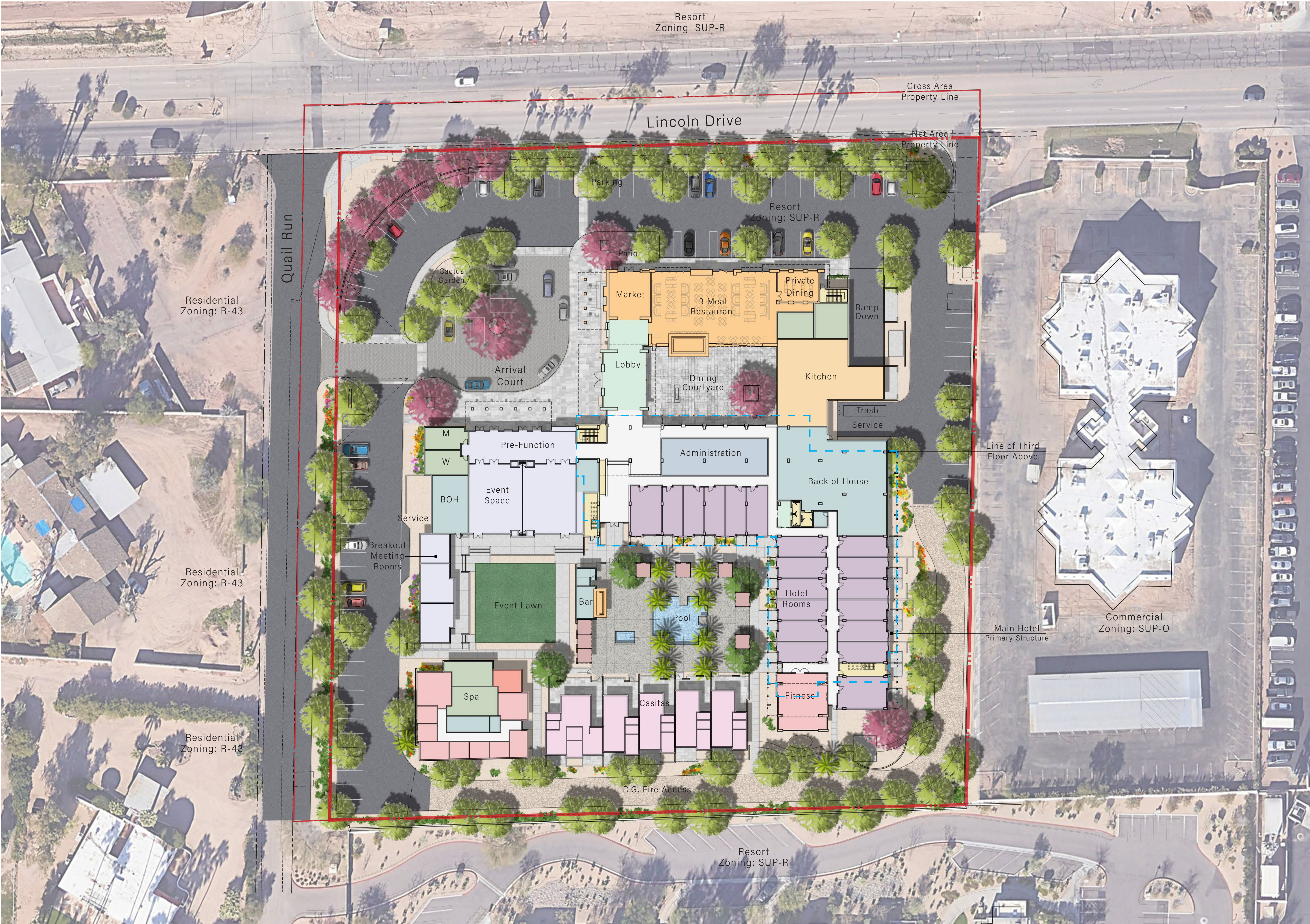
# General Plan Map





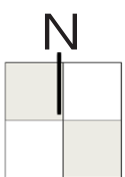
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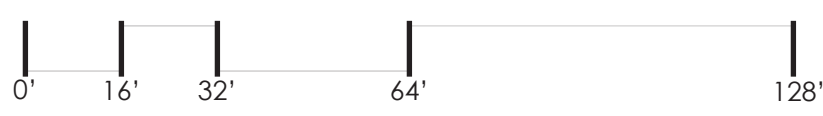


Color Key

	Vertical Cicalution
	Lounge Seating
	Lobby
	BOH
	Food & Beverage
	Event Space
	Admin
	Kitchen
	Spa/Fitness
	Retail
	Pool
	Restrooms
	Casitas
	Guestrooms



Scale: 1/32" = 1'-0"



Conceptual Illustrated  
Site Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit:  
Amendment Application

6 | Date: 2023.12.12  
Project#: AP2207

**Walton**

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

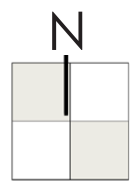


# EXHIBIT 5





- Color Key
- Guestrooms
  - Back of House
  - Vertical Circulation
  - Corridor
  - Balcony/Patio
  - Restaurant/Market
  - Kitchen
  - Lobby
  - Meeting/Event Space
  - Restrooms
  - Administration
  - Spa/Fitness
  - Casitas



Scale: 1/32" = 1'-0"

0' 16' 32' 64' 128'

Conceptual Illustrated  
Site Plan / First Floor Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit:  
Amendment Application

6 | Date: 2025.03.05  
Project#: AP2207

**Walton**

**changed**  
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# S M O K E T R E E   R E S O R T

7101 E Lincoln Drive  
Paradise Valley , Arizona

**Special Use Permit : Minor Amendment Application**  
Submittal Date: March 5, 2025

**NOTE: ALL CHANGED SHEETS ARE  
FOLLOWED BY THE ORIGINAL  
SUP SHEET FOR REFERENCE**



S M O K E T R E E   R E S O R T

7101 E Lincoln Drive   Paradise Valley , Arizona

Special Use Permit:  
Major Amendment Application

- Submittal Date: 3.17.2023
- Resubmittal Date: 6.16.2023
- Resubmittal Date: 7.25.2023
- Resubmittal Date: 8.23.2023
- Partial Resubmittal Date: 11.29.2023
- Partial Resubmittal Date: 12.08.2023
- Resubmittal Date: 12.12.2023



Project Team

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**MPE & Lighting Consultants**  
EXP  
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**Traffic/Parking Consultant**  
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**Structural Consultants**  
PK Associates  
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Scottsdale, AZ 85250



Project Team

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Suite 400  
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Food Service Consultant  
Ricca Design Studios  
5613 DTC Parkway  
Suite 100  
Greenwood Village, CO 80111



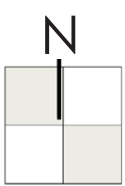
Development Consultants  
High Mountain Consulting  
69730 Highway 111  
Suite 213  
Rancho Mirage, CA 92270

Traffic/Parking Consultant  
CivTech  
10605 North Hayden Road  
Unit 140  
Scottsdale, AZ 85260

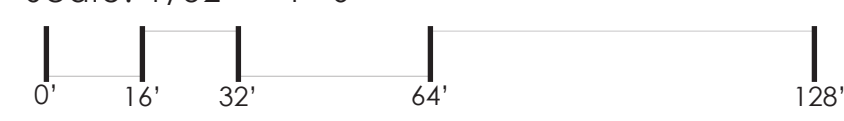


Structural Consultants  
PK Associates  
7434 East McDonald Drive  
Scottsdale, AZ 85250





Scale: 1/32" = 1'-0"



Aerial Photography:  
Existing Conditions

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

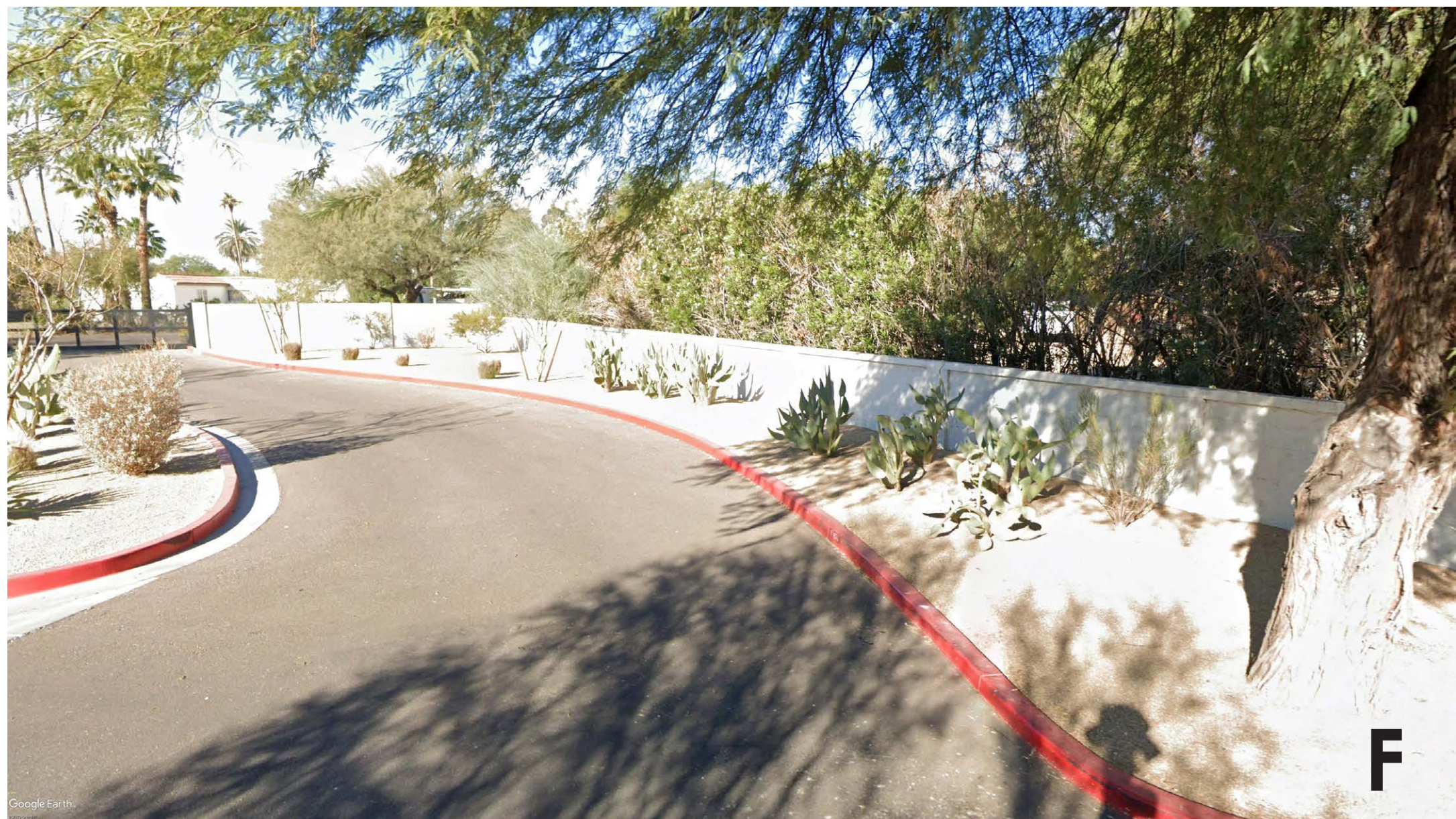
Special Use Permit:  
Amendment Application

3 | Date: 2025.03.05  
Project#: AP2207

**Walton**

**unchanged**  
**Allen + Philp** Partners  
architects • interiors  
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Site Photography:  
Existing Conditions

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

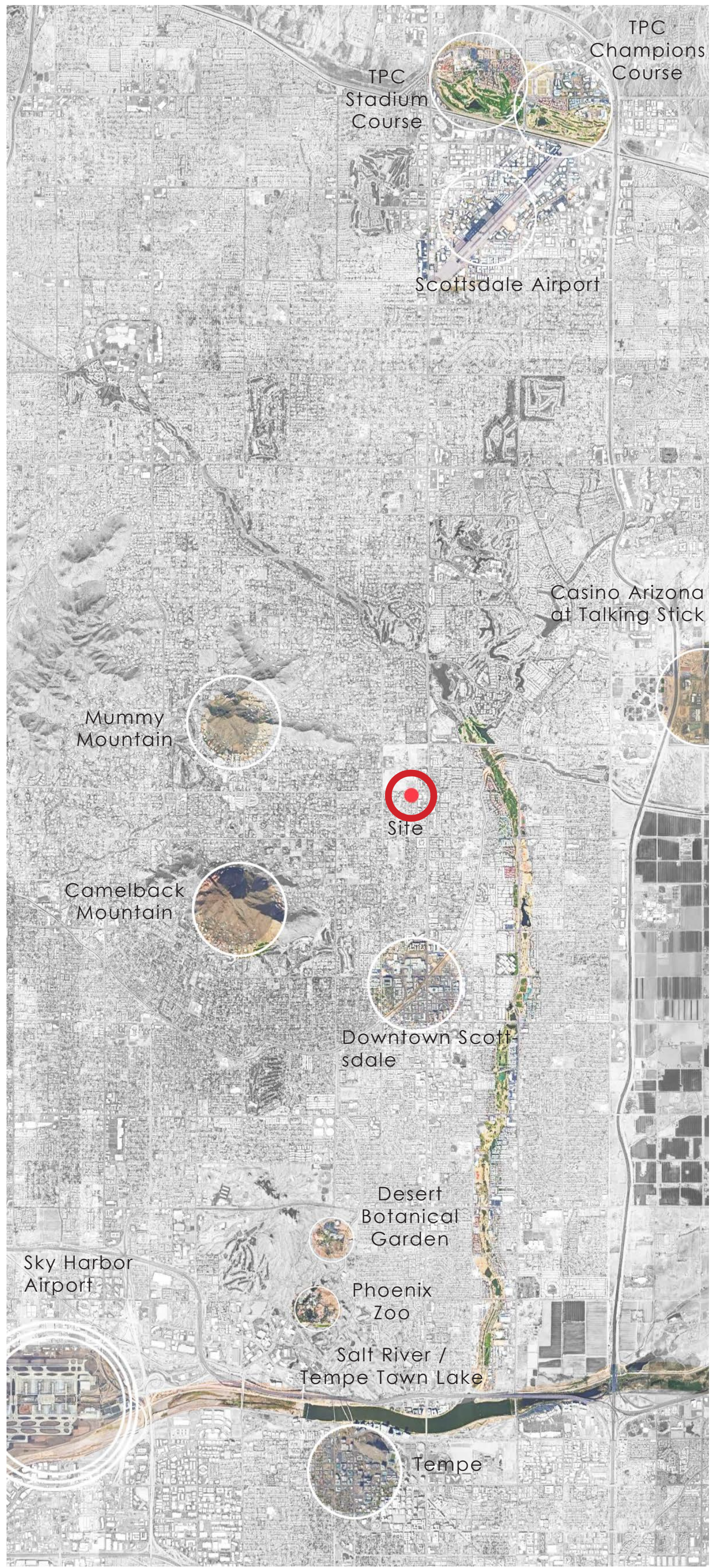
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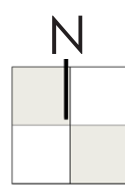
**Walton**

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**Allen + Philp Partners**  
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Regional Site Plan Location Plan



Location & Context Maps

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

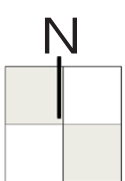
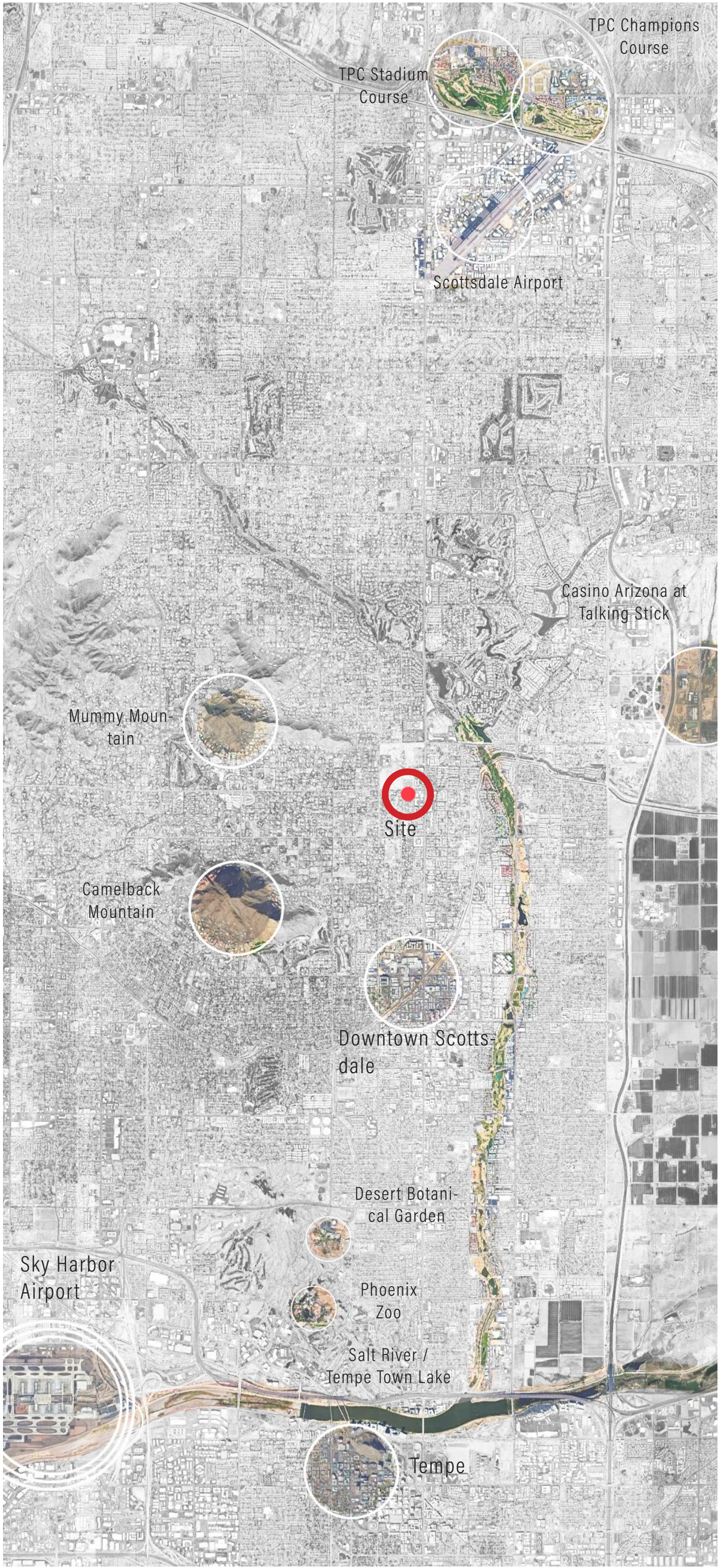
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Location & Context Maps

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit:  
Amendment Application

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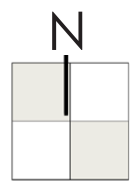
**Walton**

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





Color Key	
	Guestrooms
	Back of House
	Vertical Circulation
	Corridor
	Balcony/Patio
	Restaurant/Market
	Kitchen
	Lobby
	Meeting/Event Space
	Restrooms
	Administration
	Spa/Fitness
	Casitas



Scale: 1/32" = 1'-0"



Conceptual Illustrated  
Site Plan / First Floor Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

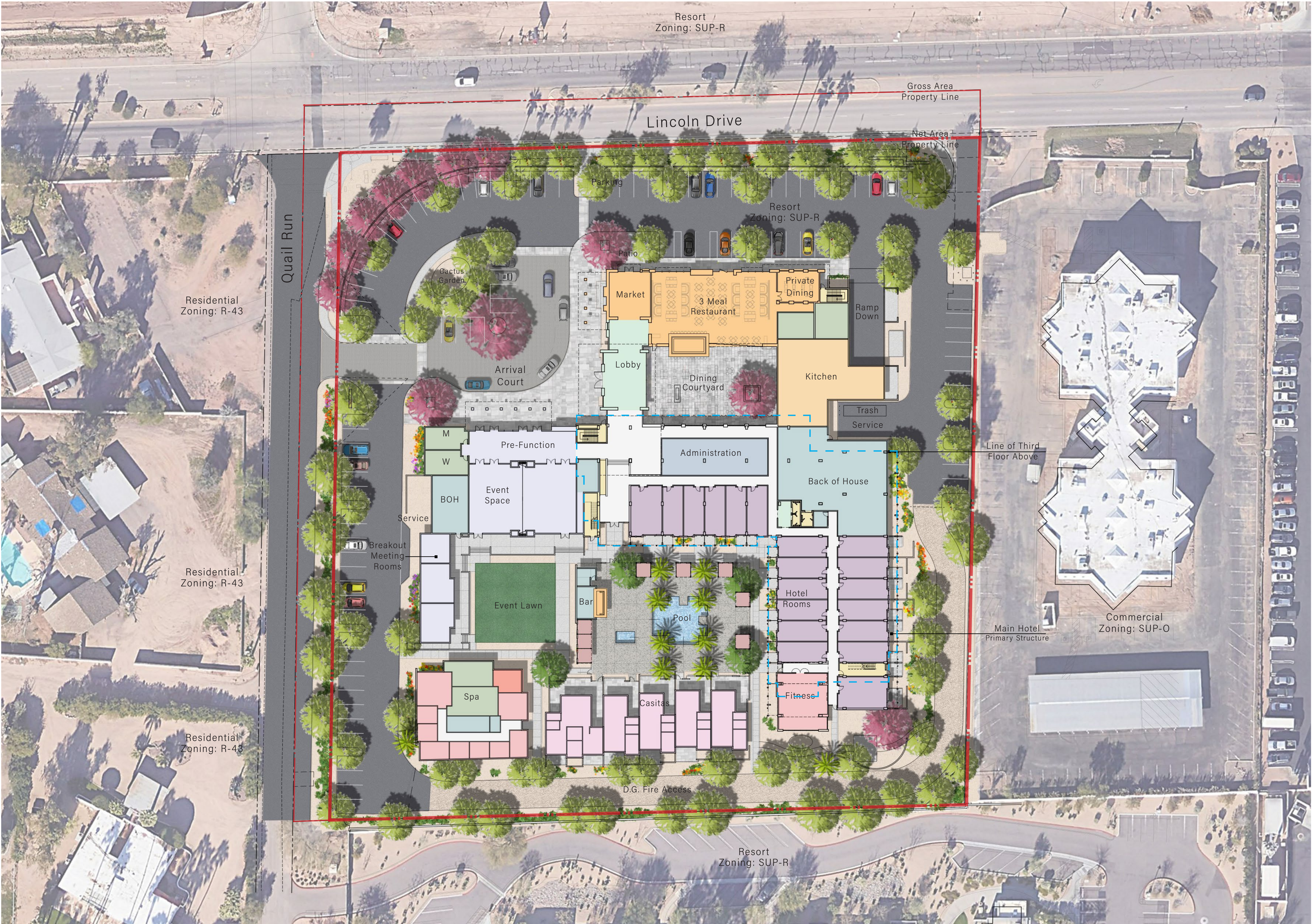
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**Walton**

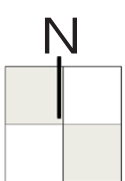
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Color Key

Vertical Circulation	Lounge Seating
Lobby	BOH
Food & Beverage	Event Space
Admin	Kitchen
Spa/Fitness	Retail
Pool	Restrooms
Casitas	Guestrooms



Scale: 1/32" = 1'-0"



Conceptual Illustrated  
Site Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

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**Walton**

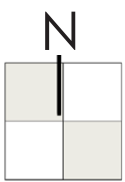
**original SUP**  
**Allen + Philp** Partners  
architects • interiors  
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Color Key

	Guestrooms
	Back of House
	Vertical Circulation
	Corridor
	Balcony/Patio



Scale: 1/32" = 1'-0"

0' 16' 32' 64' 128'

Conceptual Illustrated  
Second Floor Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

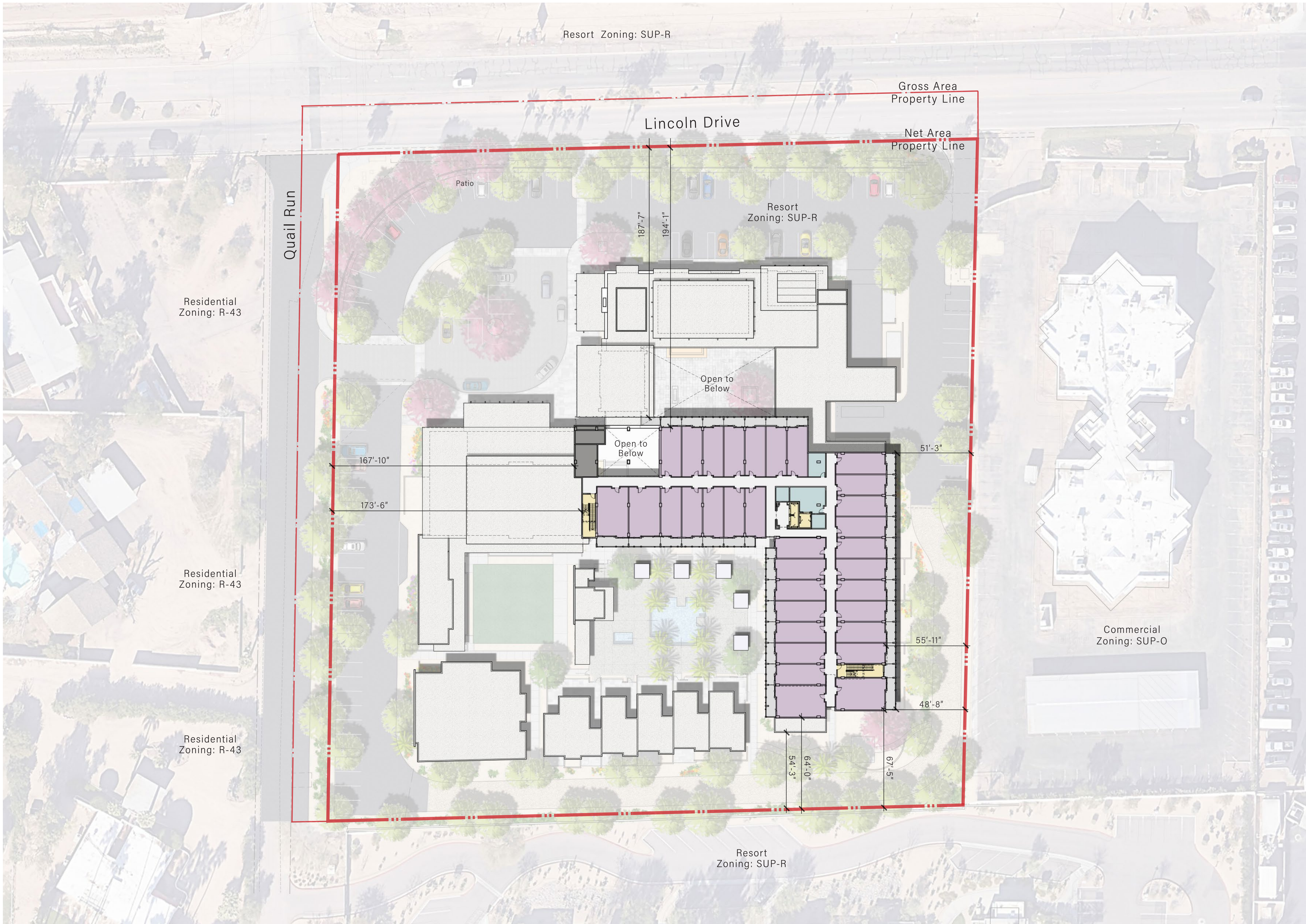
Special Use Permit:  
Amendment Application

7 | Date: 2025.03.05  
Project#: AP2207

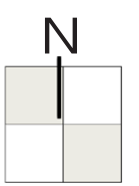
**Walton**

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- Color Key
- Vertical Cicalution
  - Lounge Seating
  - Lobby
  - BOH
  - Food & Beverage
  - Event Space
  - Admin
  - Kitchen
  - Spa/Fitness
  - Retail
  - Pool
  - Restrooms
  - Casitas
  - Guestrooms



Scale: 1/32" = 1'-0"

0' 16' 32' 64' 128'

Conceptual Illustrated  
Second Floor Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

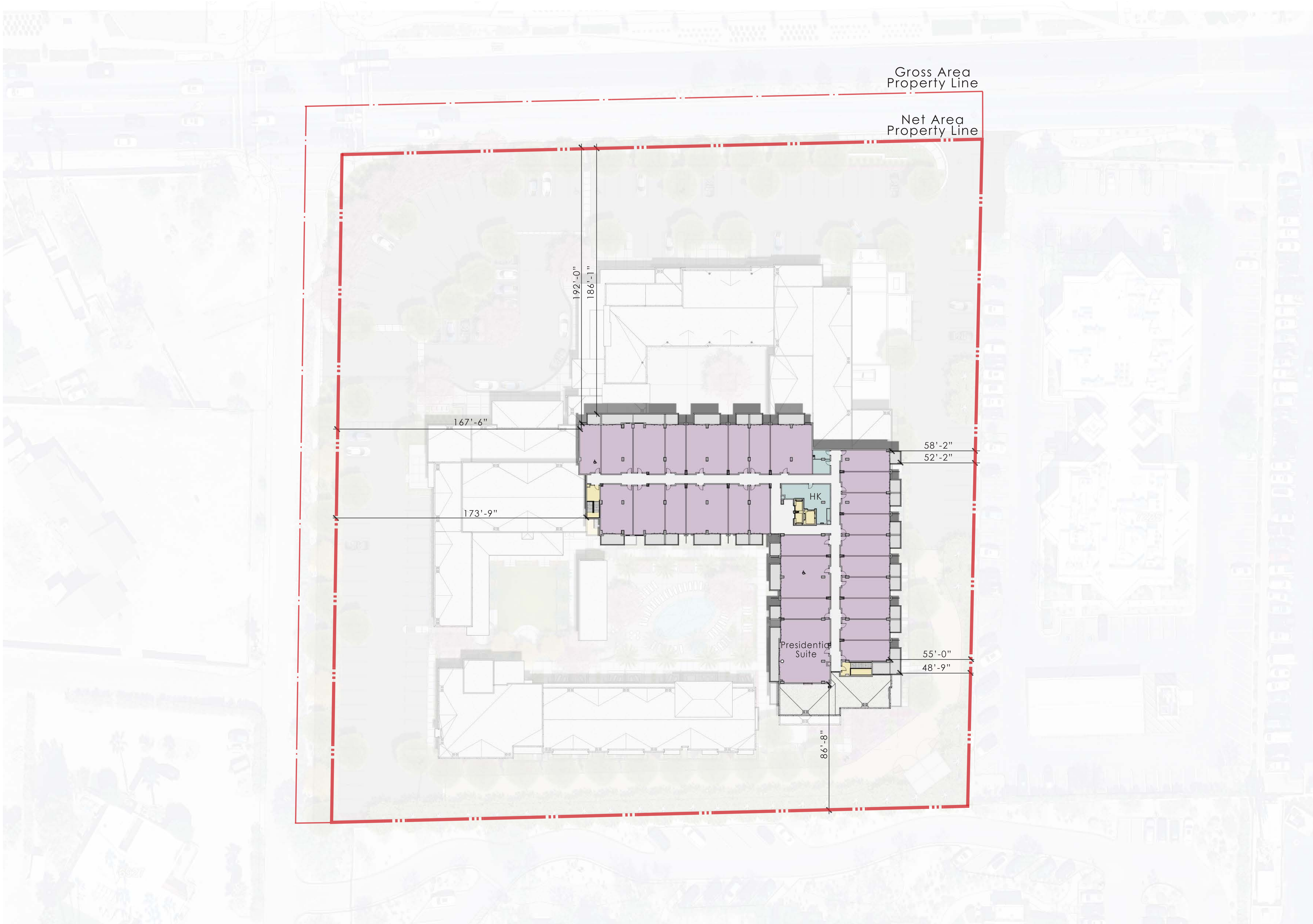
Special Use Permit:  
Amendment Application

7 | Date: 2023.12.12  
Project#: AP2207

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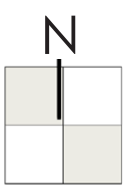
**original SUP**  
**Allen + Philp** Partners  
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Color Key

	Guestrooms
	Back of House
	Vertical Circulation
	Corridor
	Balcony/Patio



Scale: 1/32" = 1'-0"

0' 16' 32' 64' 128'

Conceptual Illustrated  
Third Floor Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit:  
Amendment Application

8 | Date: 2025.03.05  
Project#: AP2207

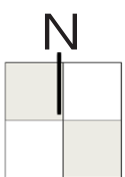
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- Color Key
- Vertical Cicalation
  - Lounge Seating
  - Lobby
  - BOH
  - Food & Beverage
  - Event Space
  - Admin
  - Kitchen
  - Spa/Fitness
  - Retail
  - Pool
  - Restrooms
  - Casitas
  - Guestrooms



Scale: 1/32" = 1'-0"

0' 16' 32' 64' 128'

Conceptual Illustrated  
Third Floor Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

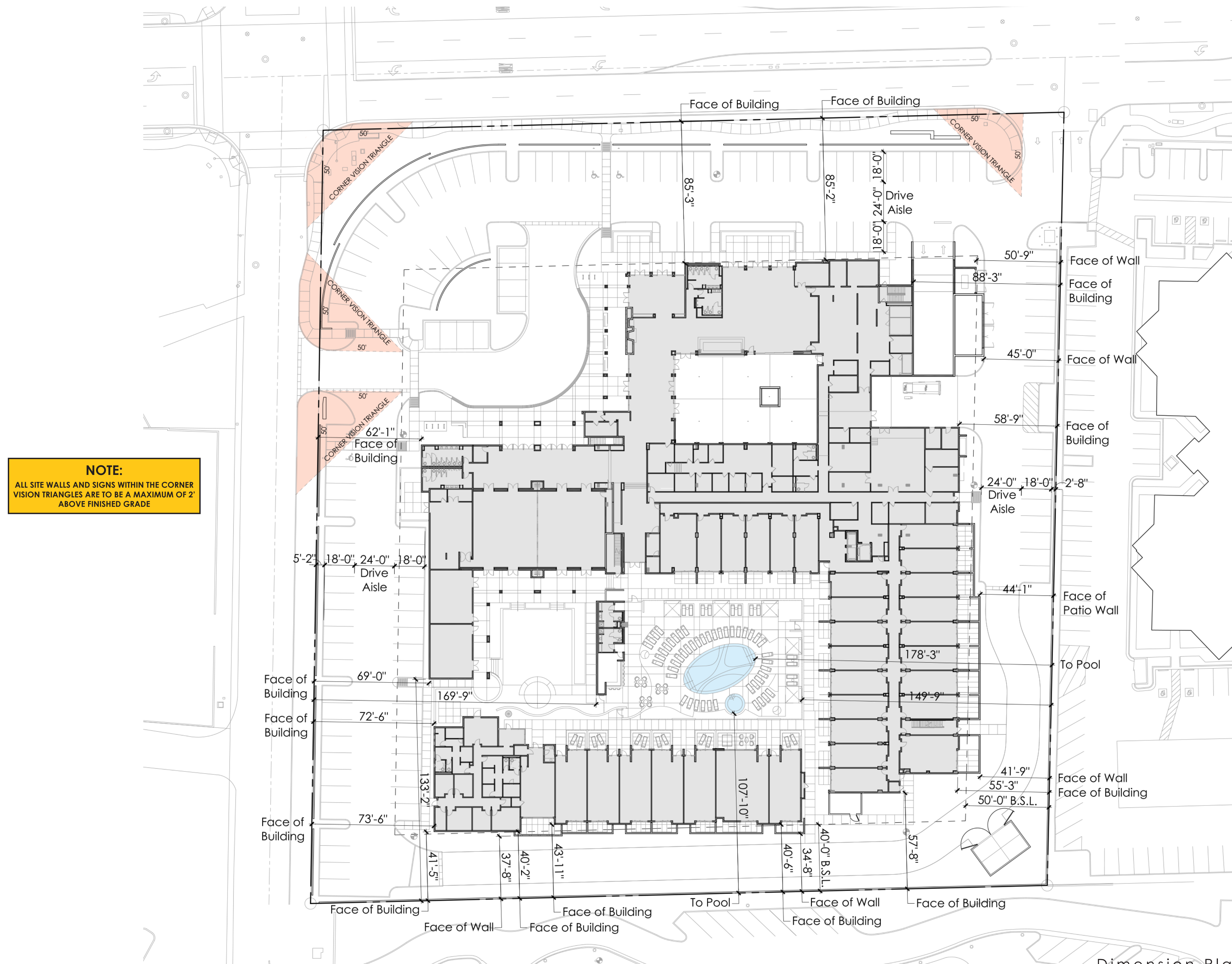
Special Use Permit:  
Amendment Application

8 | Date: 20231212  
Project#: AP2207

**Walton**

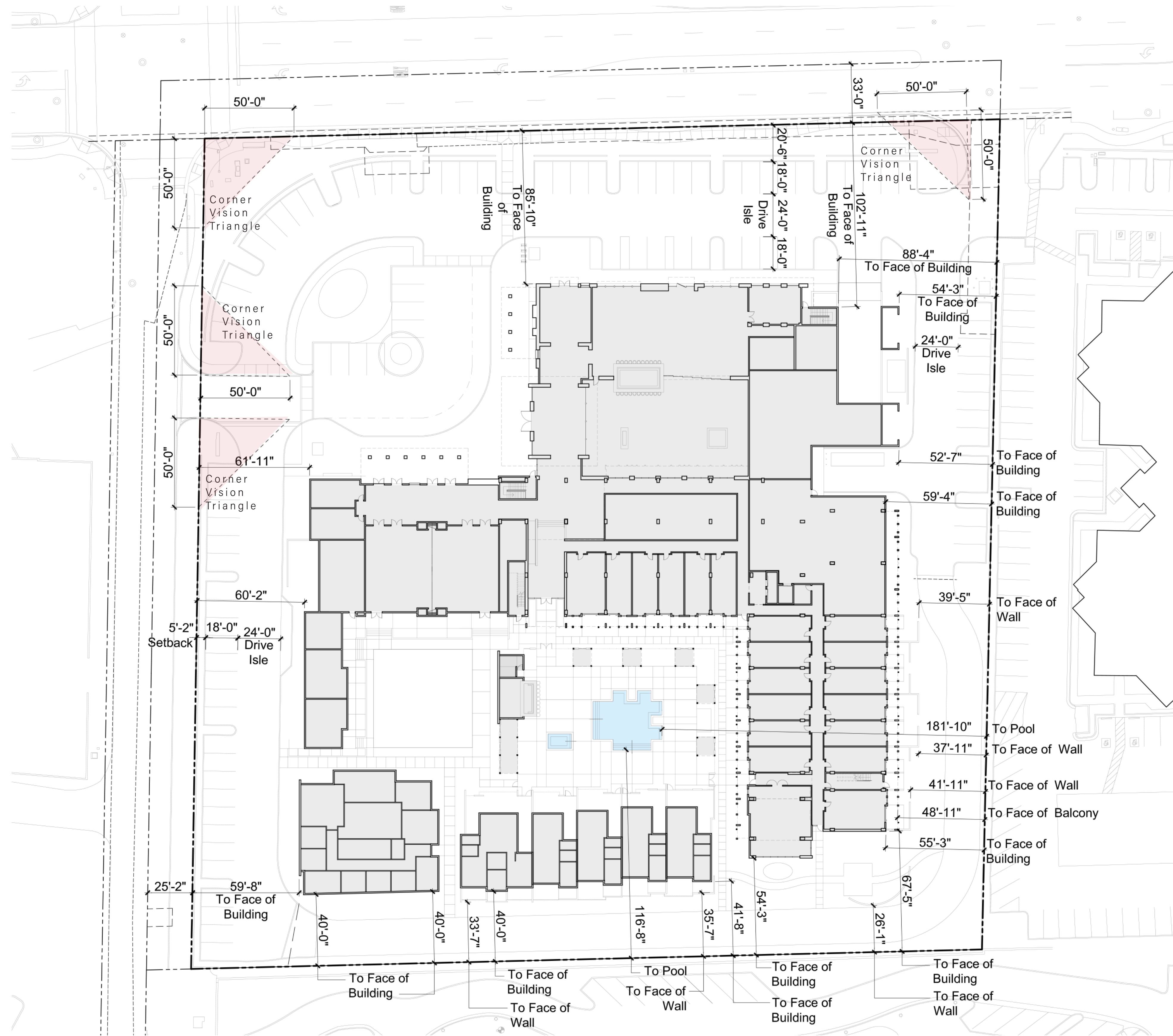
**original SUP**  
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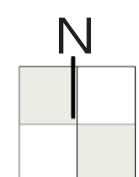


**NOTE:**  
THE RESORT BUILDING SETBACKS REMAIN SUBSTANTIALLY COMPLIANT WITH SUP-23-01

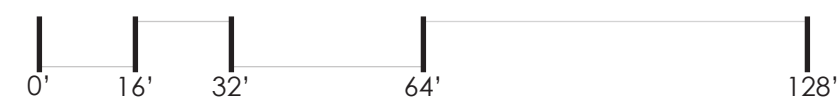




Dimension Plan **A**  
 Scale: 1/32" = 1'-0"



Scale: 1/32" = 1'-0"



Conceptual Site  
 Dimension Plan

**SMOKETREE RESORT**  
 7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit:  
 Amendment Application

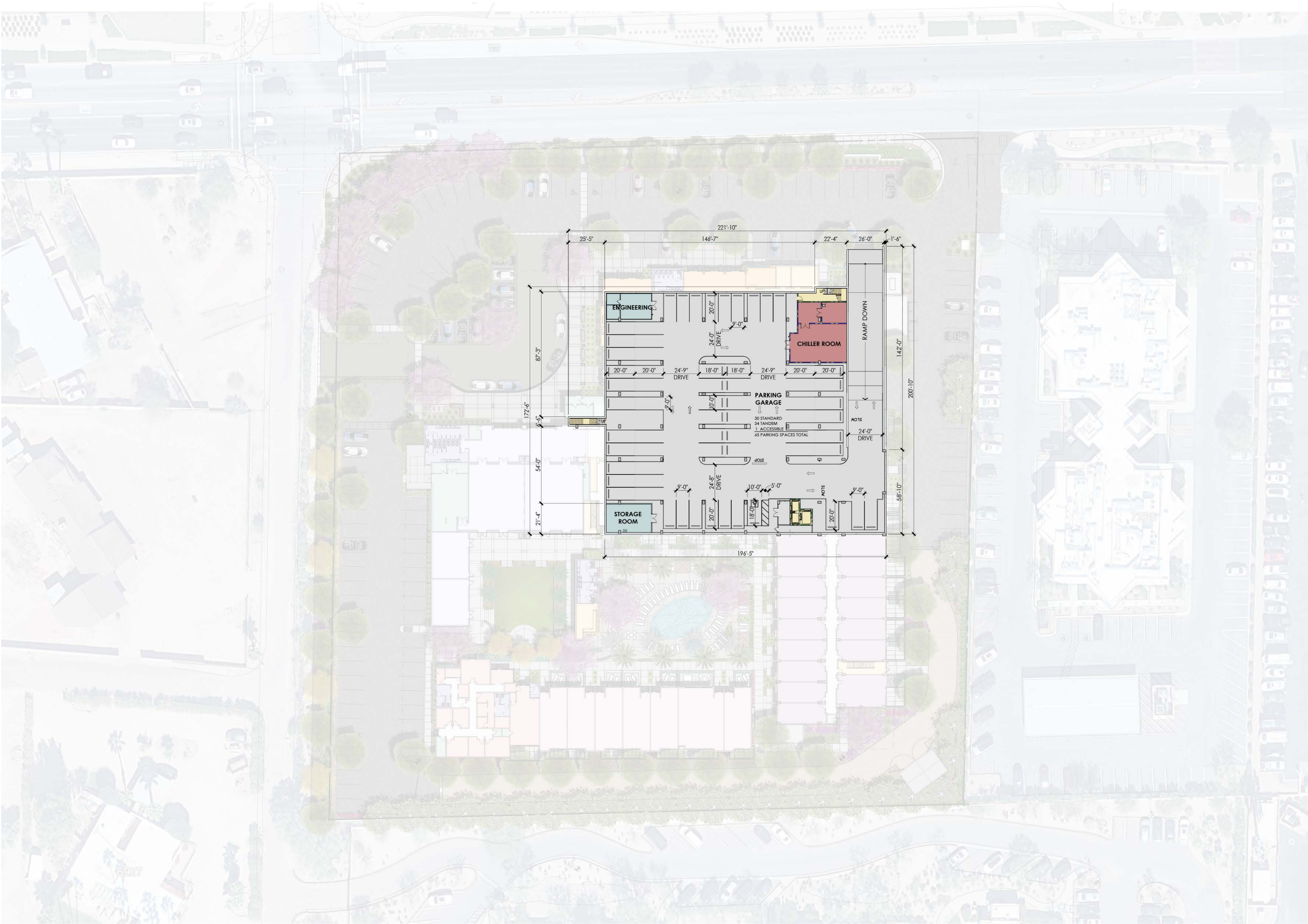
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Date: 2023.12.12  
 Project#: AP2207

**Walton**

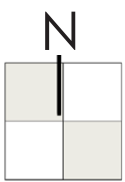
**original SUP**  
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Color Key

- Parking
- Mechanical
- Vertical Circulation
- Office/Storage



Scale: 1/32" = 1'-0"

0' 16' 32' 64' 128'

Conceptual Illustrated  
Level B1 Floor Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit: 10 | Date: 2025.03.05  
Amendment Application | Project#: AP2207

**Walton**

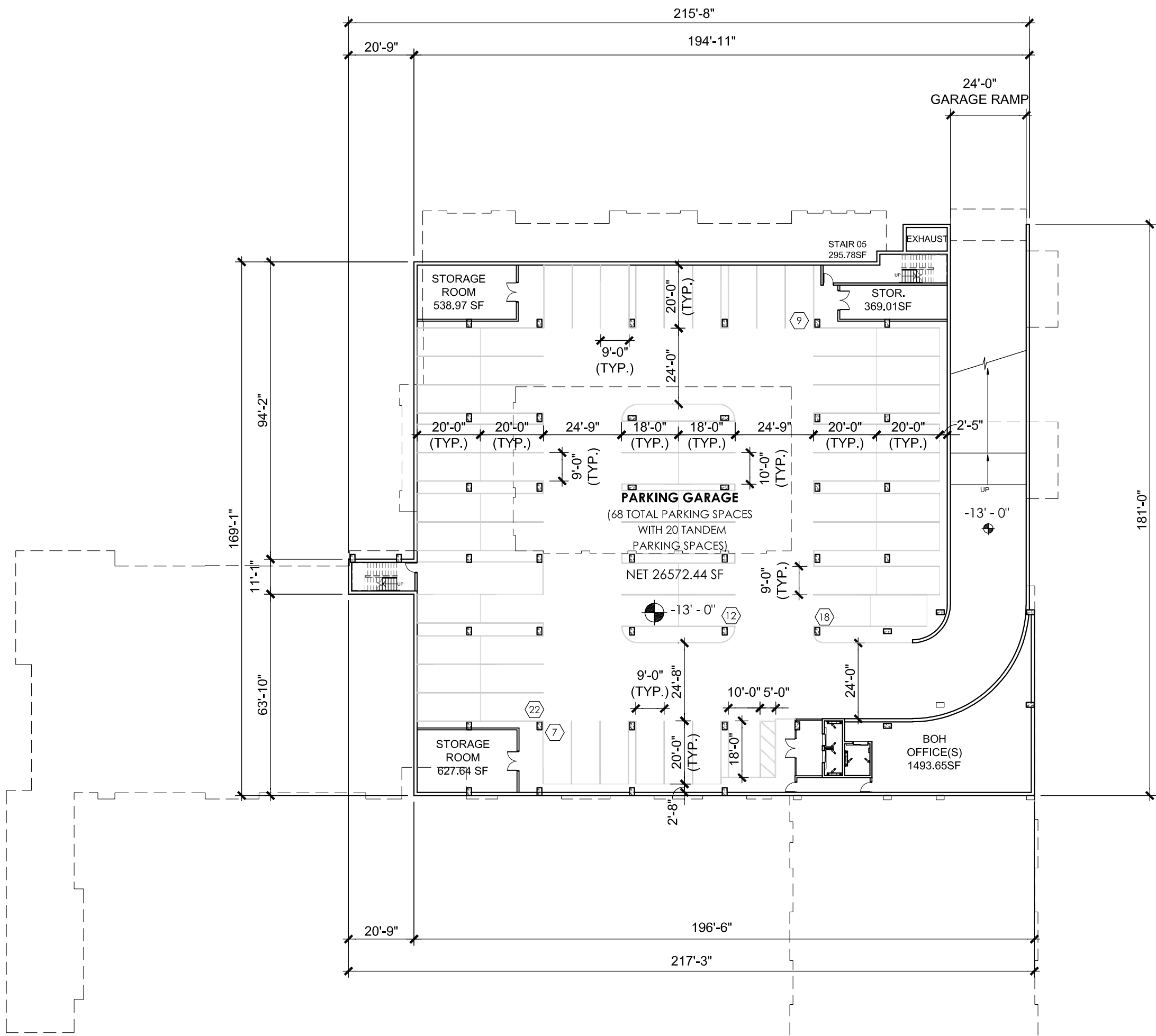
**changed**

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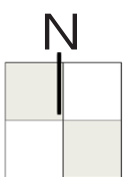




Below Grade Location Plan



Conceptual Level B1



Scale: 1/32" = 1'-0"



Conceptual Level B1  
& Location Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

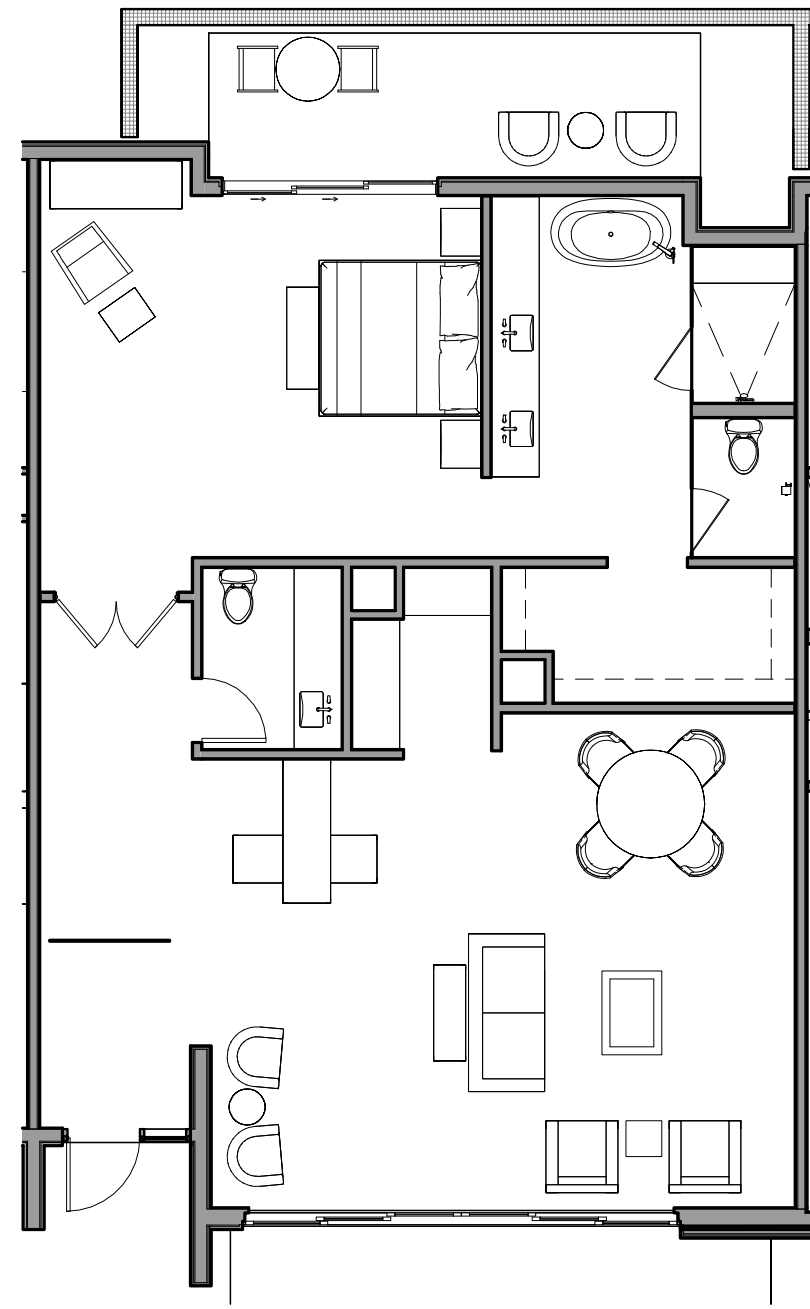
Special Use Permit:  
Amendment Application

10 | Date: 20231212  
Project#: AP2207

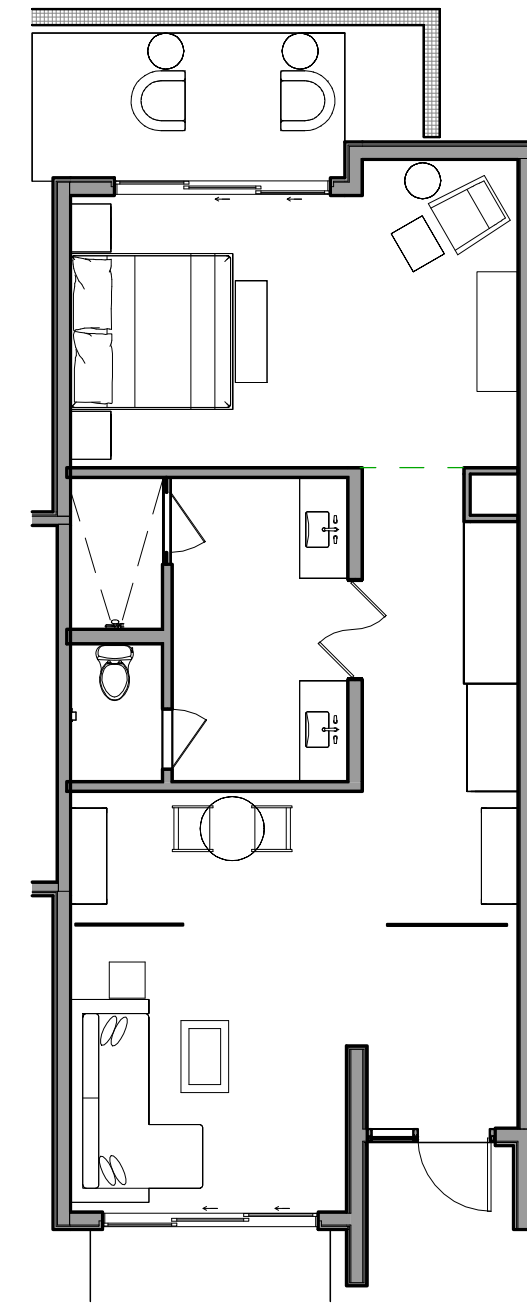
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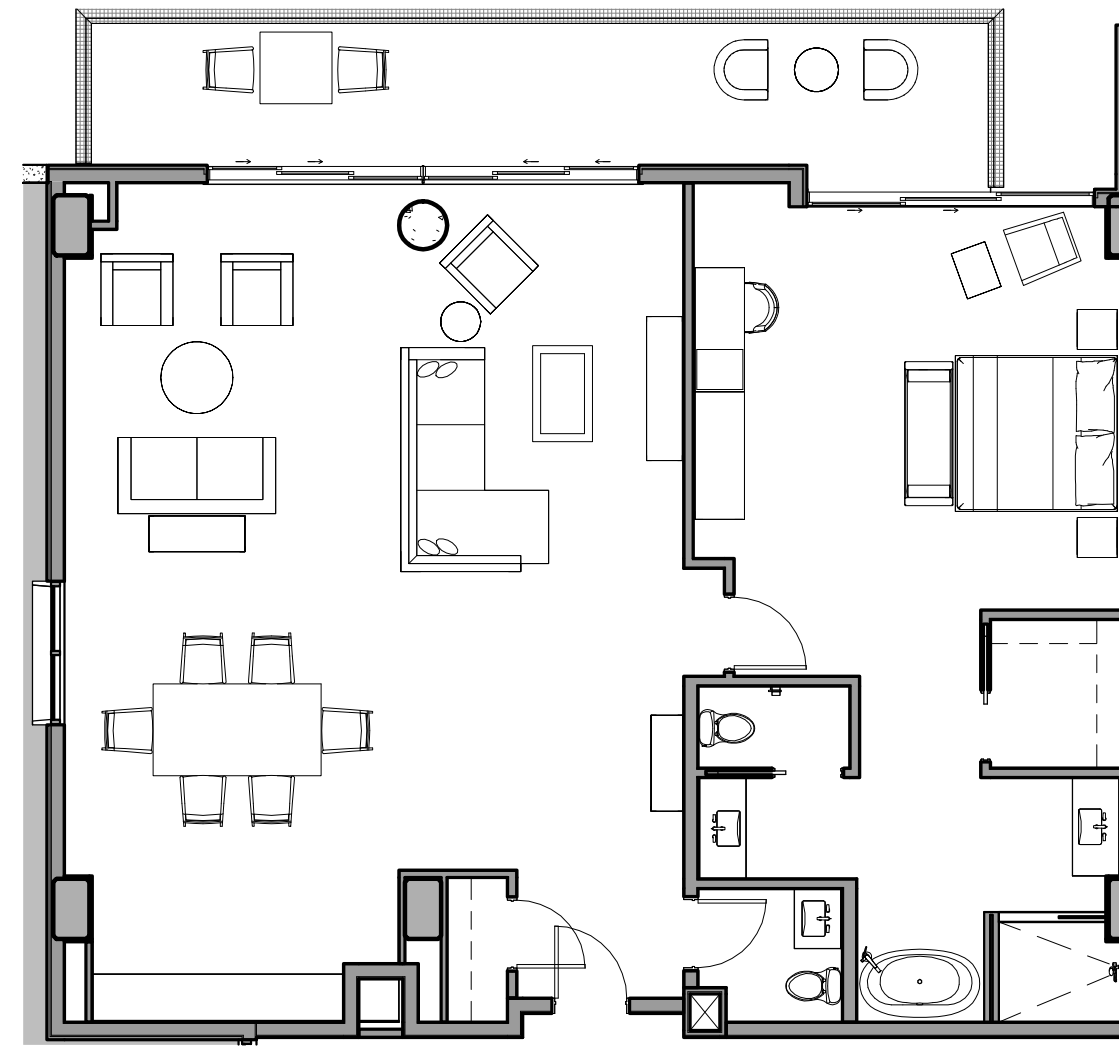




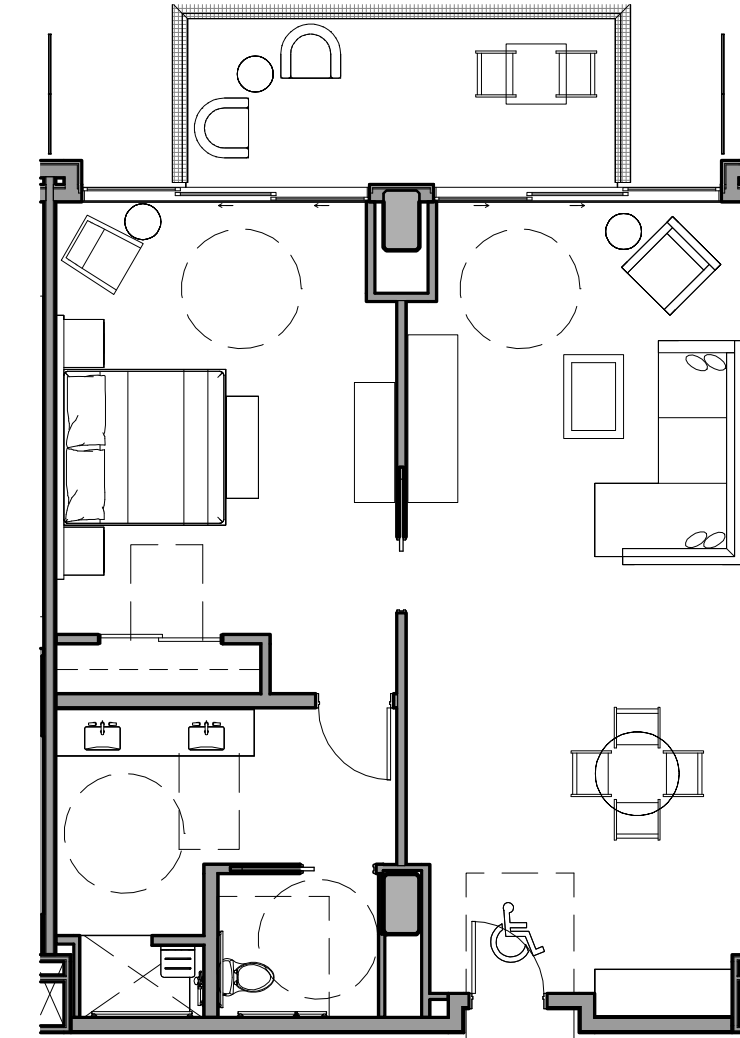
One Bedroom Casita  
1,305 sf +/- (1 key)



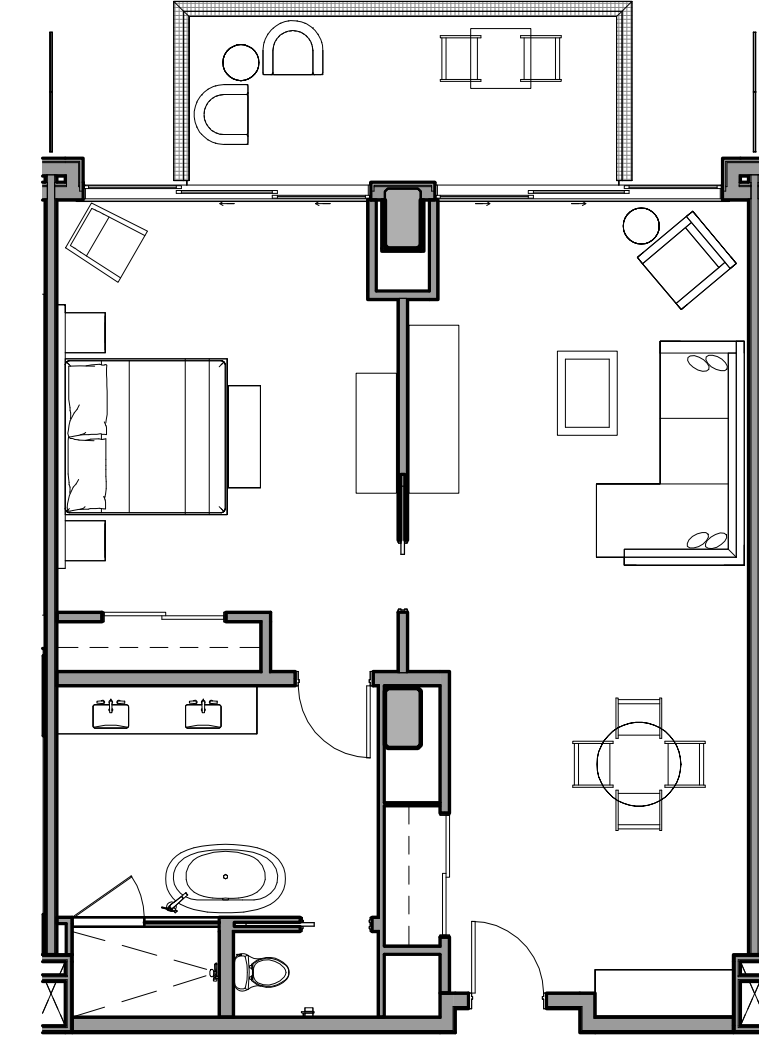
Standard Casita  
780 sf +/- (6 keys)



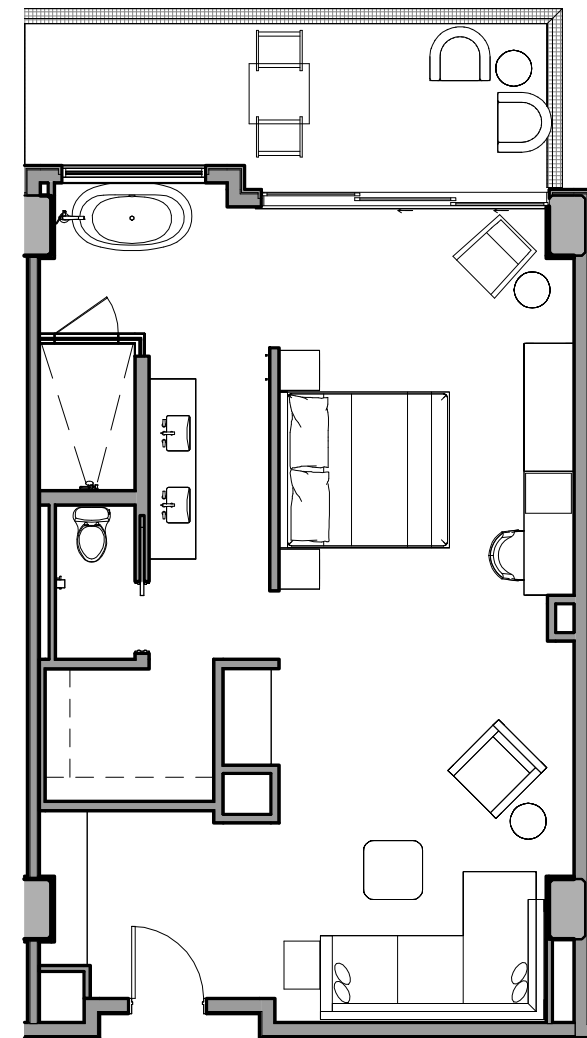
Presidential Suite  
1,512 sf +/- (1 key)



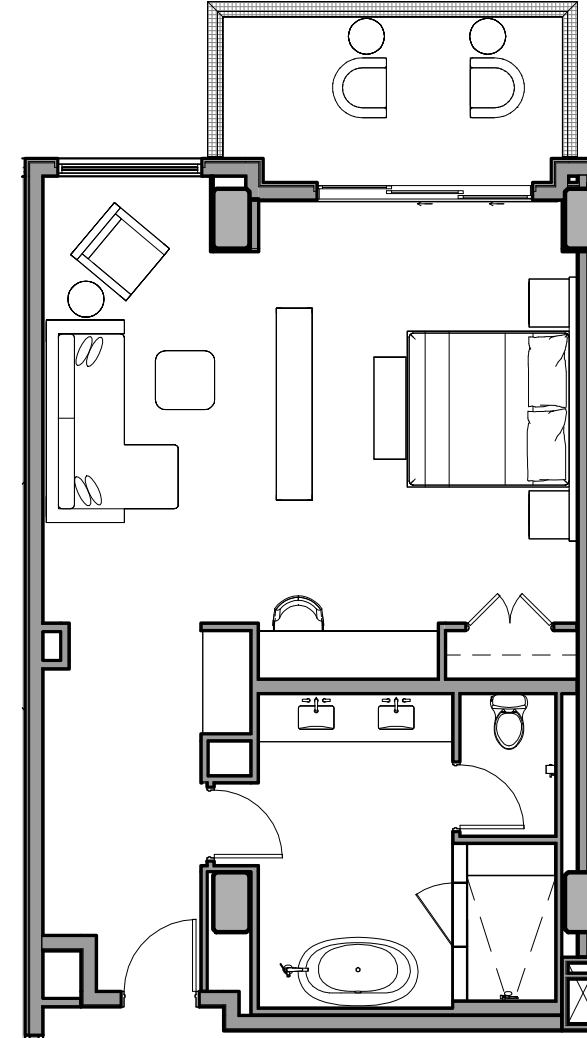
One Bedroom (ADA)  
980 sf +/- (1 key)



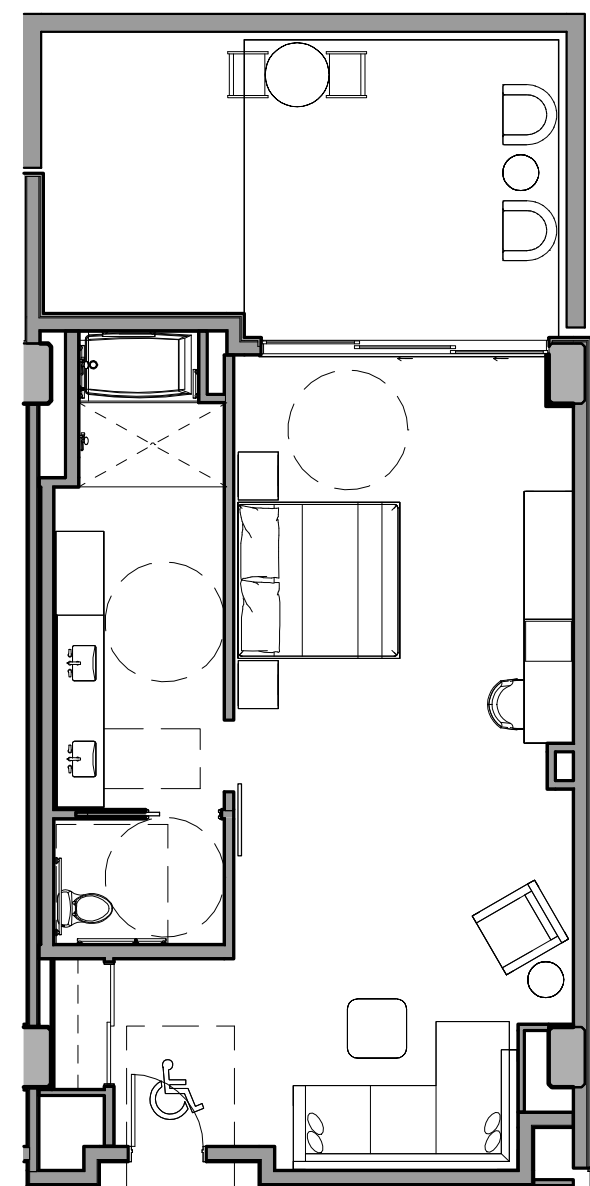
One Bedroom  
982 sf +/- (3 keys)



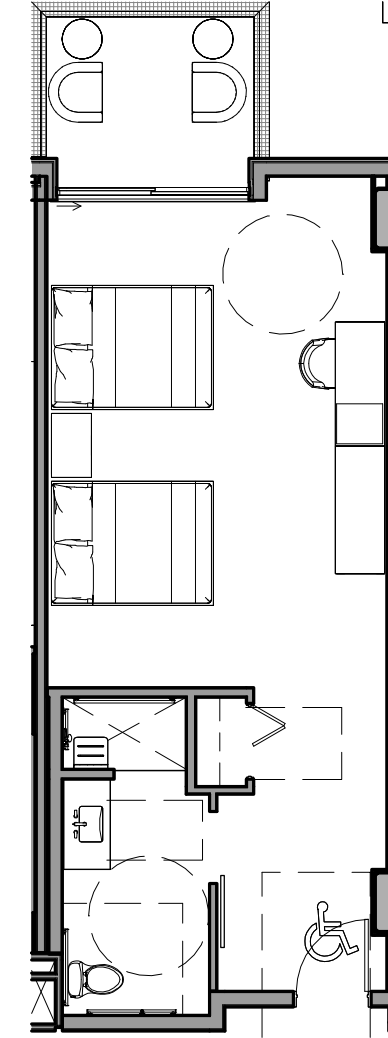
Signature Suite (Type 1)  
748 sf +/- (4 keys)



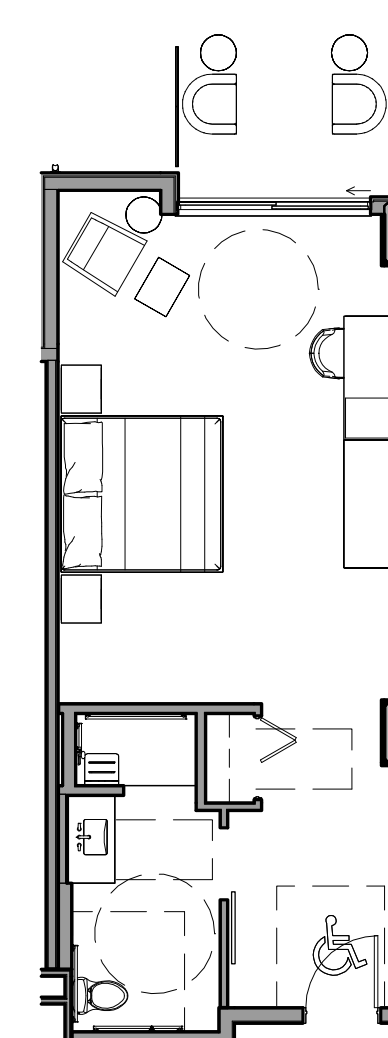
Signature Suite (Type 2)  
752 sf +/- (3 keys)



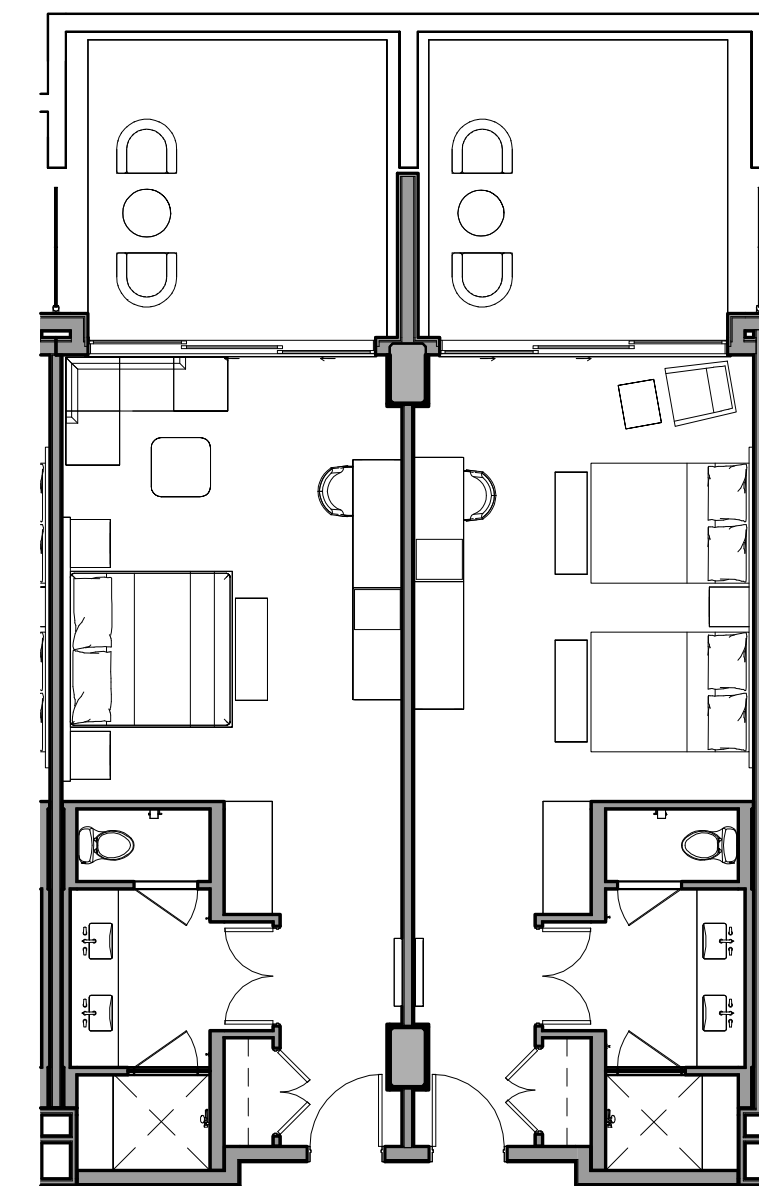
Signature Suite (ADA)  
750 sf +/- (1 key)



Double Queen (ADA)  
478 sf +/- (1 key)



King (ADA)  
480 sf +/- (2 keys)



Standard Guestroom  
King or Double Queen  
478 sf +/- (72 keys)

Scale: 1/8" = 1'-0"

Conceptual Room Plans

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

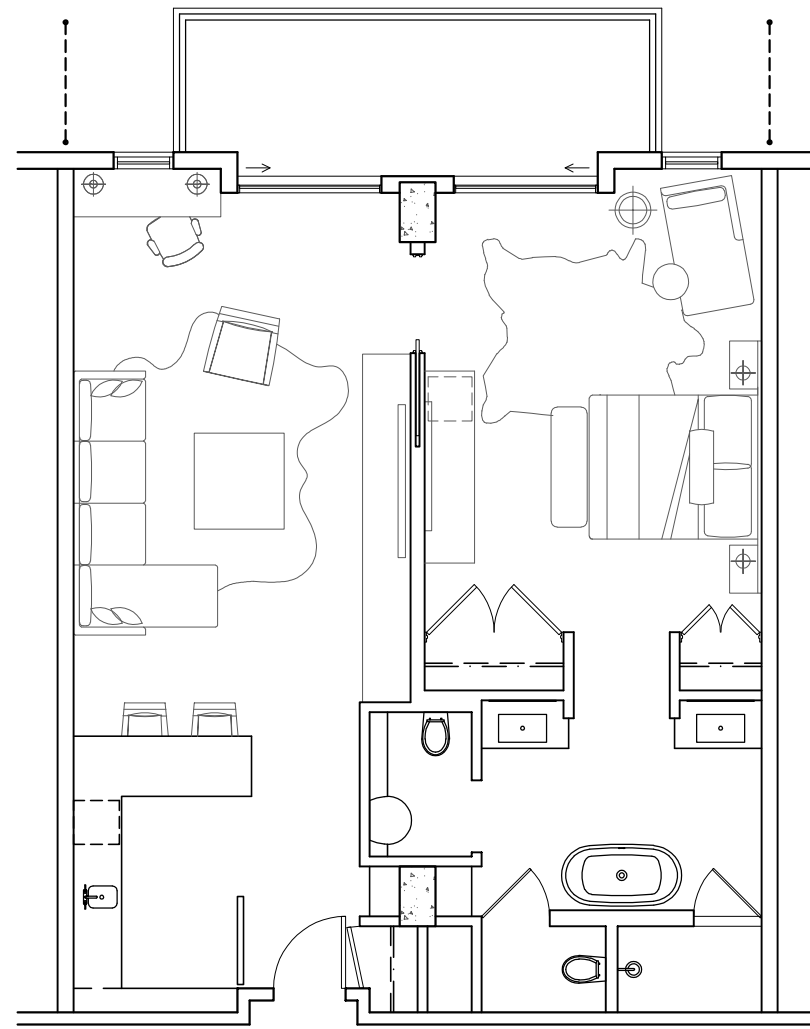
Special Use Permit:  
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11 | Date: 2025.03.05  
Project#: AP2207

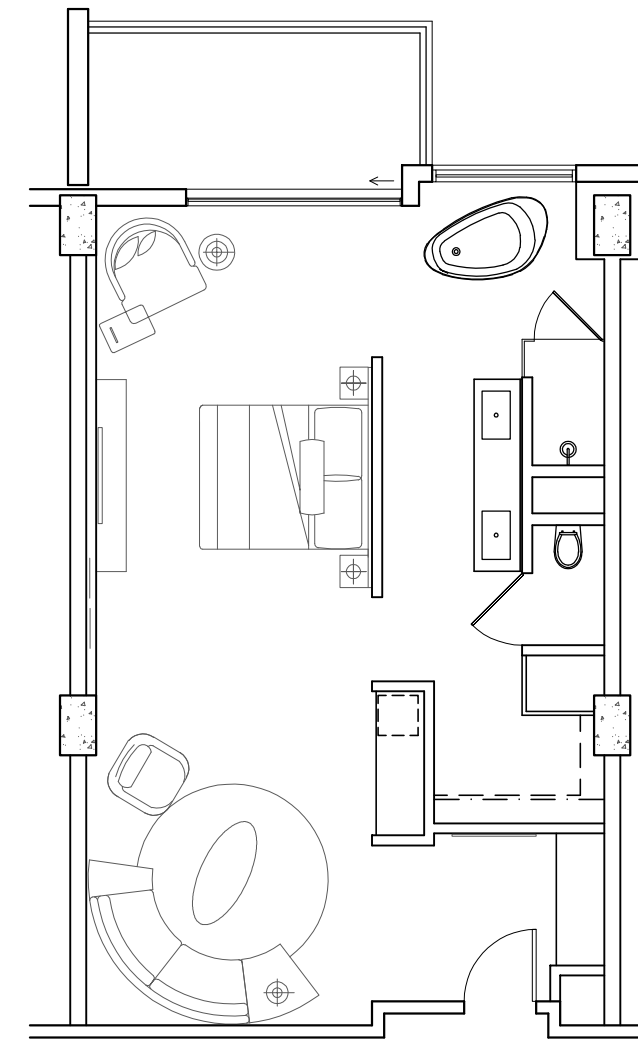
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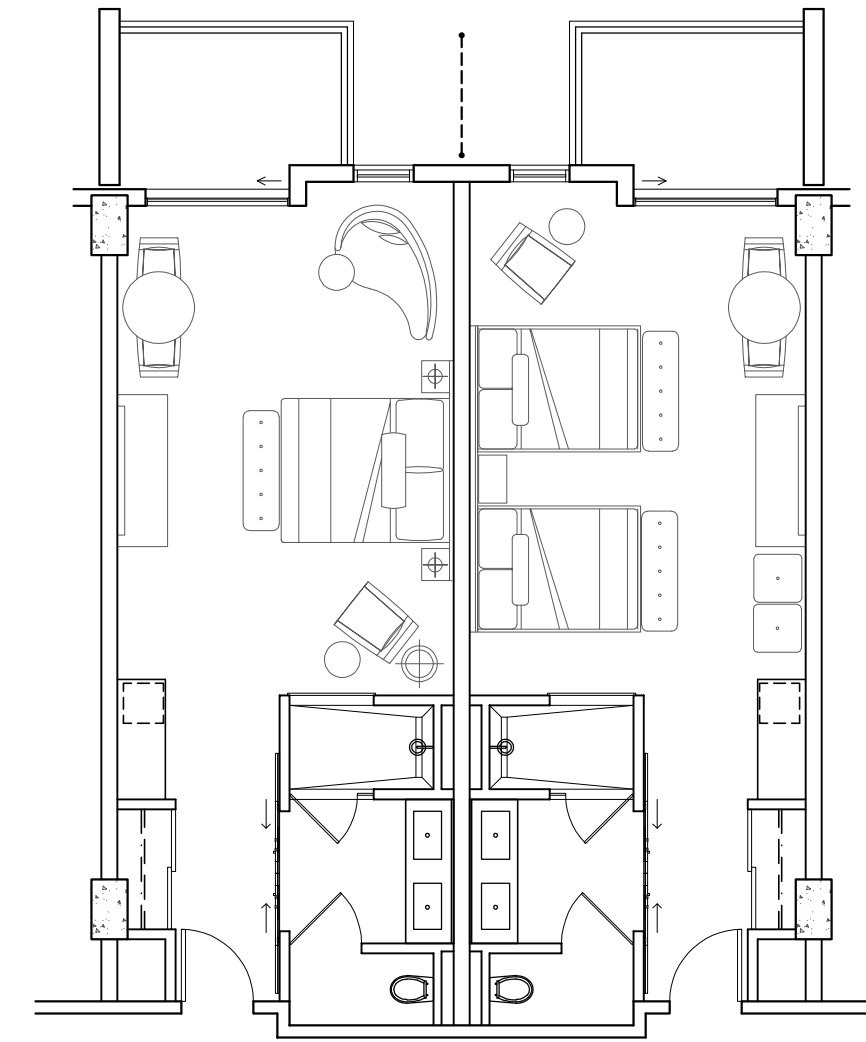




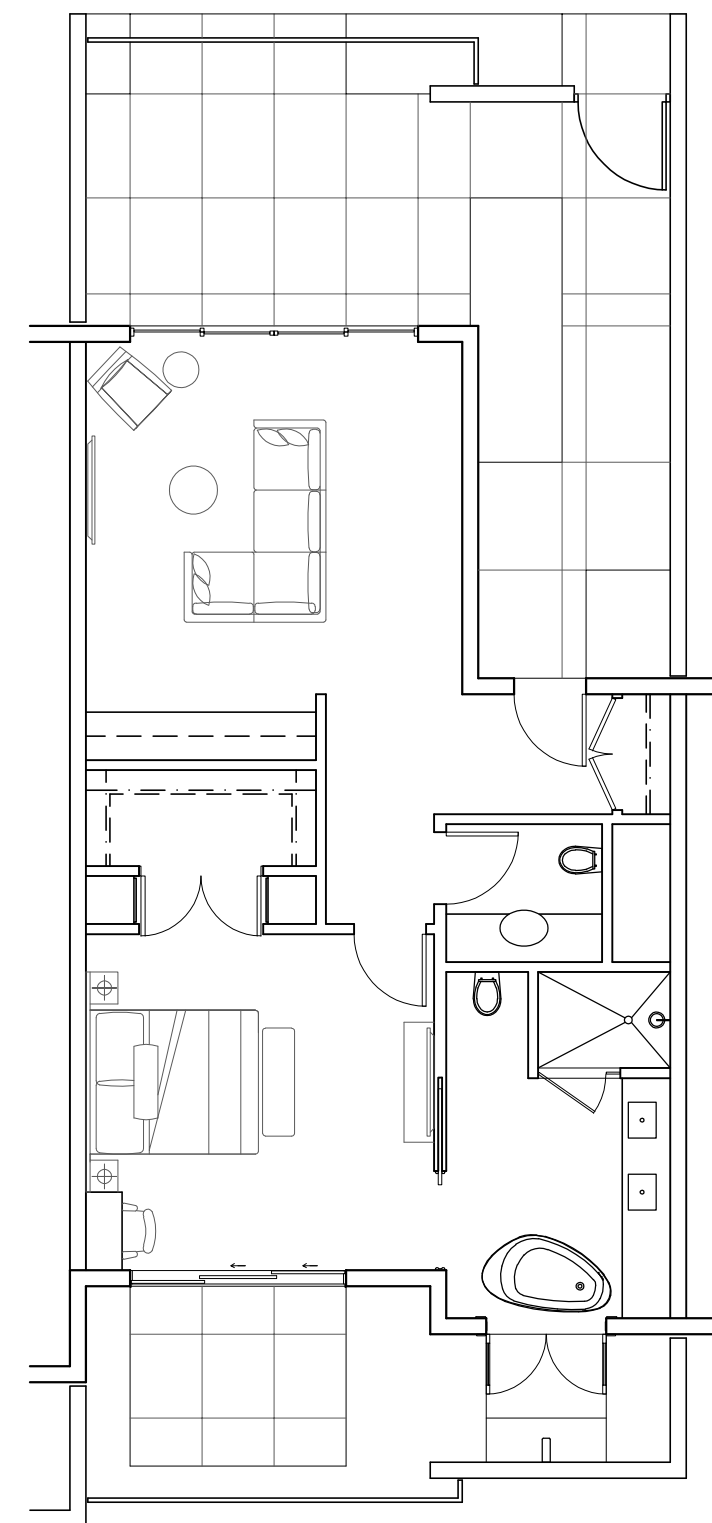
**F** One Bedroom Suite  
982 sf +/-  
7 Keys



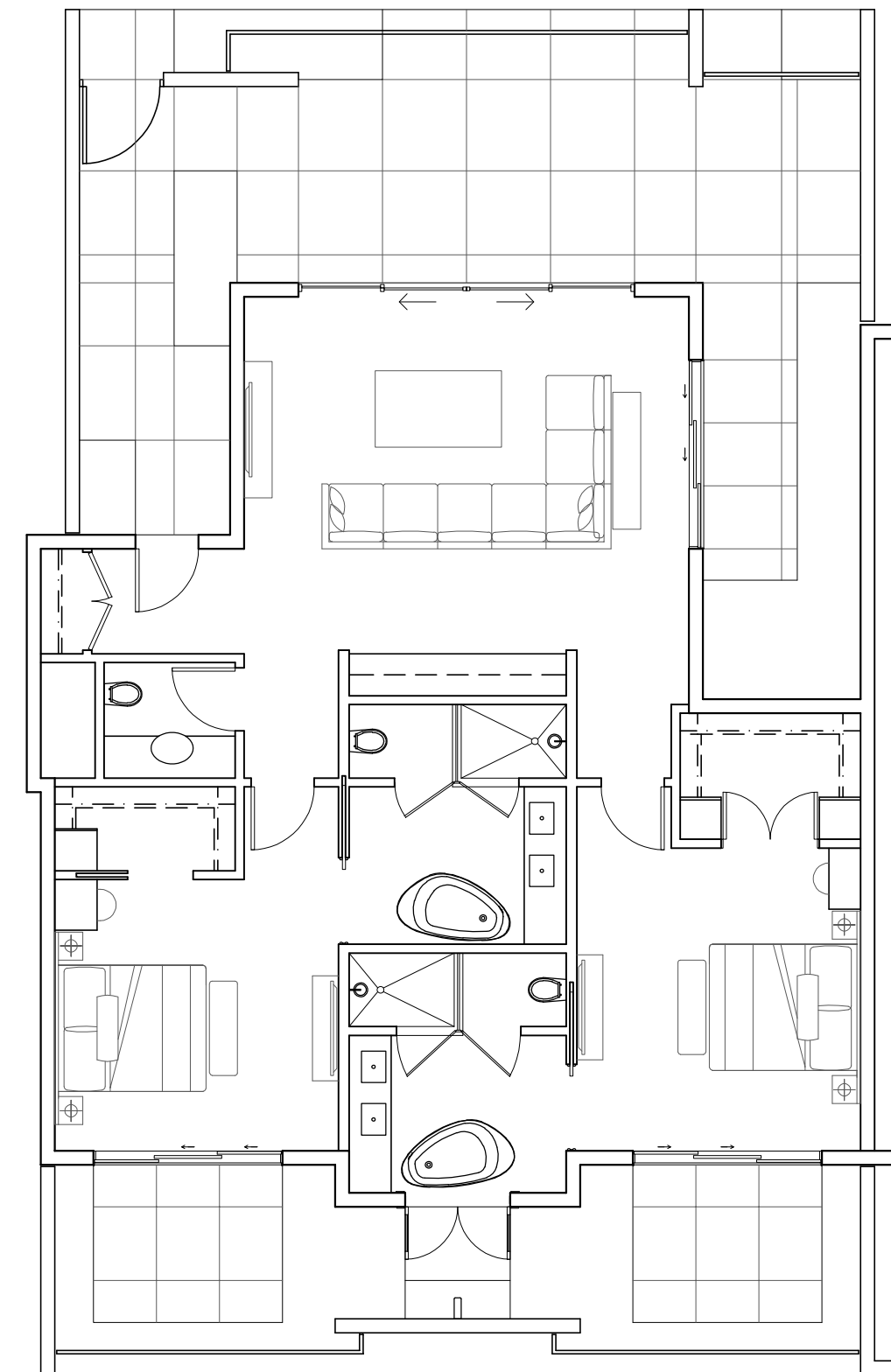
**E** Signature Suite  
735 sf +/-  
10 Keys



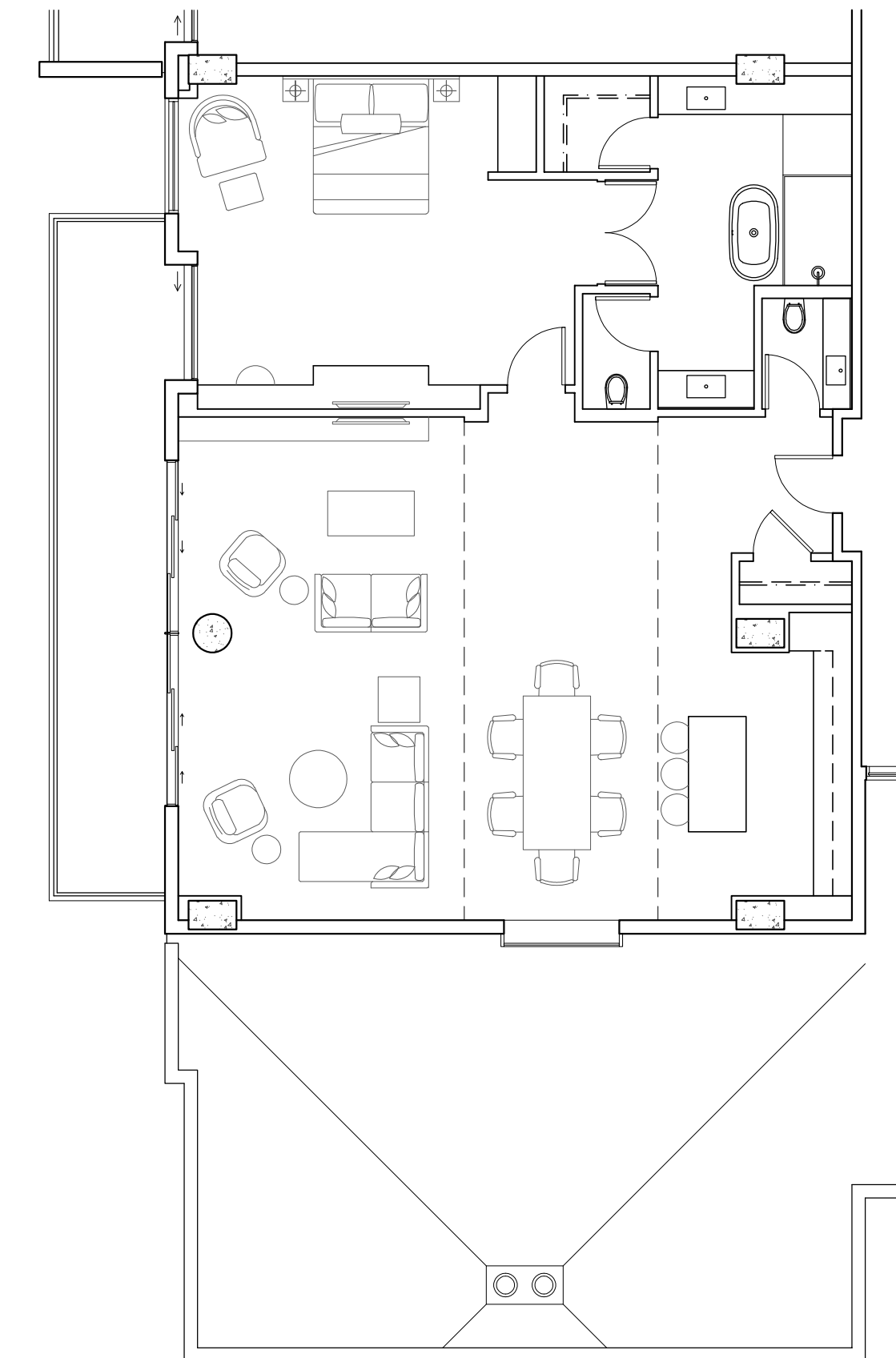
**D** Standard Room (King or Double Queen)  
475 sf +/-  
59 Keys



**C** One Bedroom Casita  
750 sf +/-  
4 Keys



**B** Two Bedroom Casita  
1,301 sf +/-  
1 Key



**A** Presidential Suite  
1,472sf +/-  
1 Key

Scale: 1/8" = 1'-0"  
0' 4' 8' 16' 32'

Conceptual Room Plans

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit:  
Amendment Application

11 | Date: 2023.12.12  
Project#: AP2207

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Program Areas (NSF)

Level	Floor-to-Floor	Building Height	Guestrooms								Hotel Program / BOH + Circulation									Food + Beverage Program			Parking	Net Area Totals		
			Standard	Suite	1Bd	Presidential	Std. Casita	LG Casita	Total Keys	Guestroom Total	Lobby / Public Space	Spa	Meeting Space	Meeting BOH / Support	Admin Offices	Hotel BOH / Storage	Circulation	RR	Bldg Services	Total	F+B NSF Public Areas	F+B NSF BOH / Support			Total NSF	
			478	750	982	1,512	780	1,305																		
Roof		36																								
Guestrooms	3	10	32	19	4	4	1		28	17,522	162				602	2,672		120	3,556				21,078			
Guestrooms	2	10	22	34	2				36	17,752	162				602	2,918		121	3,803				21,555			
Arrival, Amenities & Guestrooms	1	12	12	22	2			6	1	31	18,001	2,324	3,946	5,386	1,241	5,763	1,212	5,448	1,561	2,949	29,830	4,606	3,450	8,056	55,887	
Garage Level	B1	-12																								
																								26,891	30,505	
3 Levels		36 FT		75	8	4	1	6	1	95	53,275 NSF	2,787	3,946	5,386	1,241	6,308	3,040	11,720	1,561	4,814	40,803	4,606	3,450	8,056 NSF	26,891 NSF	129,025 NSF
																								1,358 NSF/Key		

Comparative Project Data

Coverage and Density						Approved SF	Proposed SF	%	Delta SF	%
Gross Site Area:						233,630 SF			5.36 acres	
Net Site Area:						206,468 sf			4.74 acres	
Coverage and Density						Approved SF	Proposed SF	%	Delta SF	%
Proposed Gross Building Area (Primary Building):						137,761	136,583	99.1%	-1,178	-0.86%
Lodge Level P1						32,219	31,265	97.0%	-954	-2.96%
Lodge First Floor						49,145	48,861	99.4%	-284	-0.58%
Lodge Second Floor						23,098	23,242	100.6%	144	0.62%
Lodge Third Floor						23,222	22,540	97.1%	-682	-2.94%
Casitas						5,081	6,372	125.4%	1,291	25.41%
Spa/Fitness						4,996	4,303	86.1%	-693	-13.87%
Proposed Gross Building Area (Accessory Building):						488	508	104.1%	20	4.10%
Pool Bar						488	508	104.1%	20	4.10%
Gross Project Area						138,249	137,091	99.2%	-1,158	-0.84%
Gross Building Area Above Grade:						106,030	105,826	99.8%	-204	-0.19%
Guest Unit Density (GSA)						82	95	2,459 SF/Key	13	15.85%
Lot Coverage										
Primary Building Footprint Based on Gross Site Area						59,222	59,536	25.5%	314	25.48%
Primary Building Footprint Based on Net Site Area						59,222	59,536	28.8%	314	28.84%
Accessory Building Footprint Based on Gross Site Area						488	508	0.2%	20	0.22%
Accessory Building Footprint Based on Net Site Area						488	508	0.2%	20	0.22%
Total Building Footprint Based on Gross Site Area						59,710	60,044	25.7%	334	1.01%
Total Building Footprint Based on Net Site Area						59,710	60,044	29.1%	334	1.01%
Drip Line Site Coverage: All Buildings Based on Gross Site Area						73,940	72,184	30.9%	-1,756	30.90%
Drip Line Site Coverage: All Buildings Based on Net Site Area						73,940	72,184	35.0%	-1,756	34.96%
Floor Area Ratio										
FAR Gross						0.592	0.587			
FAR Gross w/o garage area						0.454	0.453			
FAR Net						0.670	0.664			
FAR Net w/o garage area						0.514	0.513			
Open Space										
Open Space Based on Gross Site Area						119,070	89,629	38.4%	29,441	24.7%
Open Space Based on Net Site Area						92,222	81,571	39.5%	10,651	11.5%
Impervious Surfaces										
Total of Impervious Surfaces (Includes Building Footprint, based on Gross)						140,178	153,937	65.9%	13,759	1.1%
Total of Impervious Surfaces (Includes Building Footprint, based on Net)						123,881	153,937	74.6%	30,056	1.2%
Project Key Count:										
First Floor:						19	24			
Second Floor:						33	36			
Third Floor:						25	28			
Casitas:						5	7			
Total Project Keys:						82	95			
Parking										
Level B1:						67	64			
Level B1 (HC Spaces):						1	1			
On Grade :						87	118			
On Grade (HC Spaces) :						4	4			
Total Parking Spaces Provided*:						159	187			
Ratio (cars per key)						1.94	1.97			

CONTINUED ON NEXT COLUMN



Guestrooms, BOH + Circulation													
level #	flr / flr ht	bldg ft ht	Standard	Suite	1Bd	Presidential	Casita 1Bd	Casita 2Bd	total keys	Guestroom nsf	BOH & sf	Total sf	
			475 nsf	735 nsf	982 nsf	1,472 nsf	750 nsf	1,301 nsf		Total	Circulation		
Roof (Max. Bldg. Ht)	0.00	36.00											
Guestrooms	3	15.00	21.00	13	4	7	1	0	0	25	17,461	3,140	20,601
Guestrooms	2	10.00	11.00	29	4	0	0	0	0	33	16,715	3,597	20,312
Arrival, Amenities & Guestrooms	1	12.00	-1.00 NG	17	2	0	0	4	1	24	13,846	2,978	16,824
Garage Level	B1	-14.00	0.00								0		0
3 lvs	36.00 ft		59 keys	10 keys	7 keys	1 keys	4 keys	1 keys	82 keys	48,022 nsf	9,715 sf	57,737 sf	

Hotel Program										Food + Beverage Program			Parking	Net Area Totals
Lobby / Public Space	Spa	Meeting Space	Meeting BOH / Support	Admin Offices	Hotel BOH / Storage	Circulation	RR	Bldg Services	Total	F+B Public Areas	F+B BOH / Support	Total	Total	
									0					0
								0	0					20,601
								0	0					20,312
4,243	4,765	5,082	2,382	1,868	5,233	1,674	1,013	0	26,260	6,137	3,254	9,391		52,475
143			0	1,494	1,536	0	0	0	3,173	0	0	0	26,572	29,745
4,386 sf	4,765 sf	5,082 sf	2,382 sf	3,362 sf	6,769 sf	1,674 sf	1,013 sf	0 sf	29,433 sf	6,137 sf	3,254 sf	9,391 sf	26,572 sf	123,133 sf

1,502 sf per Key

Allowable Coverage and Density		Allowable		Proposed		Delta	
		%	#	#	%	sf #	%
Conceptual Project Data							
	Gross Site Area:		233,630 sf		5.36 acres		
	Net Site Area:		206,468 sf		4.74 acres		
Existing Conditions							
	Existing Building Area:		31,720 sf				
	Existing Key Count:		28				
	Existing Parking Spaces:		72				
	Existing Lot Coverage:	14%	31,720 sf				
Allowable Coverage and Density		Allowable		Proposed		Delta	
		%	#	#	%	sf #	%
Proposed Gross Building Area (Primary Building):				137,761 sf			
	Lodge Level B1			32,219 sf			
	Lodge First Floor			49,145 sf			
	Lodge Second Floor			23,098 sf			
	Lodge Third Floor			23,222 sf			
	Casitas			5,081 sf			
	Spa			4,996			
Proposed Gross Building Area (Accessory Building):				488 sf			
	Pool Bar			488 sf			
Gross Project Area				138,249 sf			
Gross Building Area Above Grade:				106,030 sf			
Max. Density of Guest Units		1/4000sf	59 keys	82 k	2,849 per key	23	138.98%
1 unit per 4,000sf site Area							
Lot Coverage							
	Primary Building Footprint Based on Gross Site Area	25%	58,408 sf	59,222 sf	25.3%	815 sf	0.3%
	Primary Building Footprint Based on Net Site Area	25%	51,617 sf	59,222 sf	28.7%	7,605 sf	3.7%
	Accessory Building Footprint Based on Gross Site Area	25%	58,408 sf	488 sf	0.2%	-57,920 sf	-24.8%
	Accessory Building Footprint Based on Net Site Area	25%	51,617 sf	488 sf	1.5%	-51,129 sf	-23.5%
	Total Building Footprint Based on Gross Site Area	25%	58,408 sf	59,710 sf	25.6%	1,303 sf	0.6%
	Total Building Footprint Based on Net Site Area	25%	51,617 sf	59,710 sf	28.9%	8,093 sf	3.9%

Allowable Coverage and Density		Allowable		Proposed		Delta	
		%	#	#	%	sf #	%
	Accessory Building Footprint Based on Gross Site Area	25%	58,408 sf	488 sf	0.2%	-57,920 sf	-24.8%
	Accessory Building Footprint Based on Net Site Area	25%	51,617 sf	488 sf	1.5%	-51,129 sf	-23.5%
	Total Building Footprint Based on Gross Site Area	25%	58,408 sf	59,710 sf	25.6%	1,303 sf	0.6%
	Total Building Footprint Based on Net Site Area	25%	51,617 sf	59,710 sf	28.9%	8,093 sf	3.9%
	Drip Line Site Coverage: All Buildings Based on Gross Site Area	25%	58,408 sf	73,940 sf	31.6%	15,533 sf	6.6%
	Drip Line Site Coverage: All Buildings Based on Net Site Area	25%	51,617 sf	73,940 sf	35.8%	22,323 sf	10.8%
Floor Area Ratio							
	FAR Gross	NA	NA	0.592		NA	NA
	FAR Gross w/o garage area	NA	NA	0.454		NA	NA
	FAR Net	NA	NA	0.670		NA	NA
	FAR Net w/o garage area	NA	NA	0.514		NA	NA
Open Space							
	Open Space (Min 40%) Based on Gross	40%	93,452 sf	119,384 sf	51.1%	25,932 sf	11.1%
	Open Space (Min 40%) Based on Net	40%	82,587 sf	92,222 sf	44.7%	9,635 sf	4.7%
Impervious Surfaces							
	Total of Impervious Surfaces (Includes Building Footprint, based on Gross)	60%	140,178 sf	147,145 sf	63.0%	6,967 sf	3.0%
	Total of Impervious Surfaces (Includes Building Footprint, based on Net)	60%	123,881 sf	147,145 sf	71.3%	23,264 sf	11.3%
Project Key Count:							
	First Floor:		19				
	Second Floor:		33				
	Third Floor:		25				
	Casitas:		5				
Total Project Keys:			82				
Parking							
	Level B1:		68				
	On Grade :		87				
	On Grade (Acessible Spaces) :		4				
Total Parking Spaces Provided*:			159		1.94 spaces per key		
See Parking Engineering Study for required Parking							



GUEST ROOM COUNT			
ROOM CODE	ROOM NAME	DESCRIPTION	COUNT
1B1	ONE BDR. 1	ONE BEDROOM TYPE 1	3
1BA	ADA ONE BDR.	ADA ONE BEDROOM	1
K1	KING 1	KING 1	32
K1A	ADA KING 1	ADA KING TYPE 1	1
K2	KING 2	KING 2	3
K2A	ADA KING 2	ADA KING TYPE 2	1
K3	KING 3	KING 3	2
PS	PRES. SUITE	PRESIDENTIAL SUITE	1
QQ1	DBL. QUEEN 1	DOUBLE QUEEN TYPE 1	33
QQ2	DBL. QUEEN 2	DOUBLE QUEEN TYPE 2	2
QQA	ADA DBL. QUEEN	ADA DOUBLE QUEEN	1
SS1	SIG. SUITE 1	SIGNATURE SUITE TYPE 1	4
SS2	SIG. SUITE 2	SIGNATURE SUITE TYPE 2	1
SS3	SIG. SUITE 3	SIGNATURE SUITE TYPE 3	1
SS4	SIG. SUITE 4	SIGNATURE SUITE TYPE 4	1
SSA	ADA SIG. SUITE	ADA SIGNATURE SUITE	1
TOTAL ROOMS: 88			

CASITA COUNT			
ROOM CODE	ROOM NAME	DESCRIPTION	COUNT
CA	ADA CASITA	ADA CASITA	1
C1	CASITA	CASITA	5
C1B	CASITA ONE BDR.	CASITA ONE BEDROOM	1
TOTAL: 7			

GUEST ROOM TYPE & COUNT PER LEVEL			
ROOM CODE	ROOM NAME	DESCRIPTION	COUNT
LEVEL 1			
CA	ADA CASITA	ADA CASITA	1
K1A	ADA KING 1	ADA KING TYPE 1	1
SSA	ADA SIG. SUITE	ADA SIGNATURE SUITE	1
C1	CASITA	CASITA	5
C1B	CASITA ONE BDR.	CASITA ONE BEDROOM	1
QQ1	DBL. QUEEN 1	DOUBLE QUEEN TYPE 1	9
QQ2	DBL. QUEEN 2	DOUBLE QUEEN TYPE 2	1
K1	KING 1	KING 1	10
K2	KING 2	KING 2	1
SS1	SIG. SUITE 1	SIGNATURE SUITE TYPE 1	1
LEVEL 1: 31			
LEVEL 2			
QQA	ADA DBL. QUEEN	ADA DOUBLE QUEEN	1
QQ1	DBL. QUEEN 1	DOUBLE QUEEN TYPE 1	14
K1	KING 1	KING 1	17
K2	KING 2	KING 2	1
K3	KING 3	KING 3	1
SS1	SIG. SUITE 1	SIGNATURE SUITE TYPE 1	1
SS2	SIG. SUITE 2	SIGNATURE SUITE TYPE 2	1
LEVEL 2: 36			
LEVEL 3			
K2A	ADA KING 2	ADA KING TYPE 2	1
1BA	ADA ONE BDR.	ADA ONE BEDROOM	1
QQ1	DBL. QUEEN 1	DOUBLE QUEEN TYPE 1	10
QQ2	DBL. QUEEN 2	DOUBLE QUEEN TYPE 2	1
K1	KING 1	KING 1	5
K2	KING 2	KING 2	1
K3	KING 3	KING 3	1
1B1	ONE BDR. 1	ONE BEDROOM TYPE 1	3
PS	PRES. SUITE	PRESIDENTIAL SUITE	1
SS1	SIG. SUITE 1	SIGNATURE SUITE TYPE 1	2
SS3	SIG. SUITE 3	SIGNATURE SUITE TYPE 3	1
SS4	SIG. SUITE 4	SIGNATURE SUITE TYPE 4	1
LEVEL 3: 28			

ROOM MATRIX

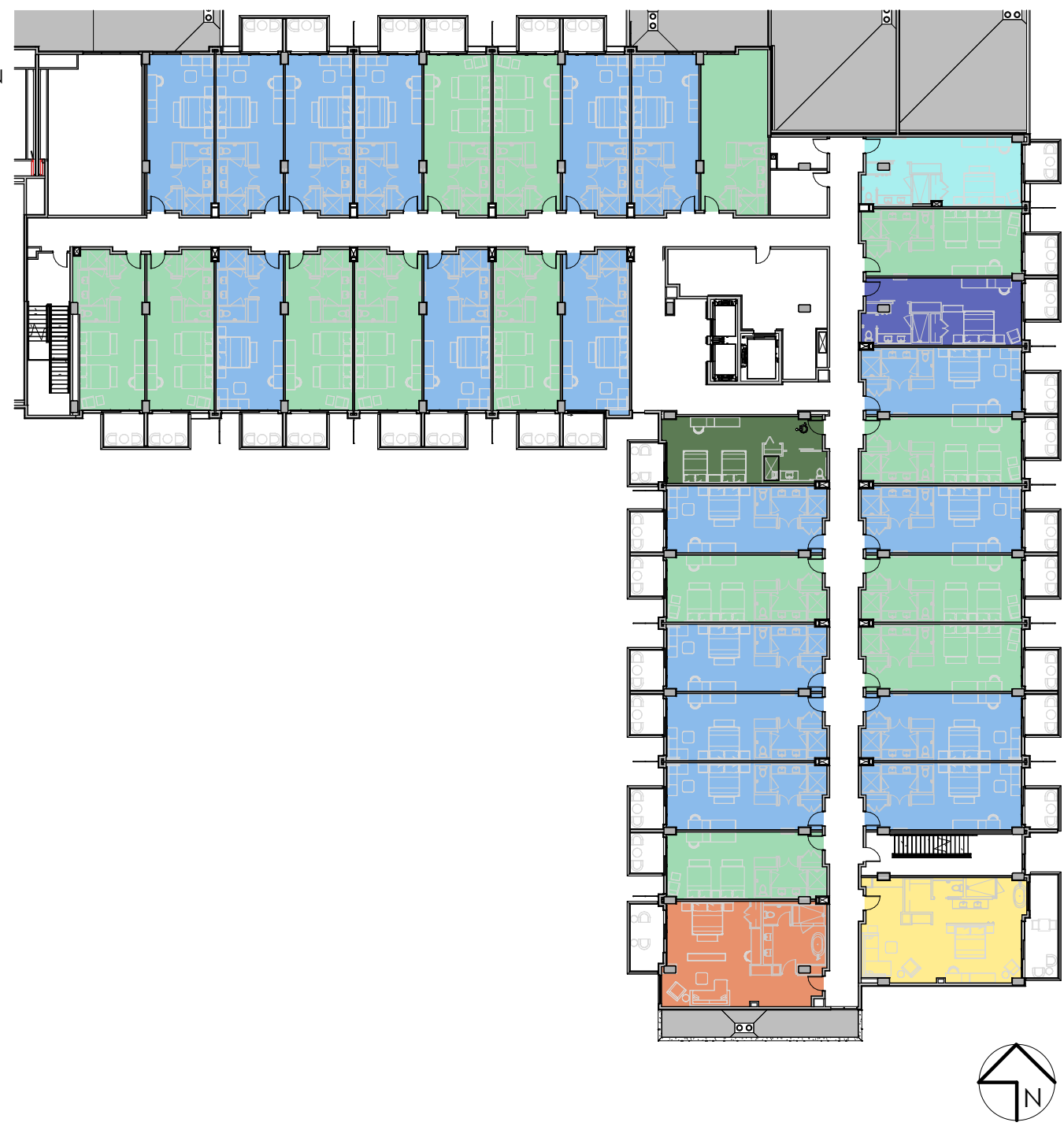
- ADA KING 2
- ADA ONE BDR.
- DBL. QUEEN 1
- DBL. QUEEN 2
- KING 1
- KING 2
- KING 3
- ONE BDR. 1
- PRES. SUITE
- SIG. SUITE 1
- SIG. SUITE 3
- SIG. SUITE 4



3 LEVEL 3 - HOTEL ROOM MATRIX  
SCALE: NOT TO SCALE

ROOM MATRIX

- ADA DBL. QUEEN
- DBL. QUEEN 1
- KING 1
- KING 2
- KING 3
- SIG. SUITE 1
- SIG. SUITE 2



2 LEVEL 2 - HOTEL ROOM MATRIX  
SCALE: NOT TO SCALE

ROOM MATRIX

- ADA CASITA
- ADA KING 1
- ADA SIG. SUITE
- CASITA
- CASITA ONE BDR.
- DBL. QUEEN 1
- DBL. QUEEN 2
- KING 1
- KING 2
- SIG. SUITE 1



1 LEVEL 1 - HOTEL ROOM MATRIX  
SCALE: NOT TO SCALE



Main Building Room Matrix Chart

Level	Bay Number: North & East Side of Corridor																					Standard		Suites			Casitas	Total Keys	Floor Totals	Connecting Rooms	Level			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Stair	21	King (K)	Double Queen (DQ)	Signature Suite (SS)	One Bedrom (1B)						Presidetial Suite (Pres)		
3	K	SS	SS	← DQ	1B		← K	DQ	1B		K	DQ	1B		1B		← DQ	DQ	1B		Patio	3	5	2	5	0		15	25	6	3			
2	Lobby				K	K	← DQ	DQ	K	K	← DQ	DQ	K	← DQ	DQ	→ K	K	SS				10	7	1	0	0		18	33	4	2			
1	Lobby										BOH					DQ	K	← DQ	DQ	→ K		K	SS			3	3	1	0	0	5	12	24	2

Level	Stair	Bay Number: South & West Side of Corridor																	Level	
		1	2	3	4	5	6	7	Core		Core	8	9	10	11	12	13	14		15
3		SS	SS	← DQ	1B		DQ	→ K				DQ	1B		← DQ	PRES				
2		SS	SS	← DQ	K	K	DQ	→ K				DQ	→ K	K	K	DQ	→ SS			
1		Lobby	SS	← DQ	K	K	DQ	→ K				DQ	→ K	K	→ K	Spa				

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First Floor / Site Plan

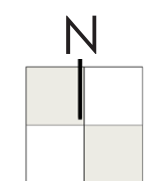
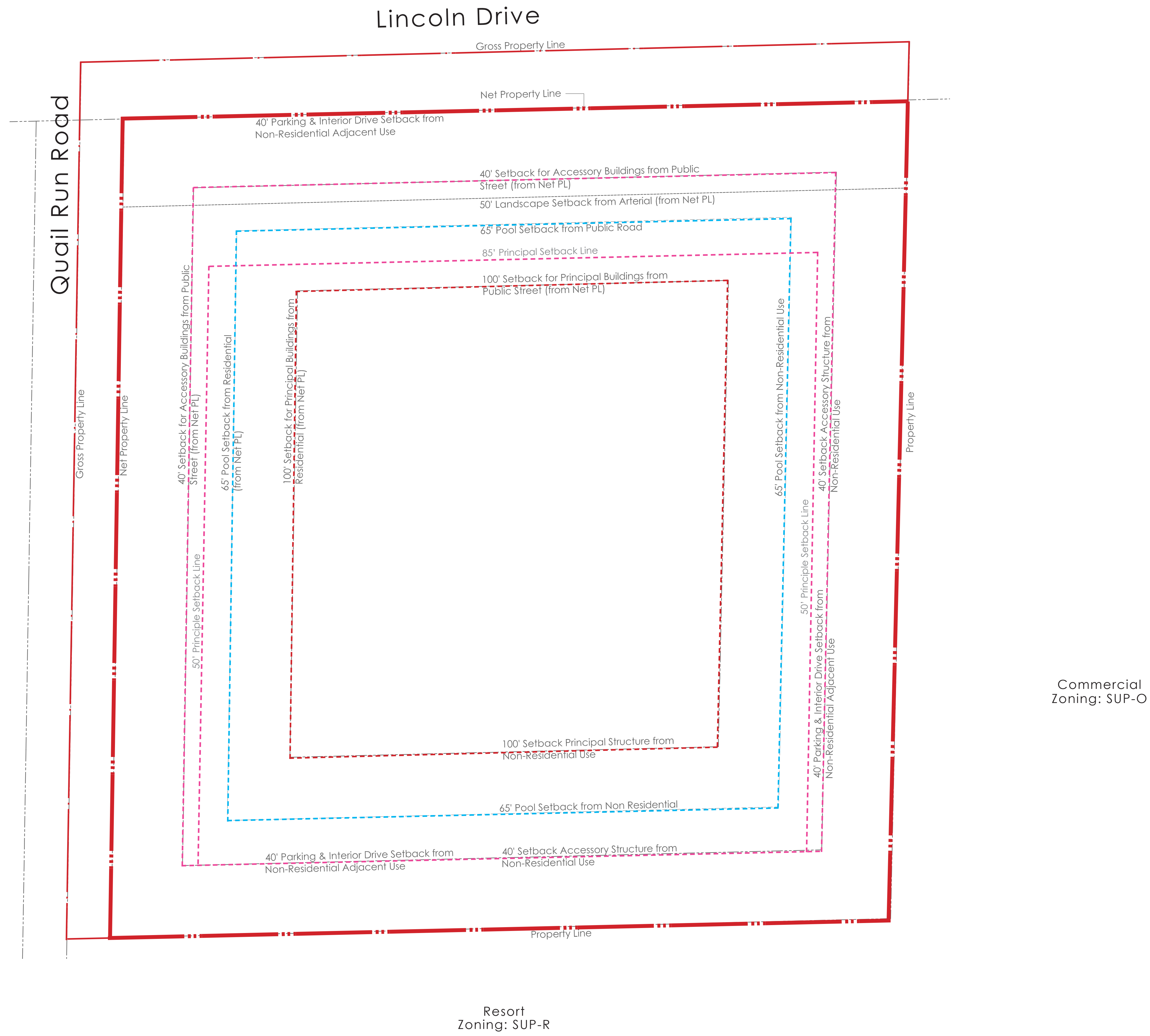


Second Floor Plan



Third Floor Plan





Scale: 1/32" = 1'-0"



Site Plan Analysis |  
SUP Guideline Site Setbacks

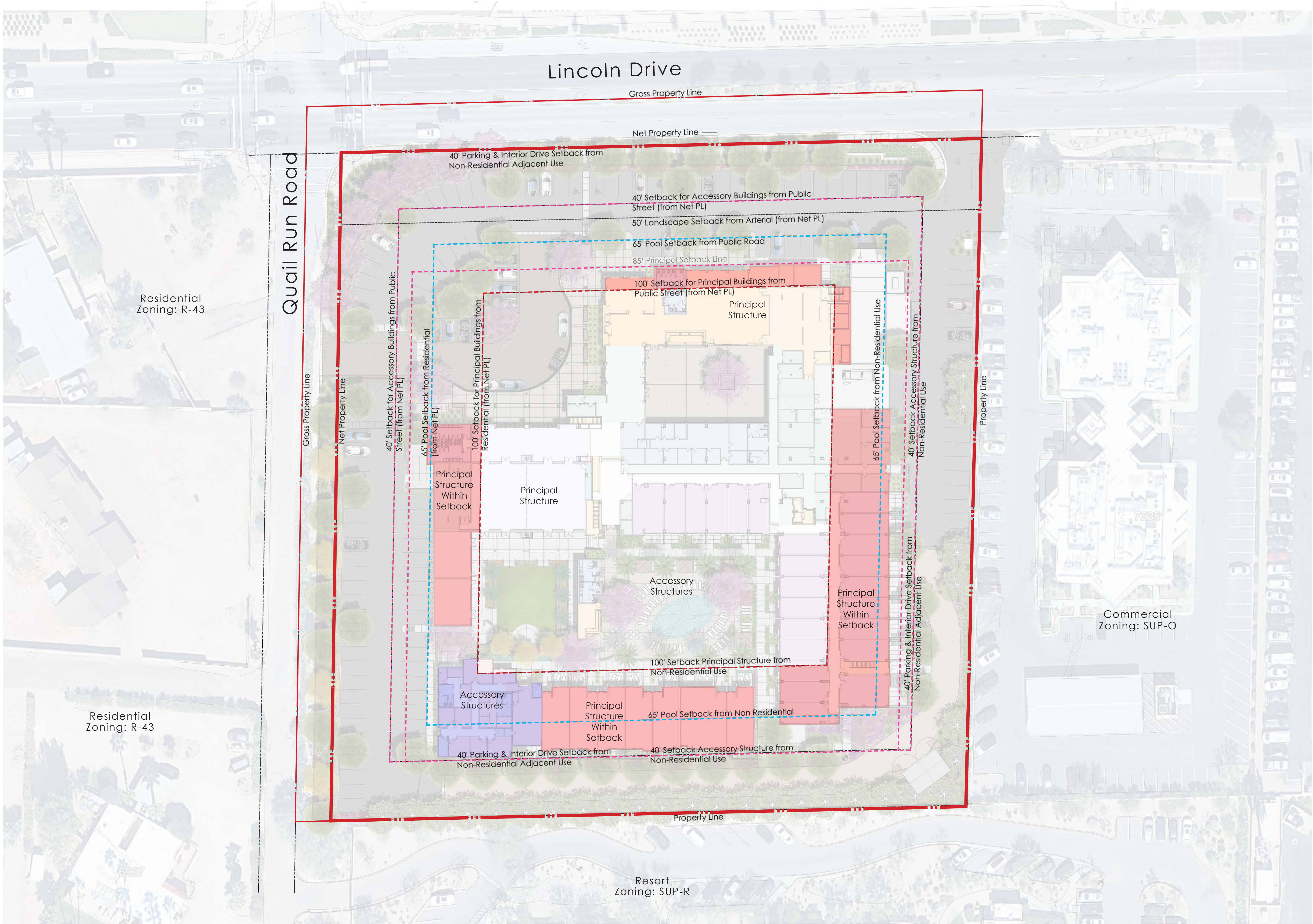
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Special Use Permit: 14 | Date: 2025.03.05  
Amendment Application | Project#: AP2207

**Walton**

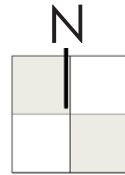
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Color Key

Setback Encroachment



Scale: 1/32" = 1'-0"

0' 16' 32' 64' 128'

Site Plan Analysis: Overlay |  
Site Setbacks from Net Property Lines

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit: 15 | Date: 2025.03.05  
Amendment Application | Project#: AP2207

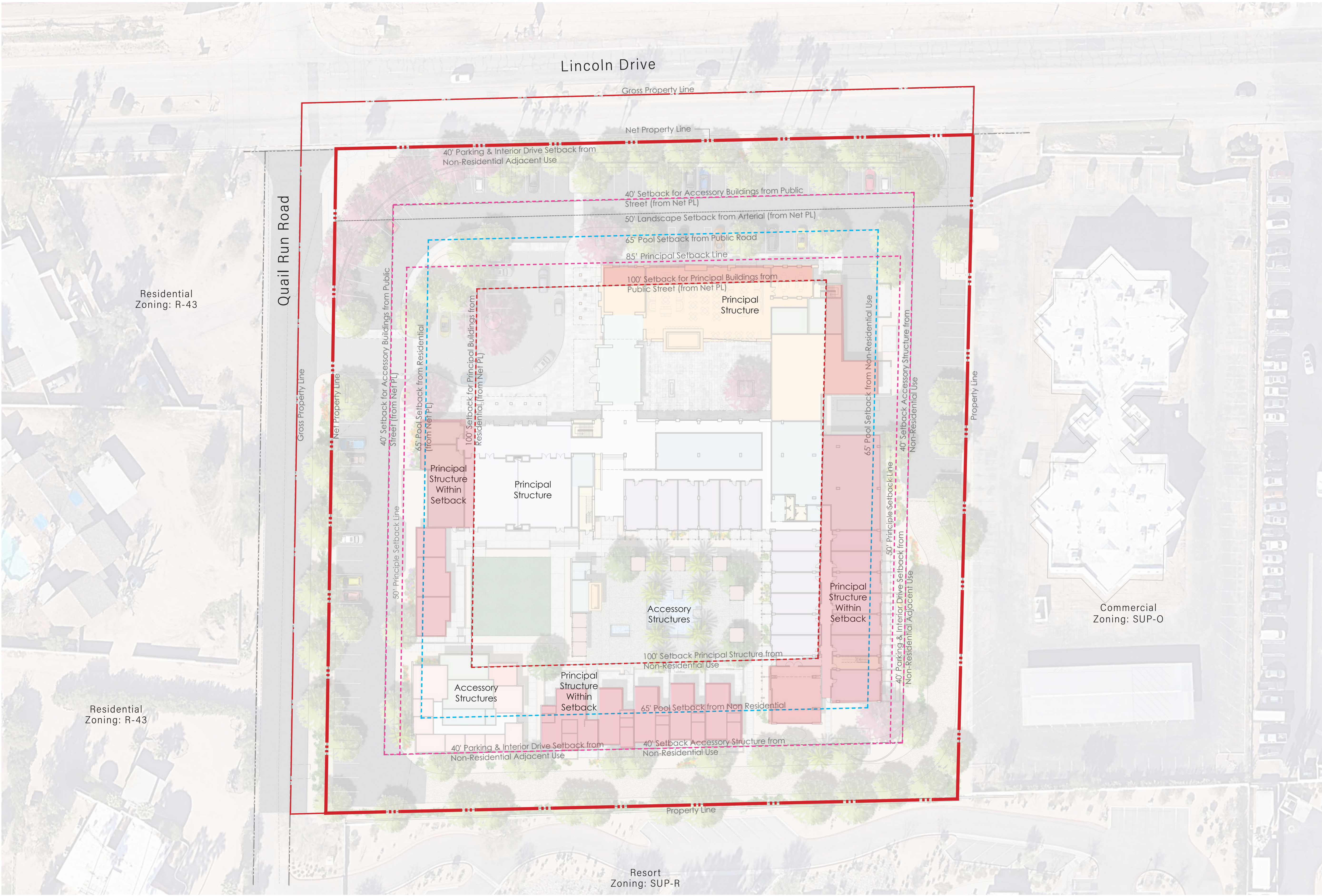
**Walton**

**changed**  
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**Color Key**

Setback Encroachment



N

0'

16'

32'

64'

128'

Scale: 1/32" = 1'-0"

Site Plan Analysis: Overlay  
Site Setbacks from Net Property Lines

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit: 15  
Amendment Application

Date: 2023.12.12  
Project#: AP2207

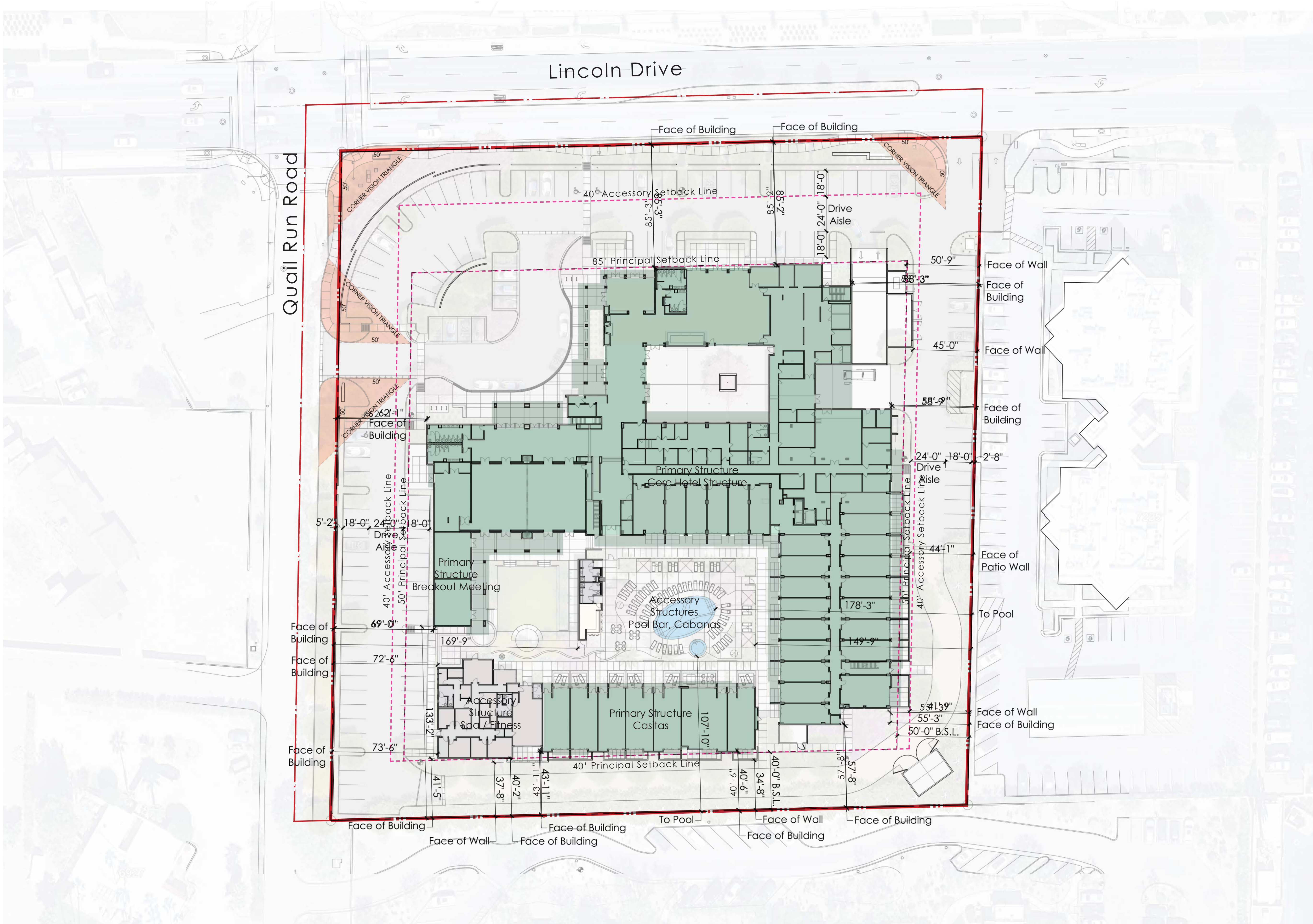
**Walton**

**original SUP**

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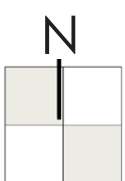
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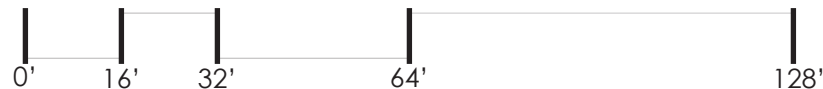


Color Key

- Primary Structure
- Primary Structure Overhang
- Accessory Structure
- Accessory Structure Overhang



Scale: 1/32" = 1'-0"



Primary Structure |  
Dimension Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

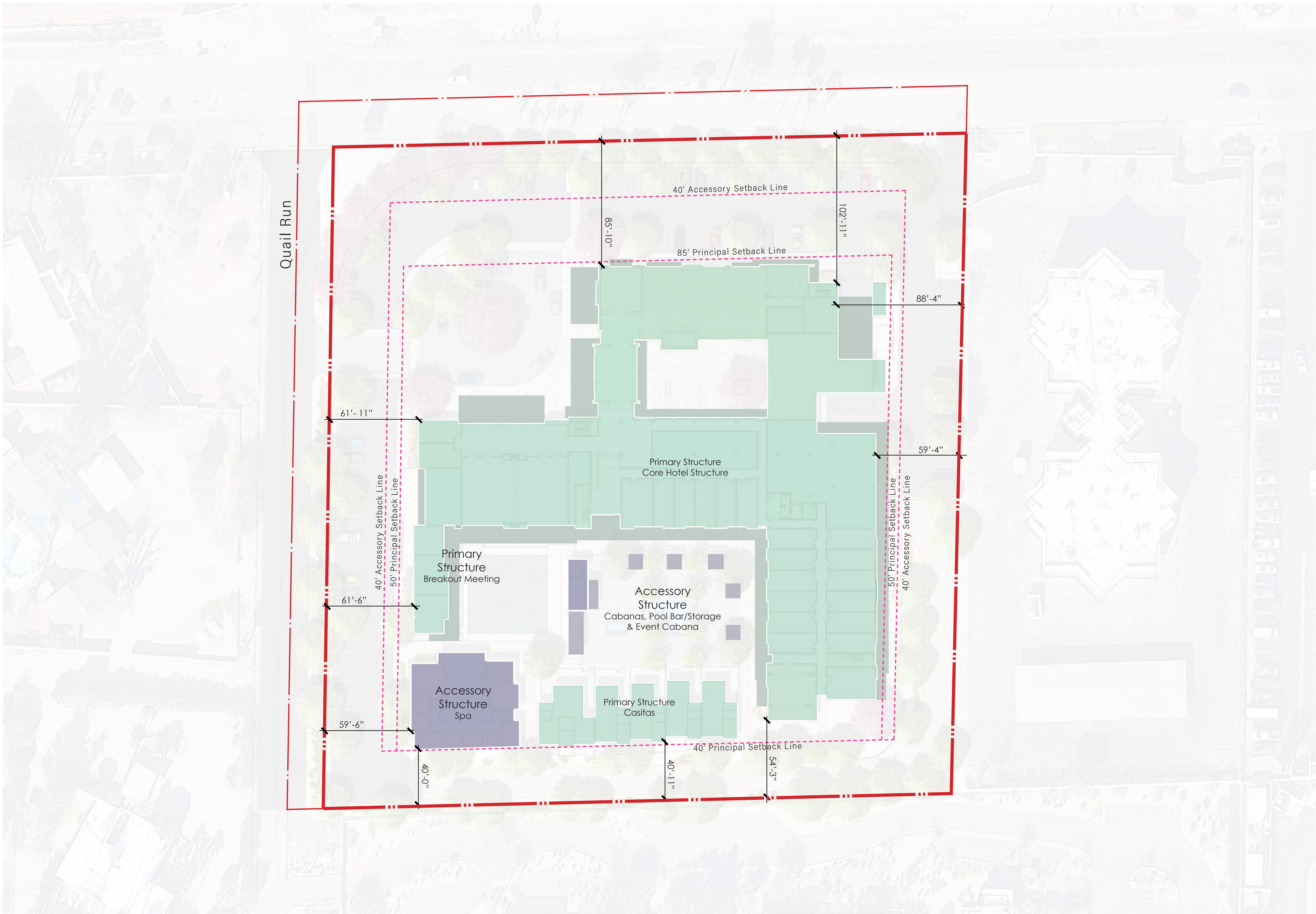
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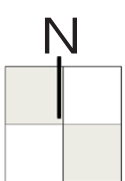
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**Color Key**

- Primary Structure
- Primary Structure Overhang
- Accessory Structure
- Accessory Structure Overhang



Scale: 1/32" = 1'-0"

0' 16' 32' 64' 128'

Primary Structure  
Dimension Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

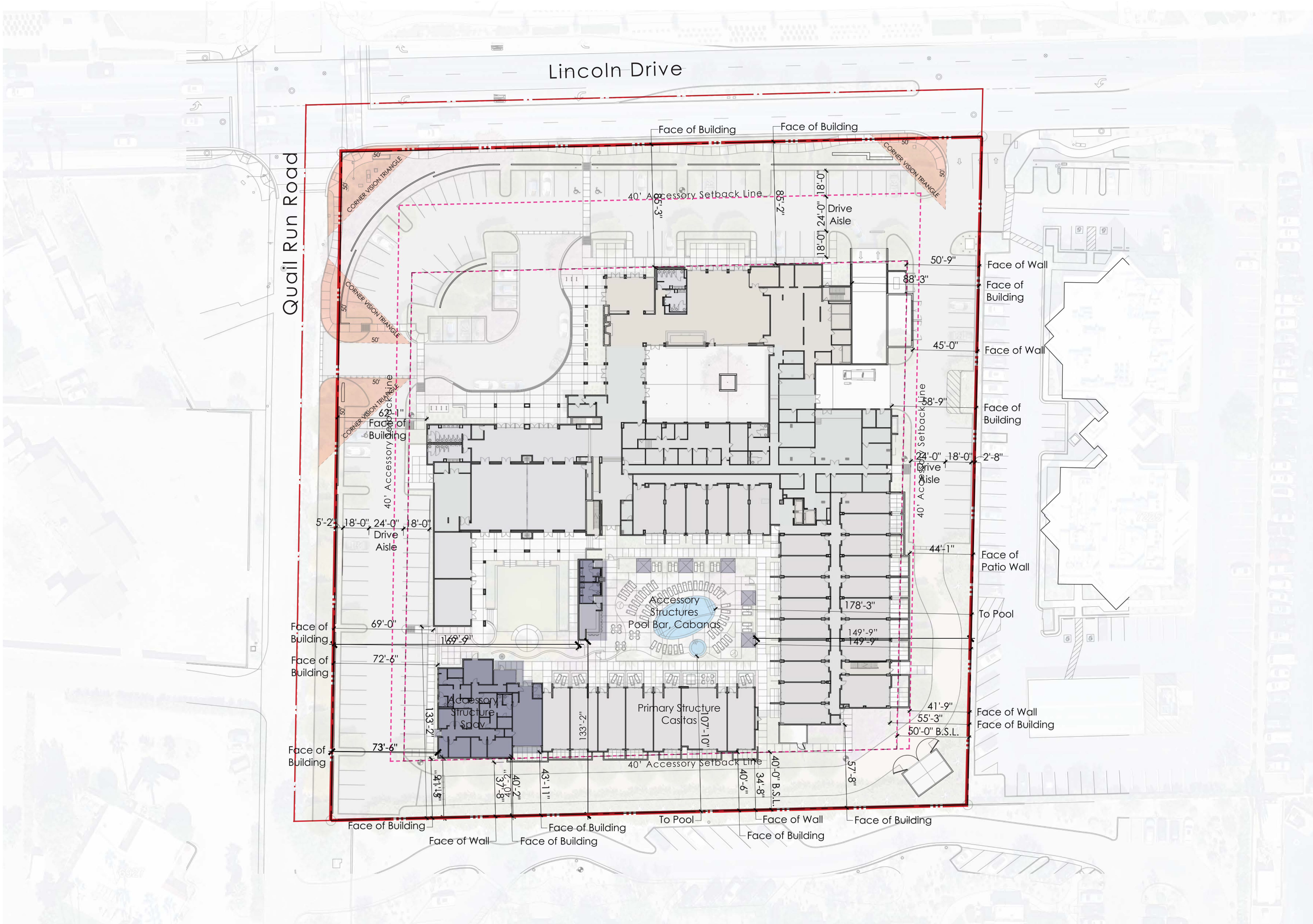
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Color Key

- Primary Structure
- Primary Structure Overhang
- Accessory Structure
- Accessory Structure Overhang

N

Scale: 1/32" = 1'-0"

0' 16' 32' 64' 128'

Accessory Structure  
Dimension Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

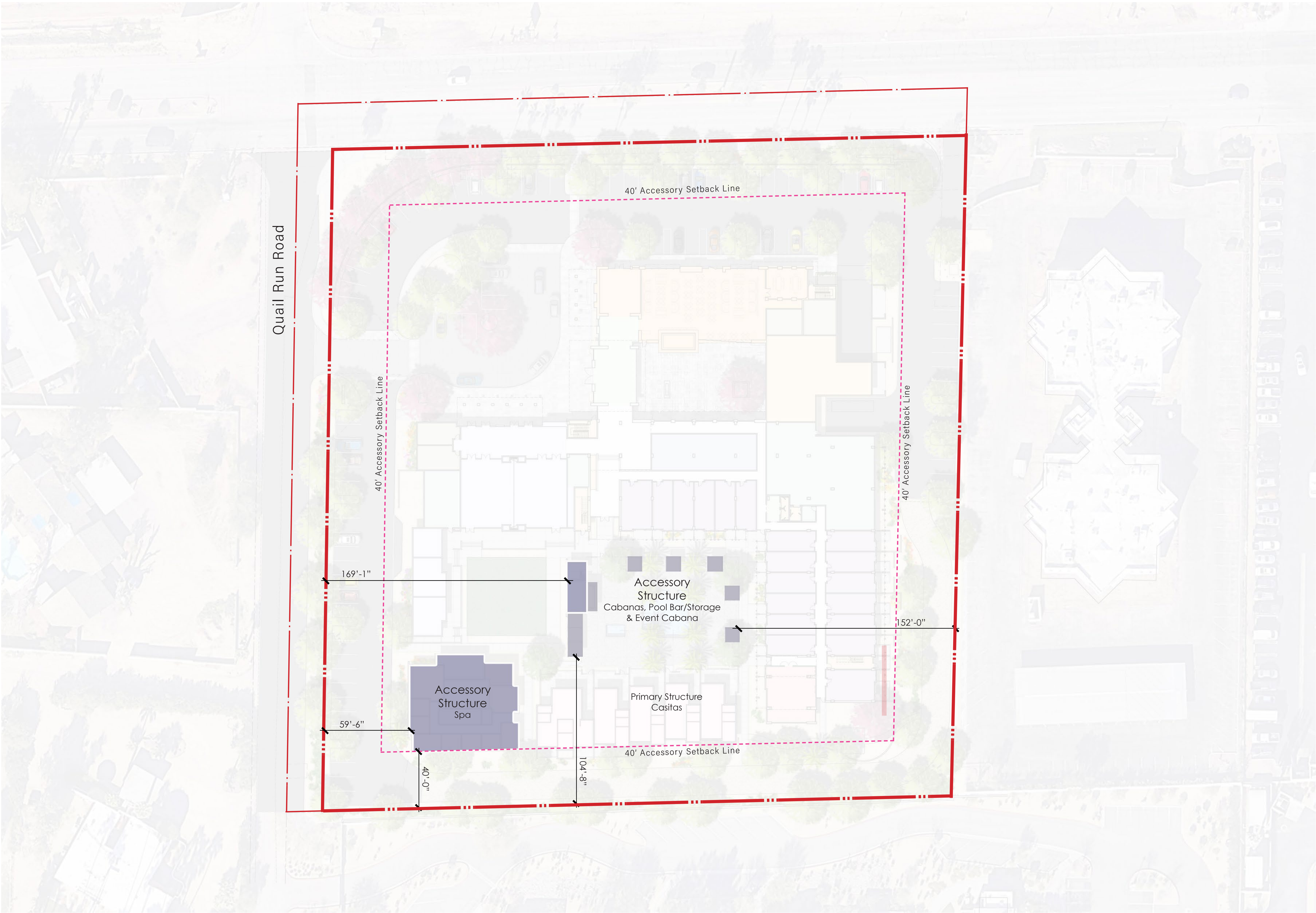
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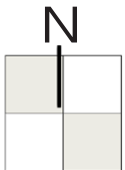
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**Color Key**

- Primary Structure
- Primary Structure Overhang
- Accessory Structure
- Accessory Structure Overhang



Scale: 1/32" = 1'-0"

Accessory Structure  
Dimension Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

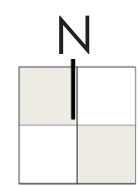
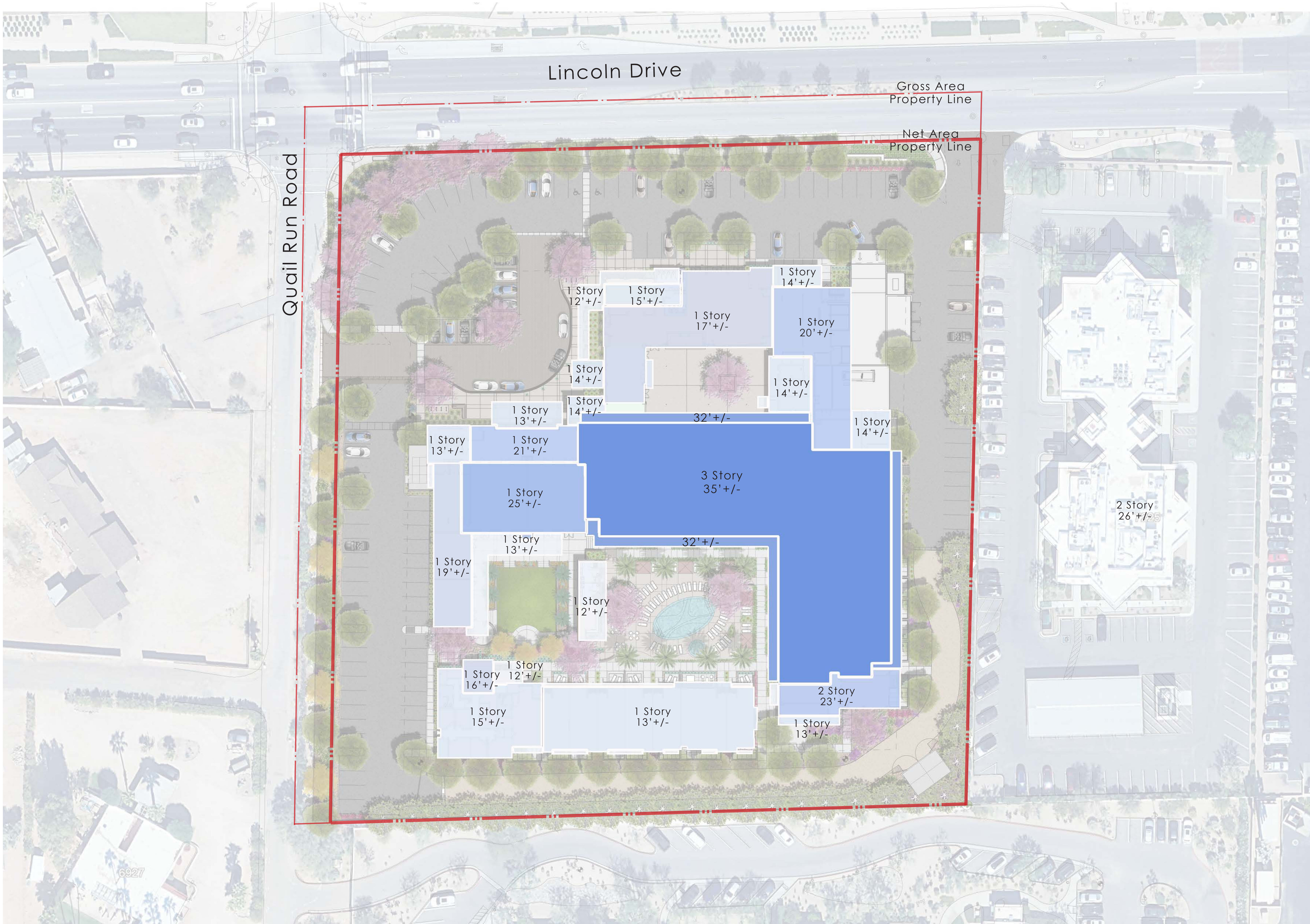
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Scale: 1/32" = 1'-0"

0' 16' 32' 64' 128'

Conceptual Building  
Height Diagram

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit: 18 | Date: 2025.03.05  
Amendment Application | Project#: AP2207

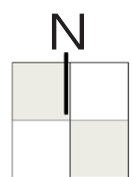
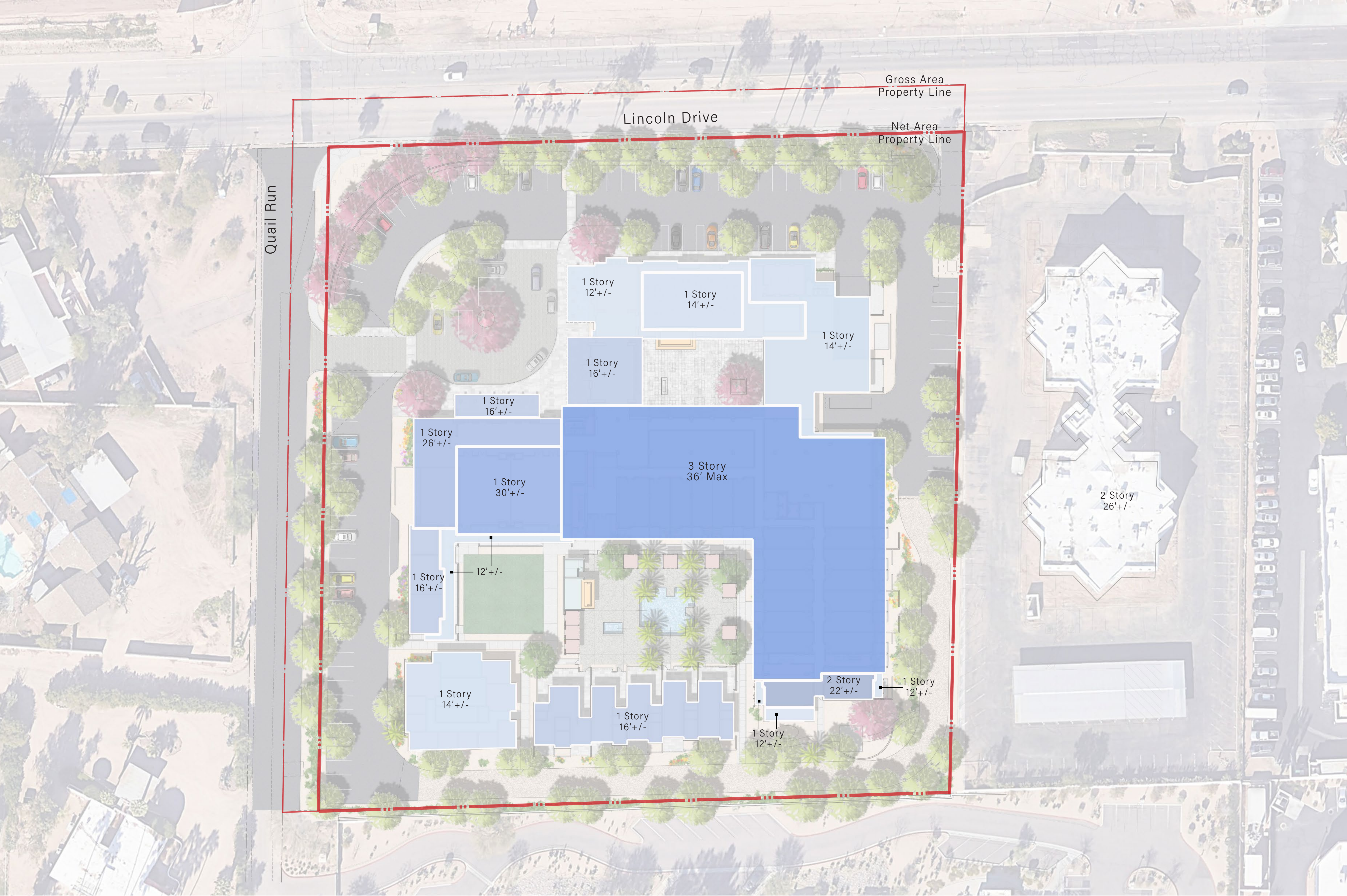
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**changed**

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Scale: 1/32" = 1'-0"



Conceptual Building  
Height Diagram

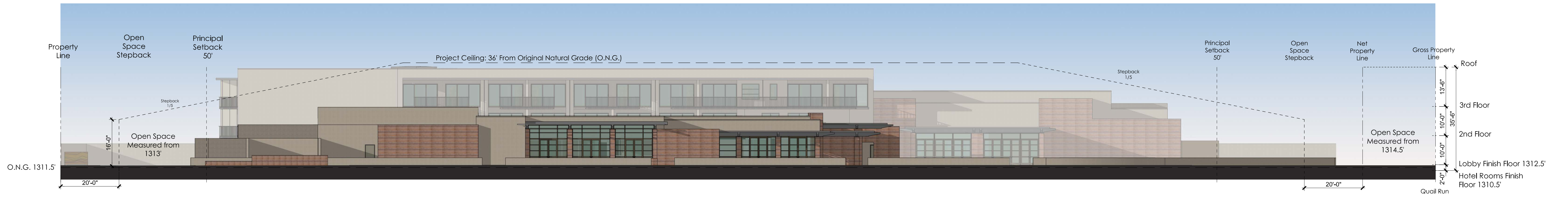
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7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit: 18 | Date: 2023.12.12  
Amendment Application | Project#: AP2207

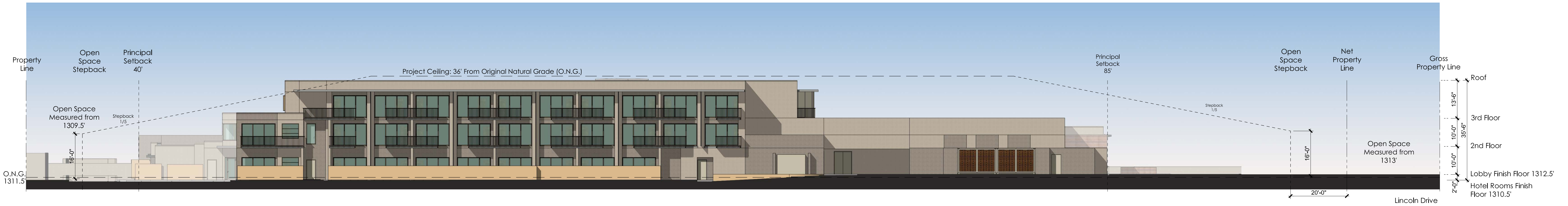
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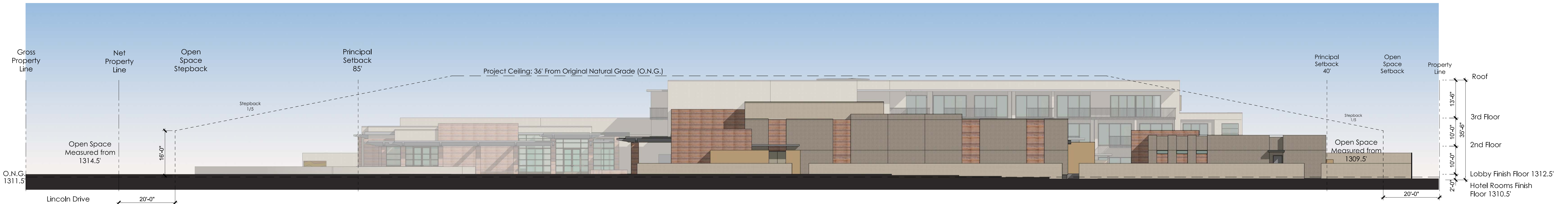




North Elevation **A**



East Elevation **B**



West Elevation **C**



South Elevation **D**

Scale: 1/16" = 1'-0"

0' 8' 16' 32' 64'

Conceptual  
Building Elevations

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit: 19 | Date: 2025.03.05  
Amendment Application | Project#: AP2207

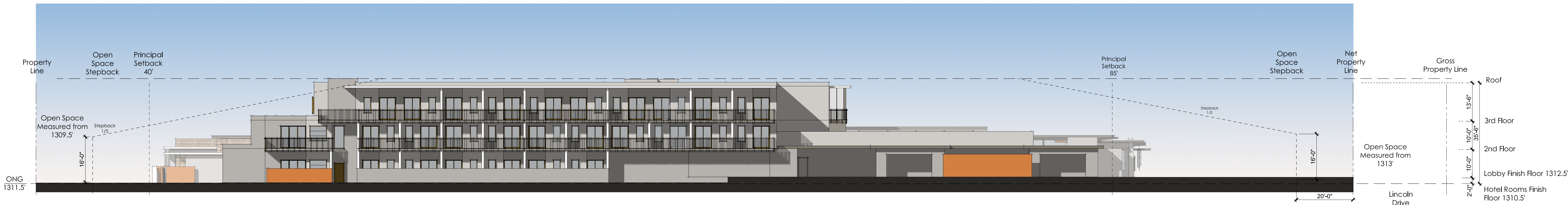
**Walton**

**changed**  
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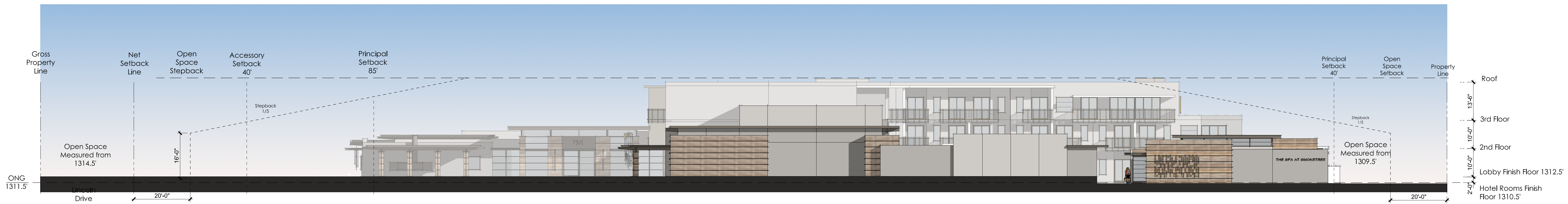




North Elevation **A**



East Elevation **B**



West Elevation **C**



South Elevation **D**

Scale: 1/16" = 1'-0"



Conceptual  
Building Elevations

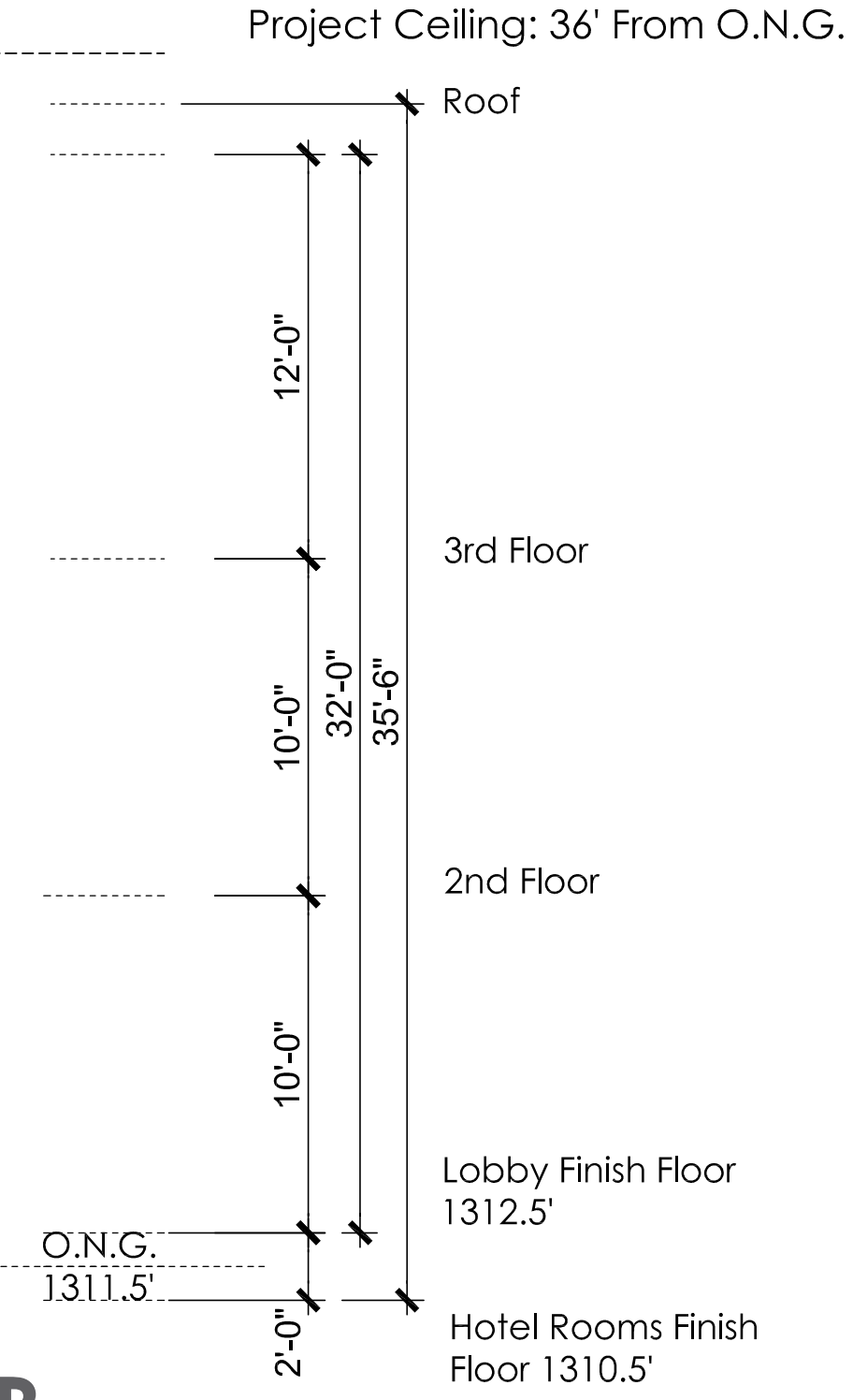
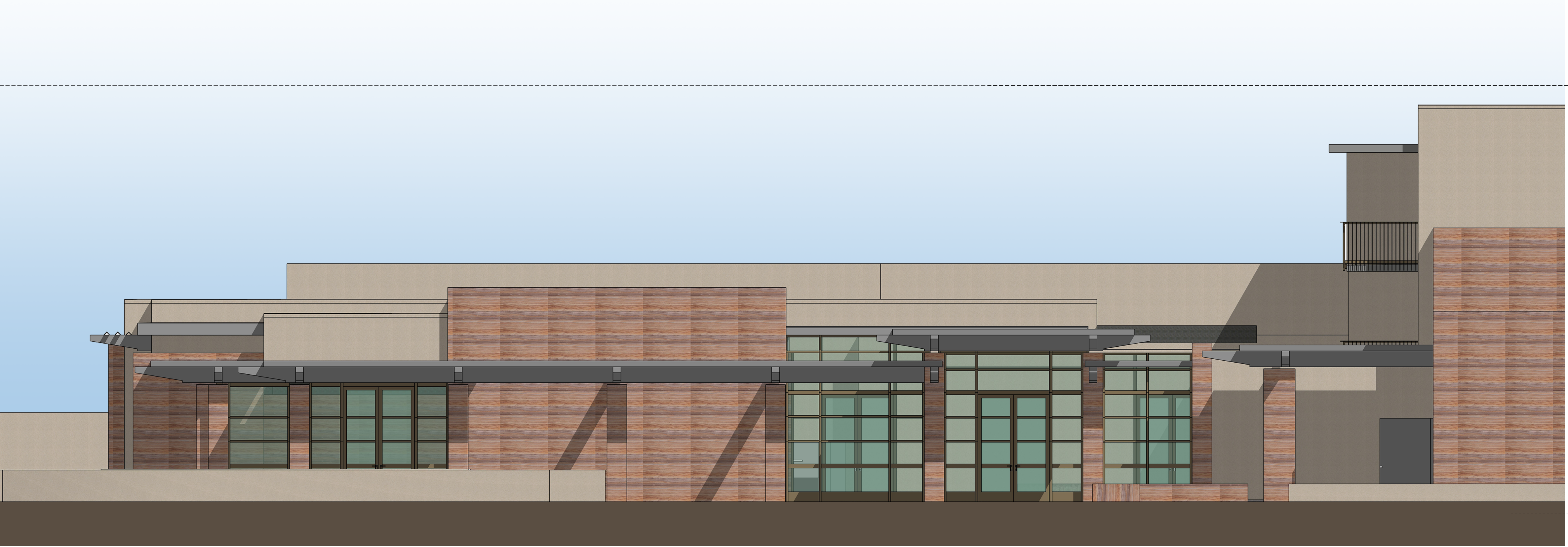
**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit:  
Amendment Application **19** | Date: 2023.12.12  
Project#: AP2207

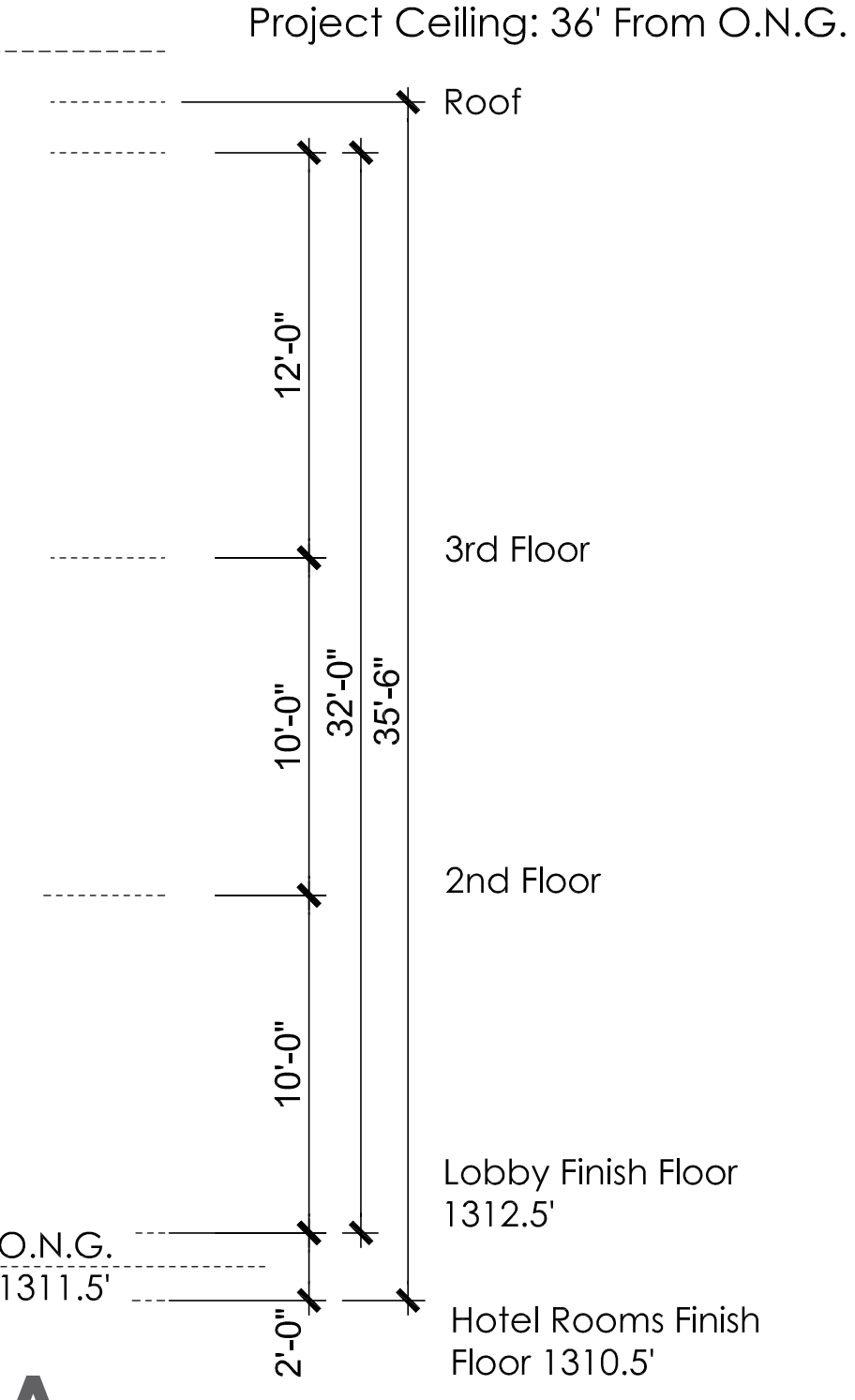
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Enlarged West Elevation: Lobby Entry **B**



Enlarged North Elevation: Streetside Market Patio **A**

Scale: NTS

Conceptual |  
Enlarged Elevations

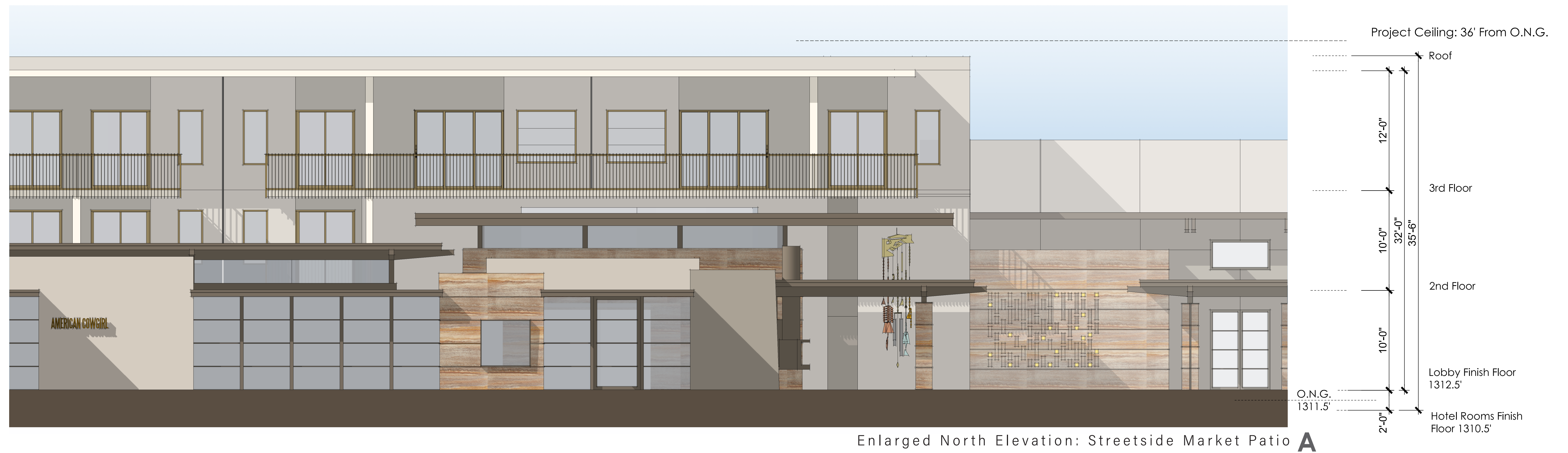
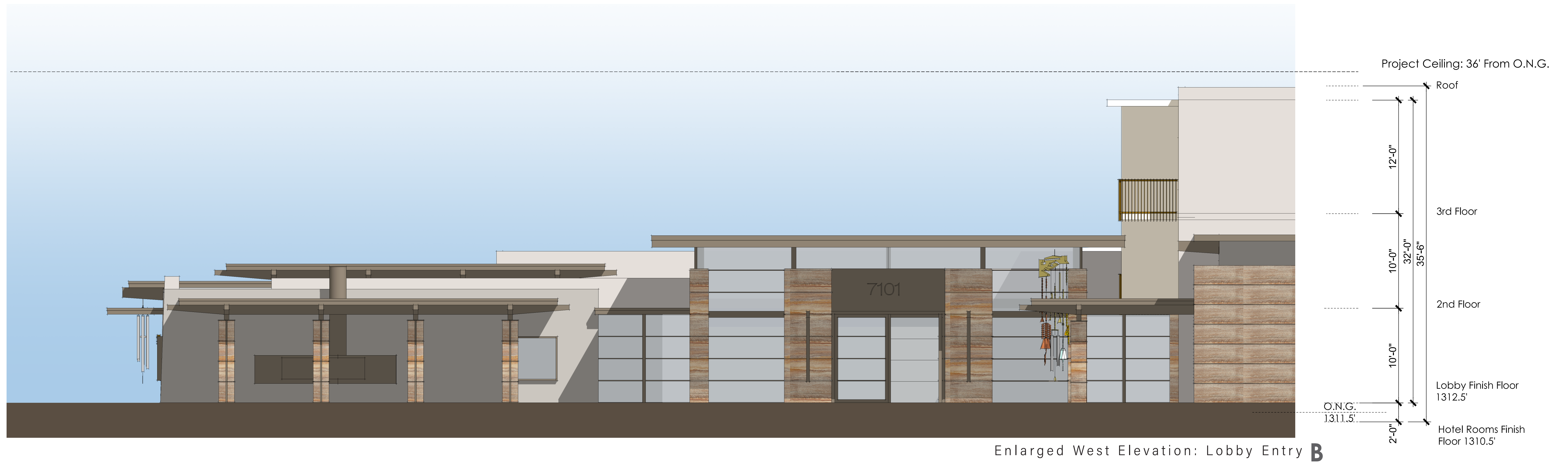
**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit: | 20 | Date: 2025.03.05  
Amendment Application | Project#: AP2207

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Scale: N.T.S.

Conceptual  
Enlarged Elevations

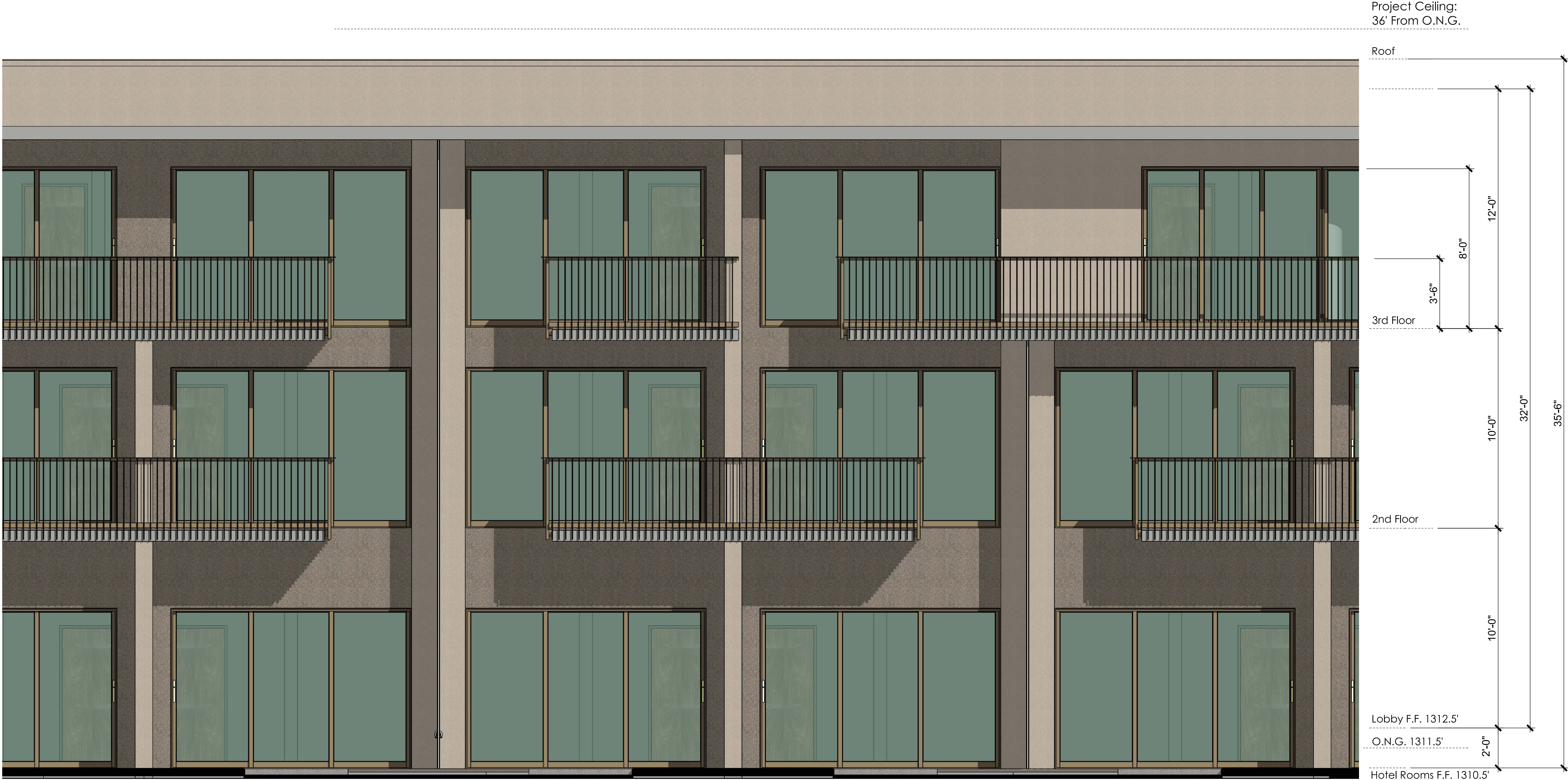
**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit:  
Amendment Application | 20 | Date: 20231212  
Project#: AP2207

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Scale: 1/4" = 1'-0"

Conceptual Building Elevations:  
Typical Hotel Bay

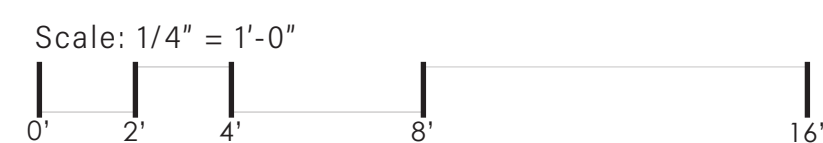
**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit: 21 | Date: 2025.03.05  
Amendment Application | Project#: AP2207

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Conceptual Building Elevations:  
Typical Hotel Bay

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit:  
Amendment Application

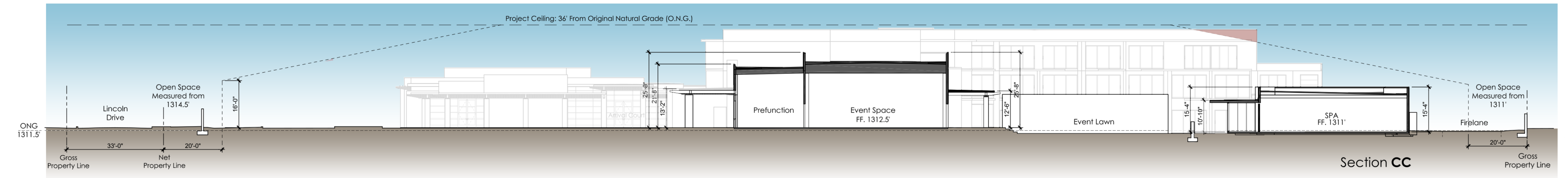
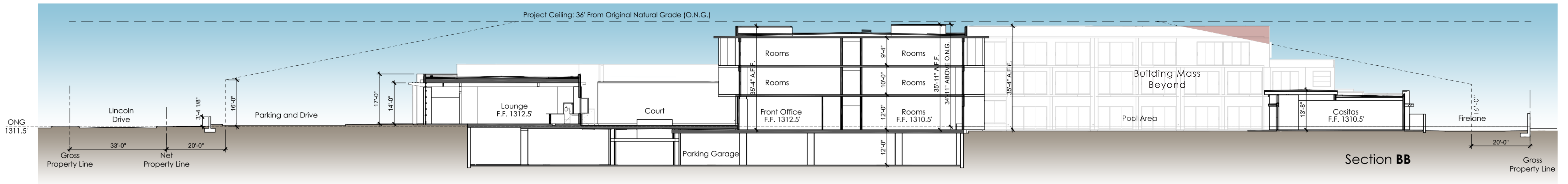
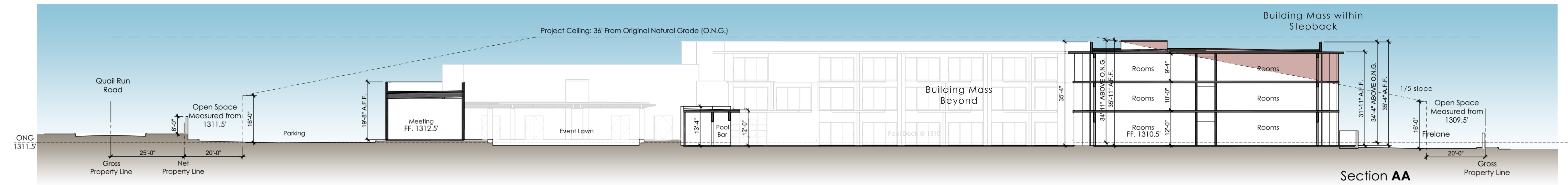
21

Date: 2023.12.12  
Project#: AP2207

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### Setback Encroachment Calculations

Proposed Building Volume: 1,362,397 CF  
 Encroachment Volume: 37,487 CF  
 Percentage of Encroachment: 2.75 %

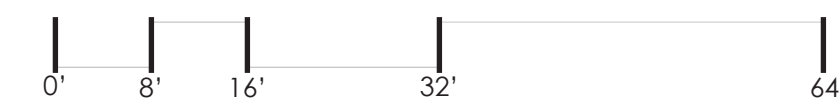
Setback Encroachment

CC BB

Section Key



Scale: 1/16" = 1'-0"



Conceptual Site  
Sections

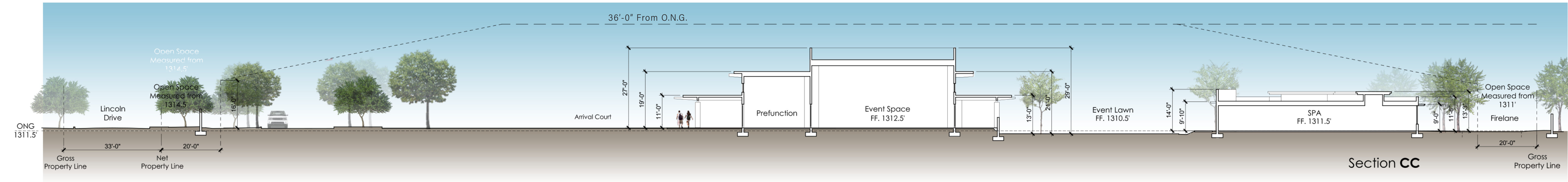
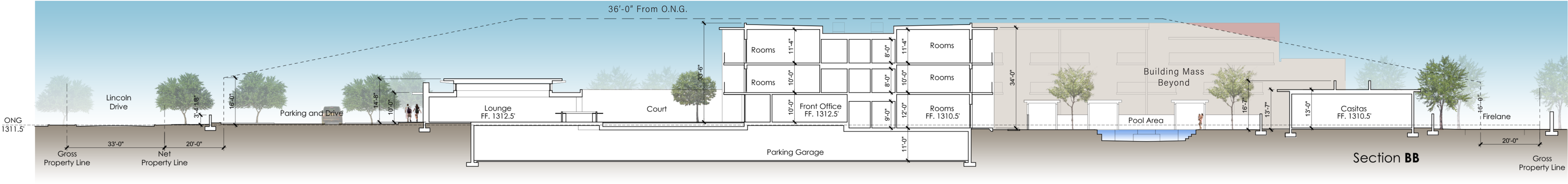
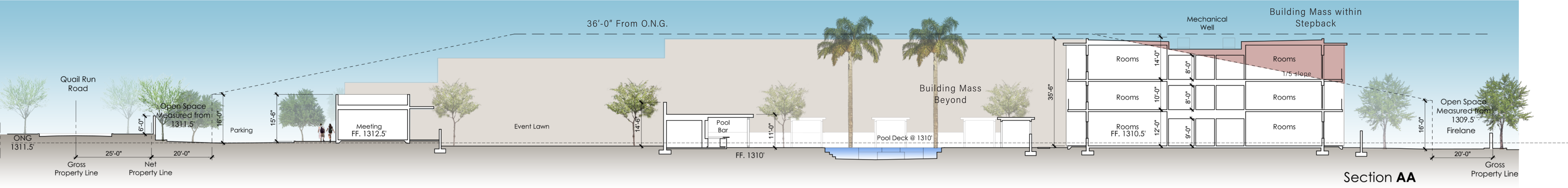
**SMOKETREE RESORT**  
 7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit: 22 | Date: 2025.03.05  
 Amendment Application | Project#: AP2207

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 7154 East Stetson Drive | 4th Floor | Scottsdale, AZ 85251 | 480.990.2800 | allenphilp.com

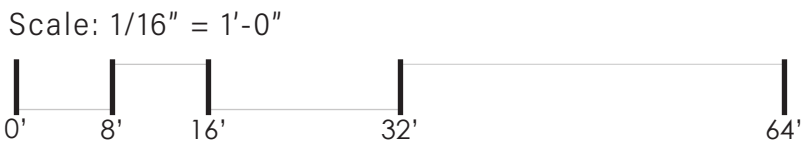




Setback Encroachment Calculations

Proposed Build Volume:	1,458,955 cf
Encroachment Volume:	60,905 cf
Percentage of Encroachment:	4.17 %

Setback Encroachment



Conceptual Site  
Sections

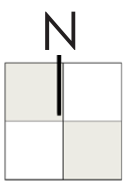
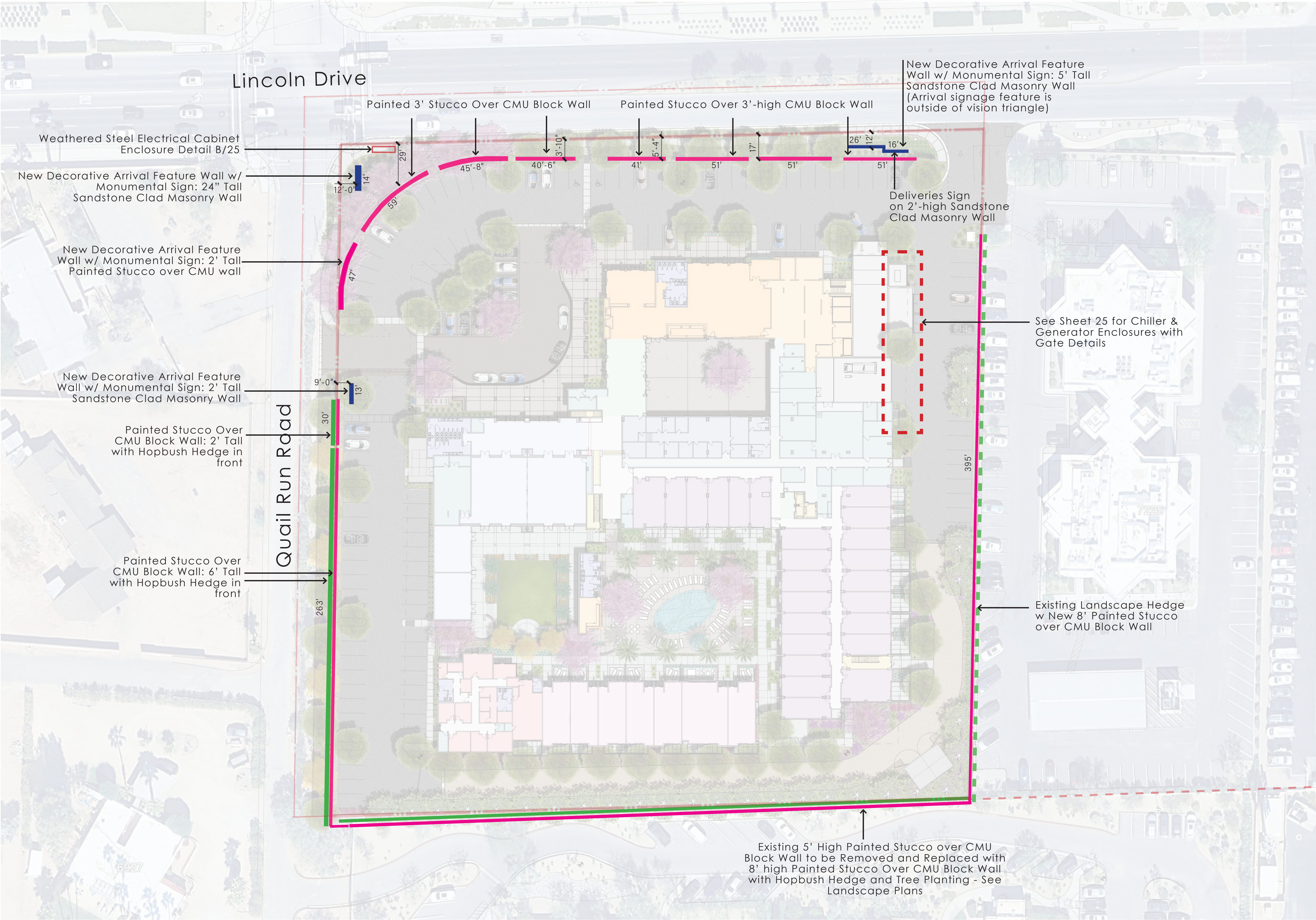
**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit: 22 | Date: 20231212  
Amendment Application | Project#: AP2207

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Scale: 1/32" = 1'-0"

Conceptual  
Site Wall Diagram

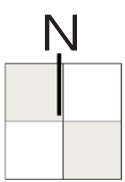
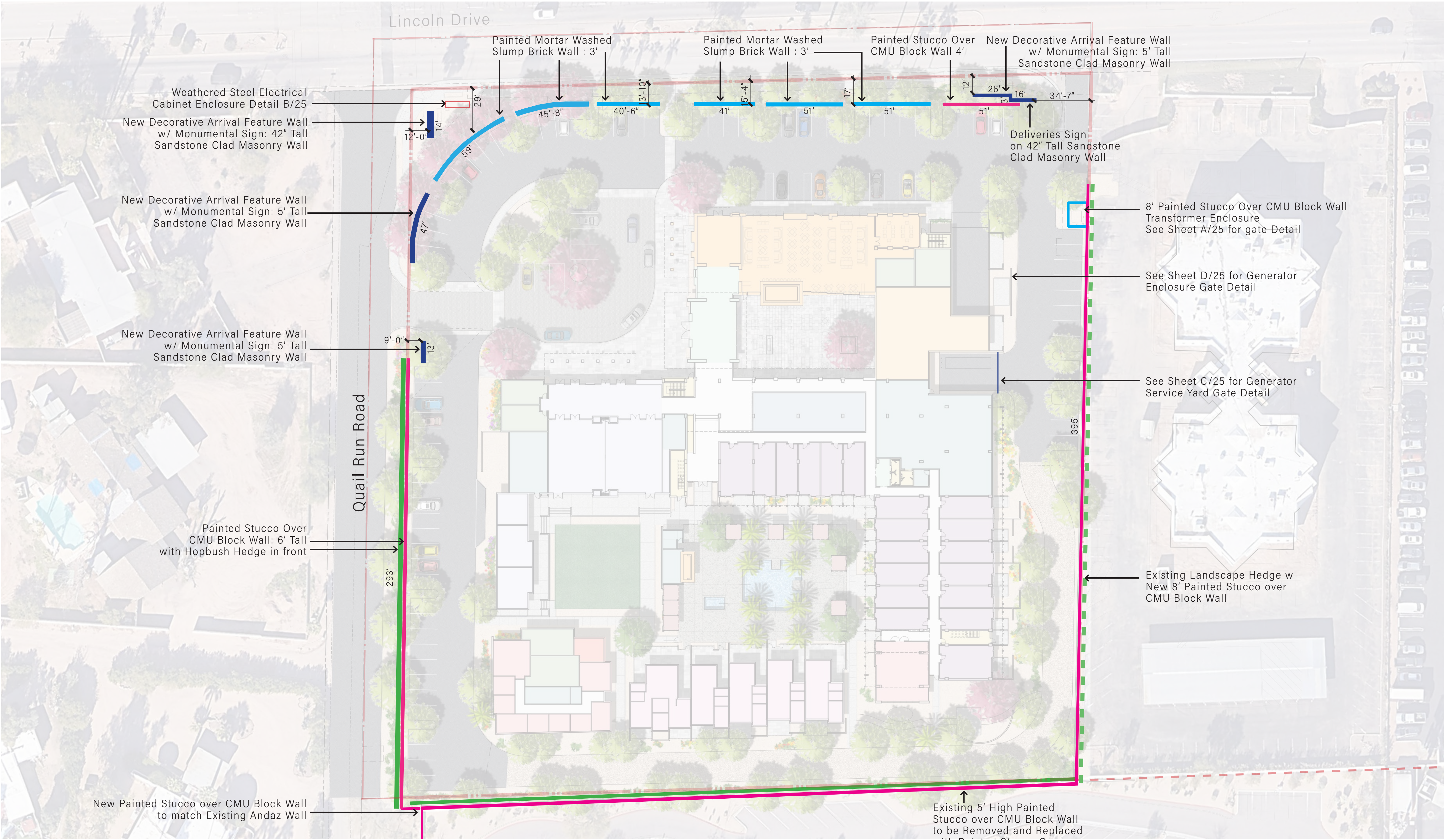
**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit: 23 | Date: 2025.03.05  
Amendment Application | Project#: AP2207

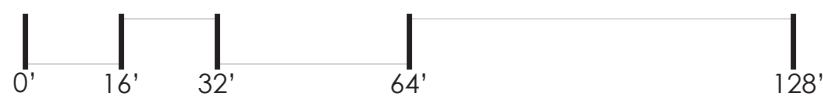
**Walton**

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Scale: 1/32" = 1'-0"



Conceptual  
Site Wall Diagram

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

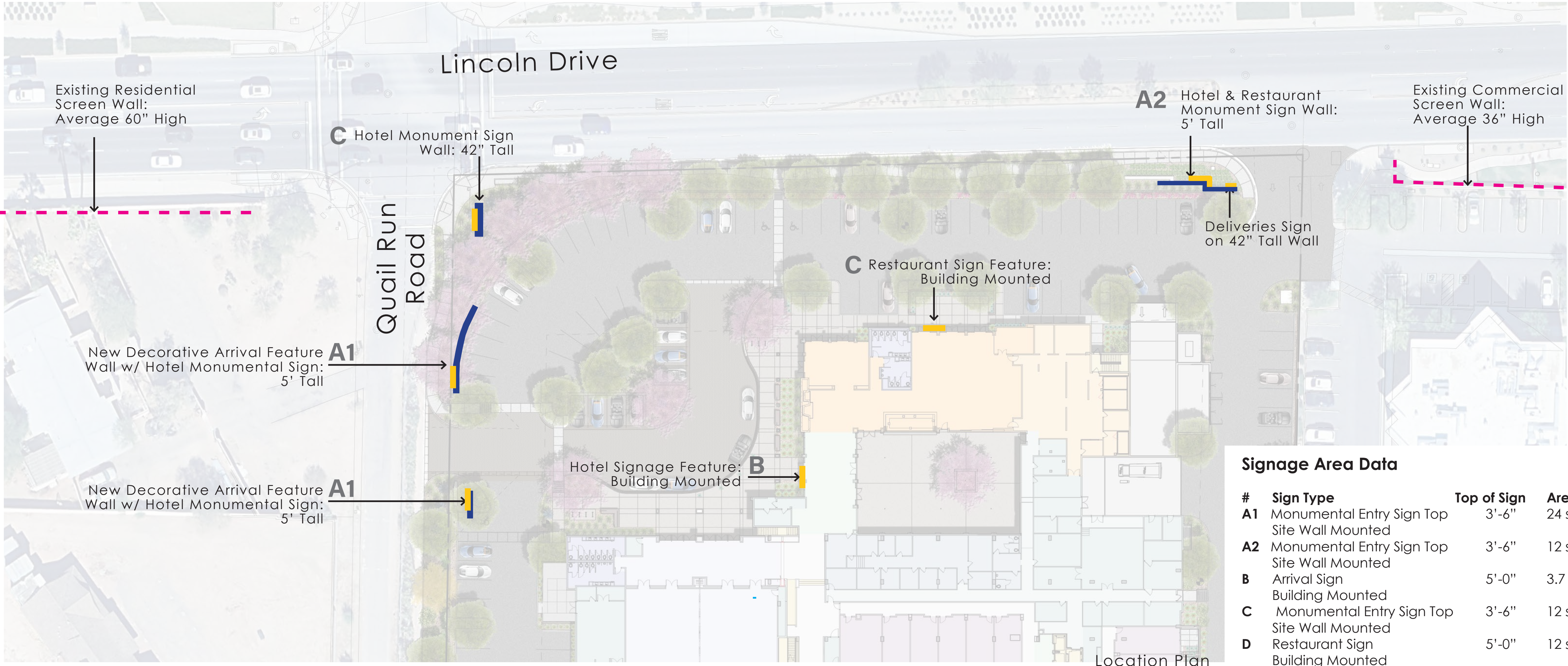
Special Use Permit:  
Amendment Application

23 | Date: 2023.12.12  
Project#: AP2207

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Conceptual Signage Type A-C



Conceptual Signage Type D

Signage Area Data						
#	Sign Type	Top of Sign	Area	Content	Lighting Strategy	# of Signs
A1	Monumental Entry Sign Top Site Wall Mounted	3'-6"	24 sf	Resort Name & Symbol	Back Lit	2
A2	Monumental Entry Sign Top Site Wall Mounted	3'-6"	12 sf	Resort Name & Symbol	Back Lit	2
B	Arrival Sign Building Mounted	5'-0"	3.7 sf	Resort Name & Symbol	Back Lit	1
C	Monumental Entry Sign Top Site Wall Mounted	3'-6"	12 sf	Resort Name & Symbol	Back Lit	1
D	Restaurant Sign Building Mounted	5'-0"	12 sf	Restaurant Name & Symbol	Reverse Lit Channel Letter Sign	1

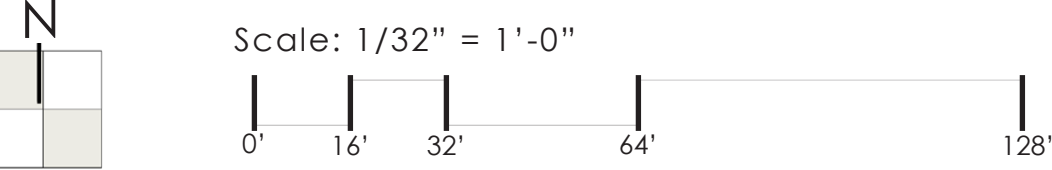
A1 : Hotel Monumental Sign (2' AFG) Sandstone Veneer over 8" CMU w/ 1/2" Corten Sign Face w/ Raised, Backlit Letters & Logo (Type Face Undetermined)

B : Hotel Sign Feature (Building Mounted) 1/2" Corten Sign Face w/ Raised, Backlit Letters & Logo (Type Face Undetermined)

A1 : Hotel Monumental Sign (2' AFG ) Sandstone Veneer over 8" CMU w/ 1/2" Corten Sign Face w/ Raised, Backlit Letters & Logo (Type Face Undetermined)

A2 : Delivery Sign (2' AFG ) Sandstone Veneer over 8" CMU w/ 1/2" Corten Sign Face w/ Raised, Backlit Letters & Logo (Type Face Undetermined)

A1 : Hotel Monumental Sign (2' AFG) Sandstone Veneer over 8" CMU w/ 1/2" Corten Sign Face w/ Raised, Backlit Letters & Logo (Type Face Undetermined)



Conceptual Signage Diagram

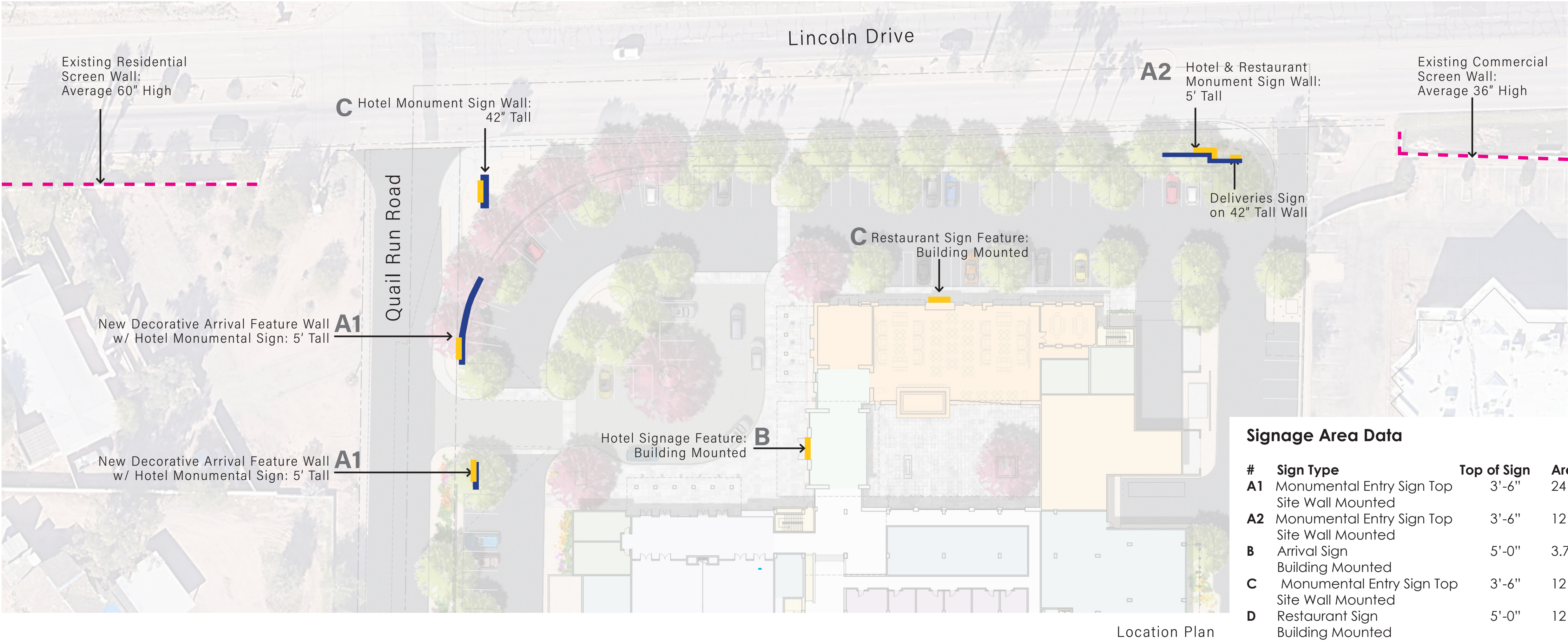
**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley , Arizona

Special Use Permit: 24 | Date : 2025.03.05  
Amendment Application | Project#: AP2207

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Conceptual Signage Type A-C



Conceptual Signage Type D

Signage Area Data

#	Sign Type	Top of Sign	Area	Content	Lighting Strategy	# of Signs
A1	Monumental Entry Sign Top Site Wall Mounted	3'-6"	24 sf	Resort Name & Symbol	Back Lit	2
A2	Monumental Entry Sign Top Site Wall Mounted	3'-6"	12 sf	Resort Name & Symbol	Back Lit	2
B	Arrival Sign Building Mounted	5'-0"	3.7 sf	Resort Name & Symbol	Back Lit	1
C	Monumental Entry Sign Top Site Wall Mounted	3'-6"	12 sf	Resort Name & Symbol	Back Lit	1
D	Restaurant Sign Building Mounted	5'-0"	12 sf	Restaurant Name & Symbol	Reverse Lit Channel Letter Sign	1

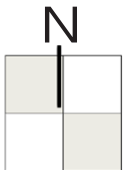
B : Hotel Sign Feature (Building Mounted)  
1/2" Corten Sign Face w/ Raised, Backlit Letters & Logo (Type Face Undetermined)

A1 : Hotel Monumental Sign (5' AFG )  
Sandstone Veneer over 8" CMU w/ 1/2" Corten Sign Face w/ Raised, Backlit Letters & Logo (Type Face Undetermined)

A1 : Hotel Monumental Sign (5' AFG )  
Sandstone Veneer over 8" CMU w/ 1/2" Corten Sign Face w/ Raised, Backlit Letters & Logo (Type Face Undetermined)

A2 : Delivery Sign (42" AFG )  
Sandstone Veneer over 8" CMU w/ 1/2" Corten Sign Face w/ Raised, Backlit Letters & Logo (Type Face Undetermined)

A1 : Hotel Monumental Sign (5' AFG )  
Sandstone Veneer over 8" CMU w/ 1/2" Corten Sign Face w/ Raised, Backlit Letters & Logo (Type Face Undetermined)



Scale: 1/32" = 1'-0"

0' 16' 32' 64' 128'

Conceptual  
Signage Diagram

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

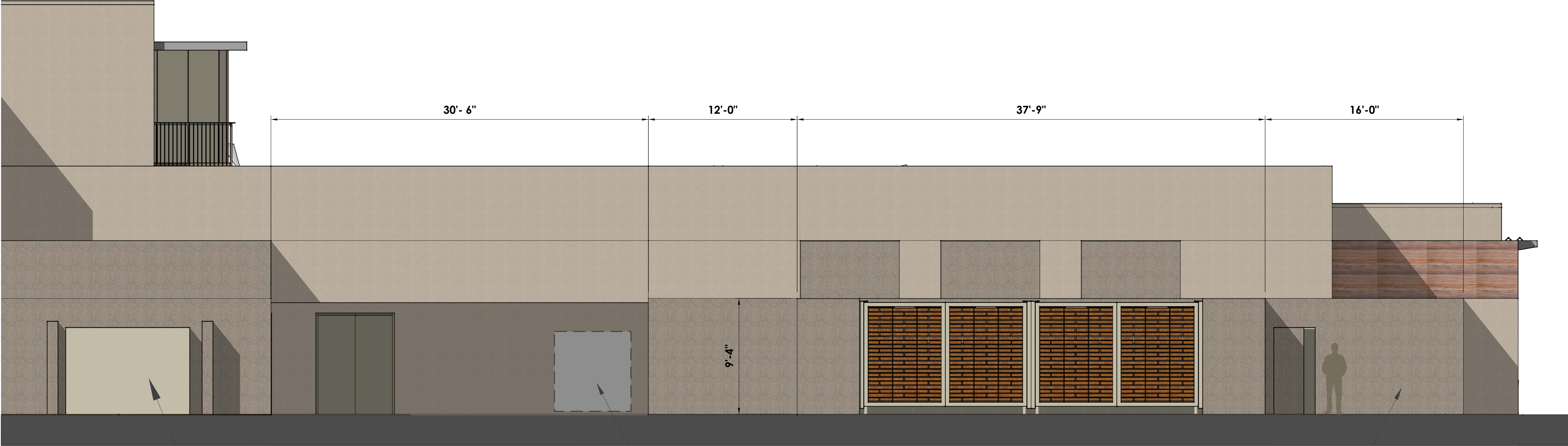
Special Use Permit:  
Amendment Application

24 | Date: 2023.12.12  
Project#: AP2207

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**A**

RECEIVING & REFUSE

CHILLER ENCLOSURE WITH DECORATIVE METAL GATES  
(LIFT STATION GATES IDENTICAL)

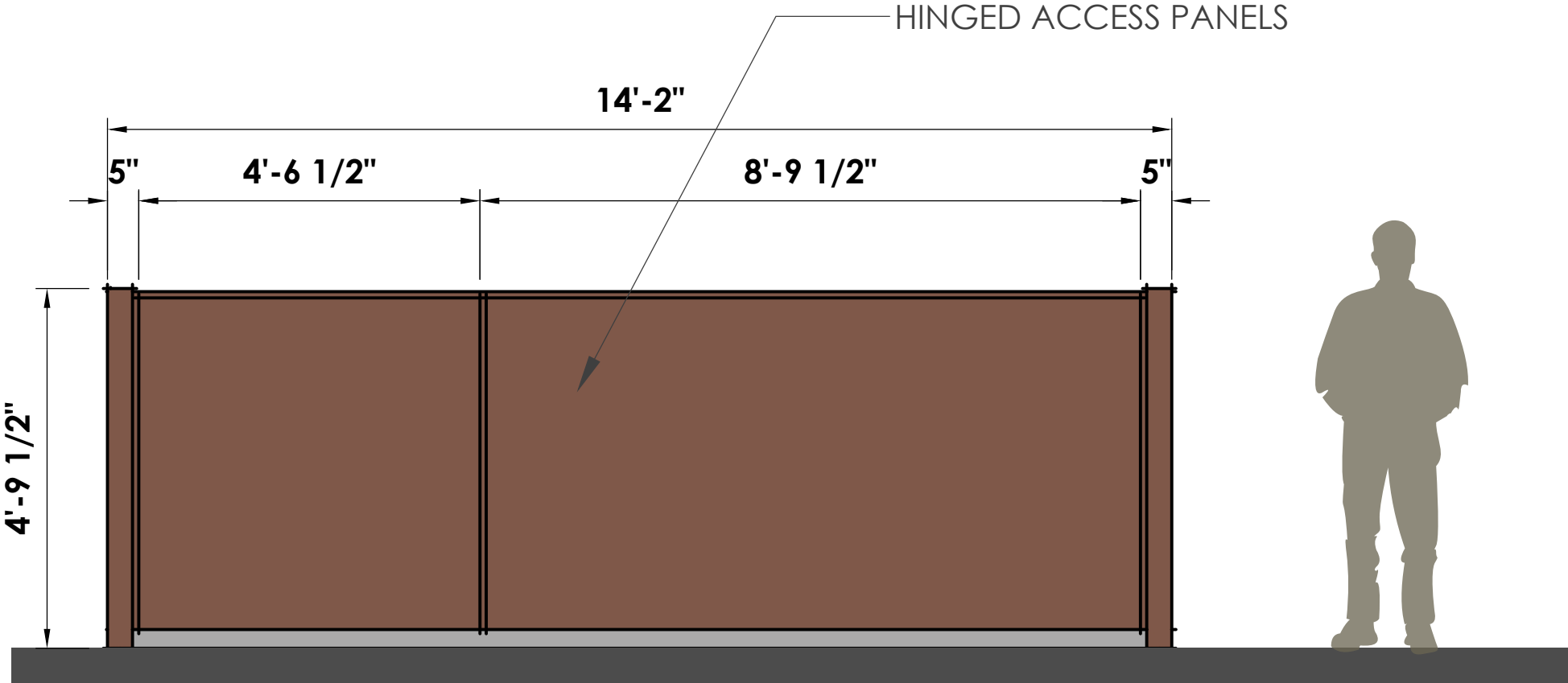
COMPACTOR

EMERGENCY GENERATOR ENCLOSURE

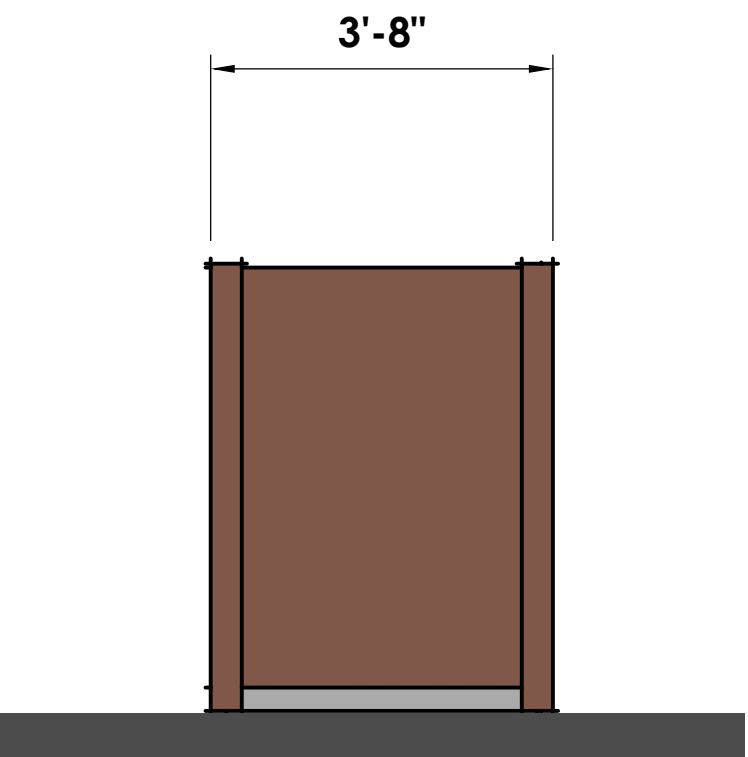
SERVICE ENTRANCE SECTION

**SERVICE & BACK OF HOUSE DETAIL**

(SCALE: 1/4" = 1'-0")



NORTH ELEVATION



WEST ELEVATION

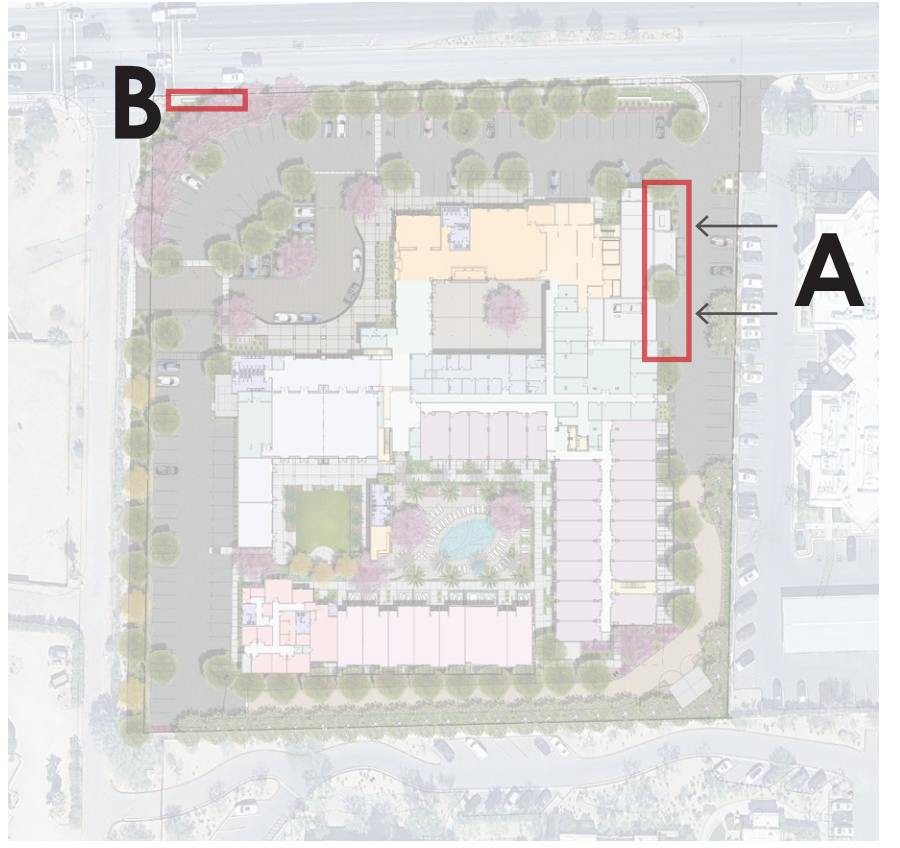
**B**

**DECORATIVE ELECTRICAL CABINET ENCLOSURE**

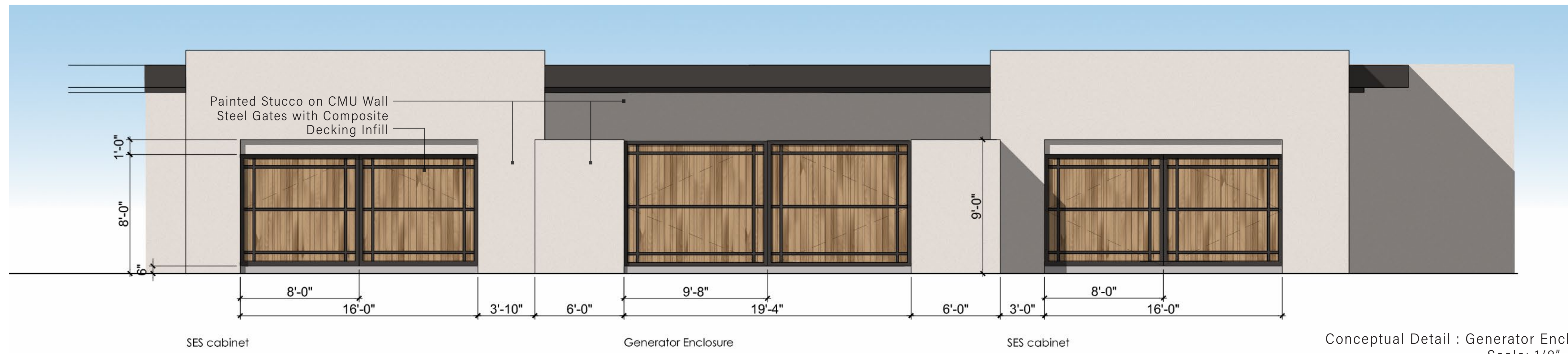
COR-TEN METAL MATERIAL (SCALE: 1/2" = 1'-0")

**NOTE:**

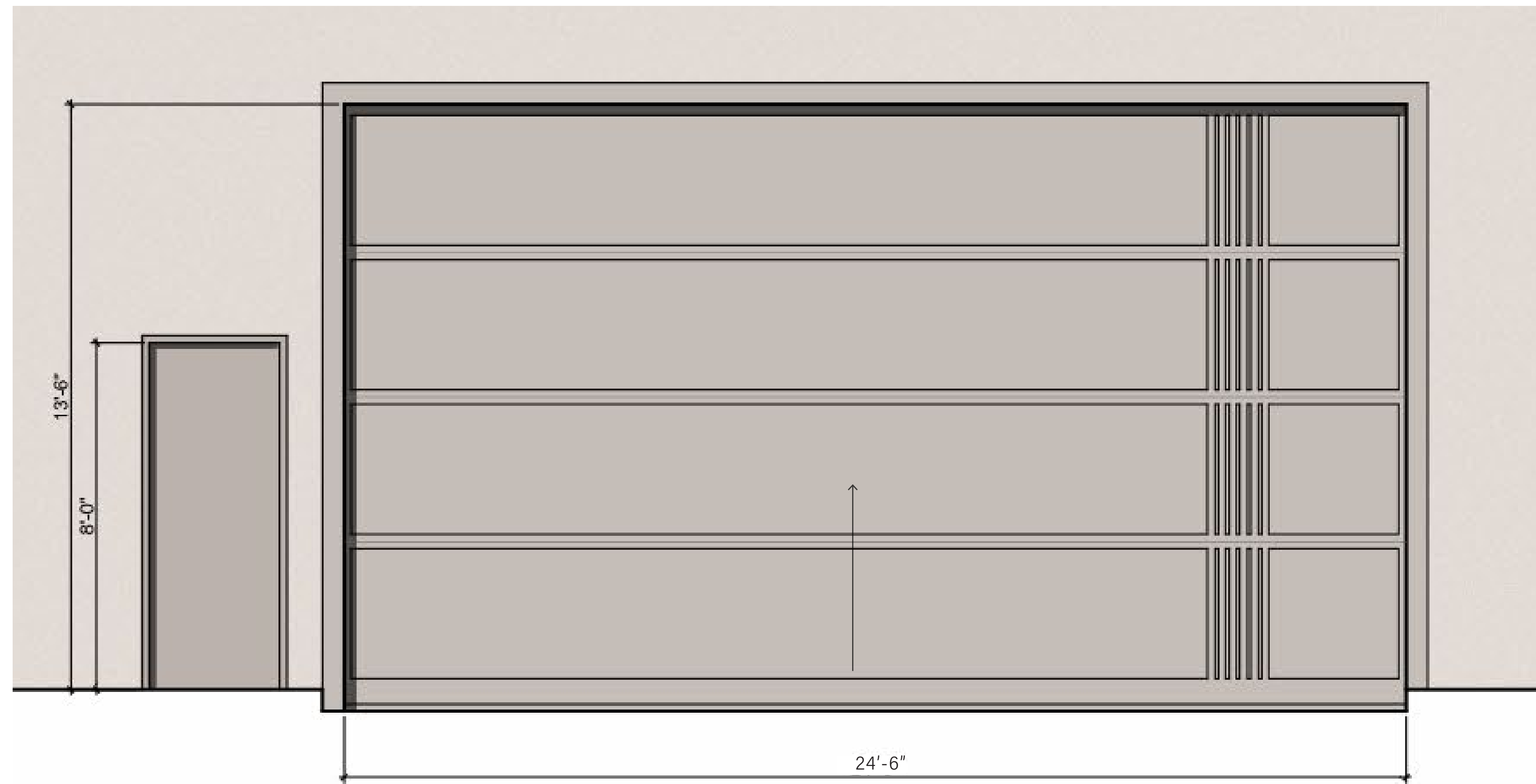
THE DECORATIVE ELECTRICAL CABINET ENCLOSURE SHOWN  
ABOVE WILL COMPLY WITH STIPULATION 25 OF THE VISUALLY  
SIGNIFICANT CORRIDORS PLAN (ORD. NO. 2023-05)



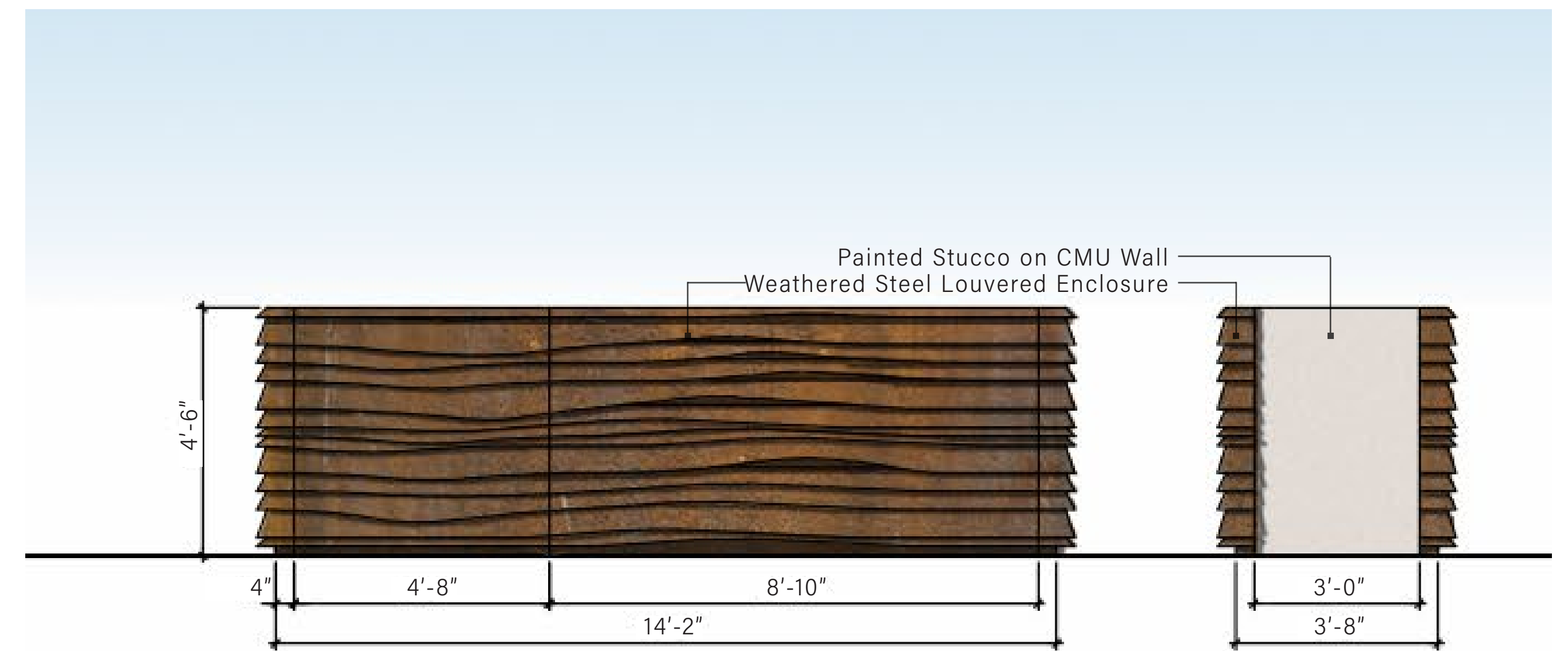




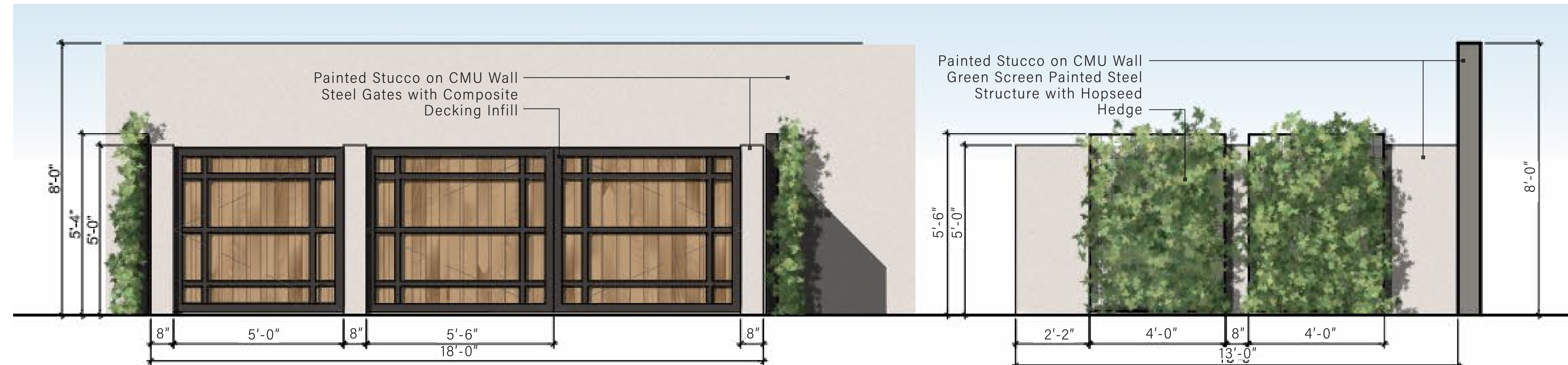
Conceptual Detail : Generator Enclosure  
Scale: 1/8" = 1'-0" **D**



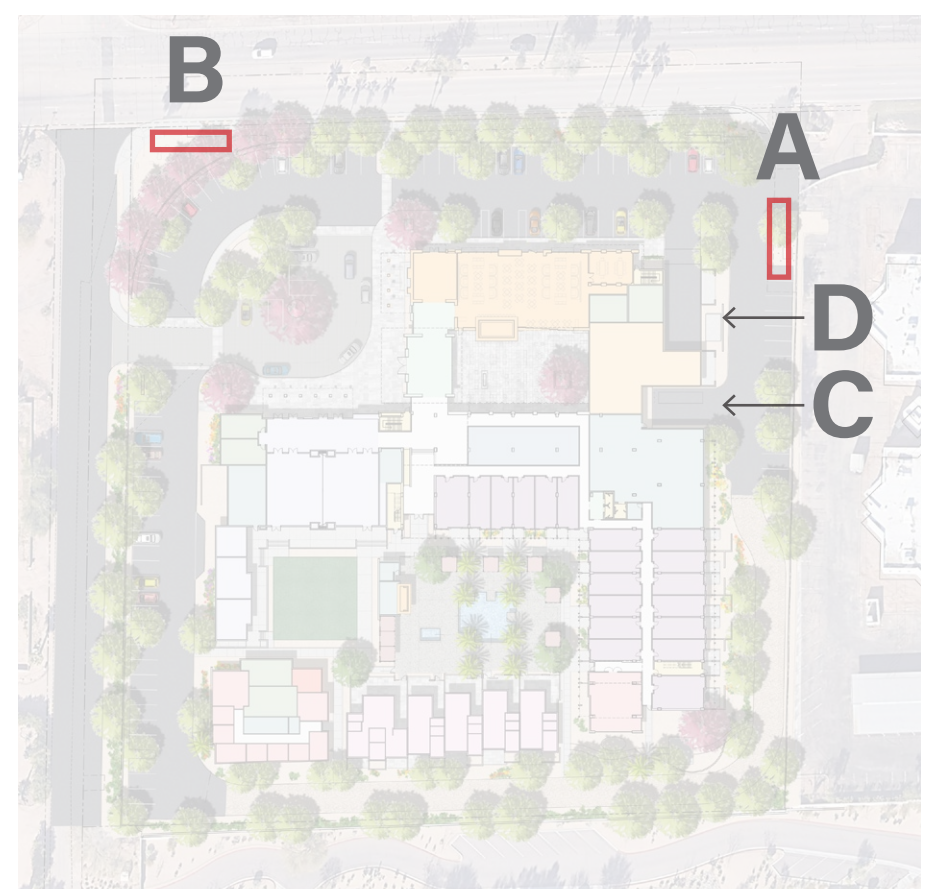
Conceptual Detail @ Service Area Overhead Door  
Scale: 1/4" = 1'-0" **C**



Conceptual Detail : Decorative Electrical Cabinet Enclosure  
Scale: 1/4" = 1'-0" **B**



Conceptual Detail: Transformer Enclosure  
Scale: 1/4" = 1'-0" **A**



Key Plan

Conceptual Gate and  
Decorative Enclosures

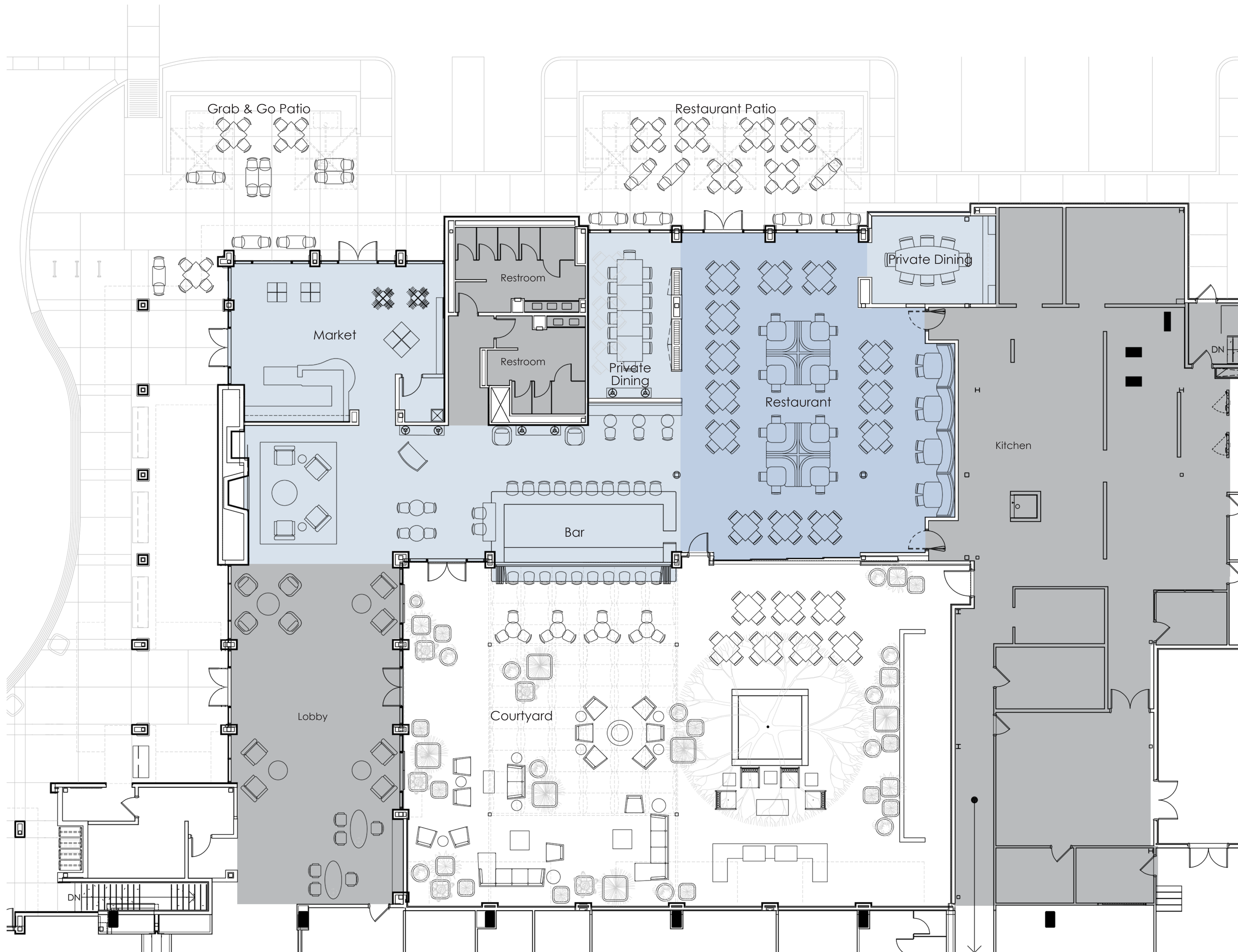
**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit:  
Amendment Application | 25 | Date: 2023.12.12  
Project#: AP2207

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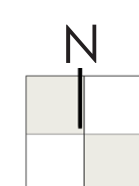
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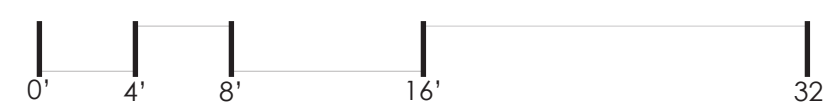


### Three Meal Restaurant

Restaurant :	100
Bar :	32
Private Dining :	22
Courtyard :	66
Grab & Go Patio :	28
Restaurant Patio :	38
Total :	286



Scale: 1/8" = 1'-0"



Conceptual Restaurant  
Seating Layouts

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

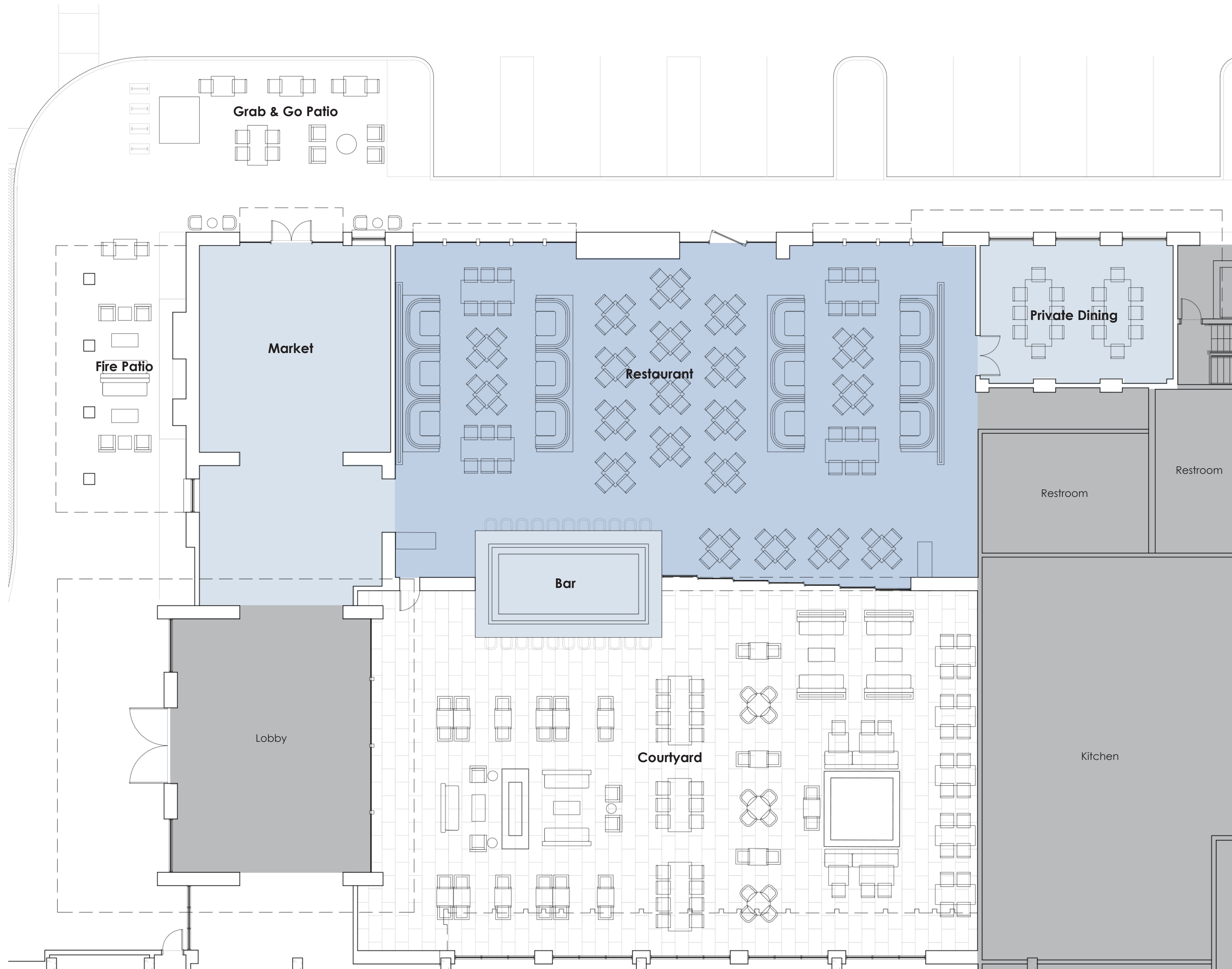
Special Use Permit: 26 | Date: 2025.03.05  
Amendment Application | Project#: AP2207

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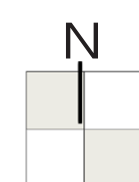
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**Three Meal Restaurant**

Restaurant :	180
Bar :	22
Private Dining :	16
Courtyard :	116
Grab & Go Patio :	24
Fire Patio :	10
Total :	368



Scale: 1/8" = 1'-0"



Conceptual Restaurant  
Seating Layouts

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit: 26 | Date: 2023.12.12  
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Concept Rendering |  
Arrival

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Special Use Permit: | 27 | Date: 2025.03.05  
Amendment Application | Project#: AP2207

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Concept Rendering |  
Arrival

**S M O K E T R E E   R E S O R T**  
7101 E Lincoln Drive   Paradise Valley , Arizona

Special Use Permit: | 27 | Date: 2023.12.12  
Amendment Application | Project#: AP2207

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Lincoln Drive Looking Southwest    Parking Garage Entry



3' Radius Screen wall

3' Radius Screen wall



Quail Run Looking Southeast    Quail Run Looking Northeast



Lincoln Drive Looking Southwest    Parking Garage Entry



Quail Run Looking Southeast    Quail Run Looking Northeast





Painted Stucco Over  
8x8x16 CMU Block Wall  
with Hopbush Hedge  
and/or Tree Planting on  
North Side of Wall

View From Andaz Property at Eye  
level



Elevated View From Andaz Property





Painted Stucco Over 8x8x16  
CMU Block Wall with Hopbush  
Hedge and/or Tree Planting  
on North Side of Wall

View From Andaz Property at Eye level



Elevated View From Andaz Property

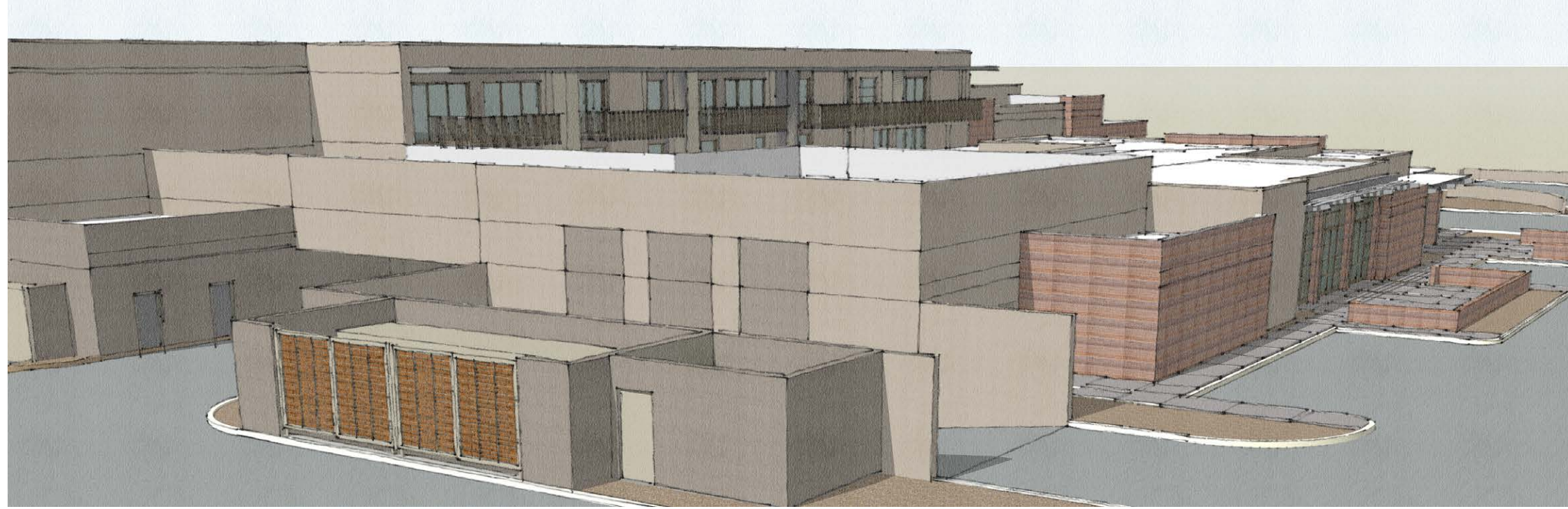


Proposed Transformer Location

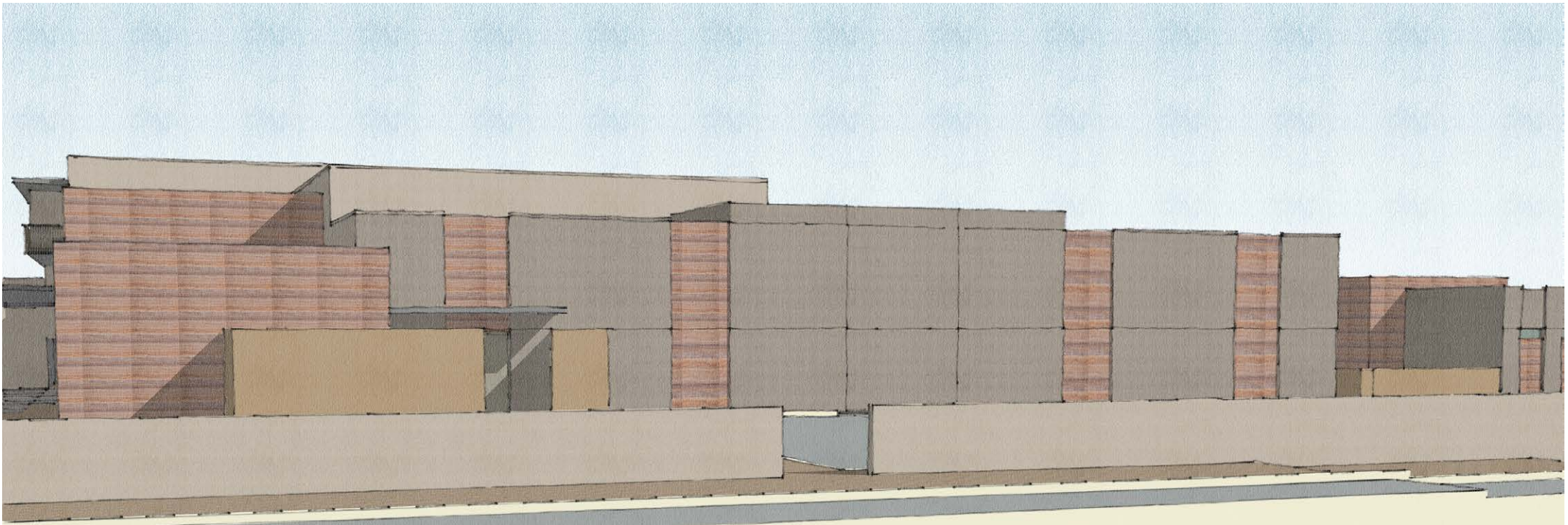


Shared Entry Drive Looking Southeast





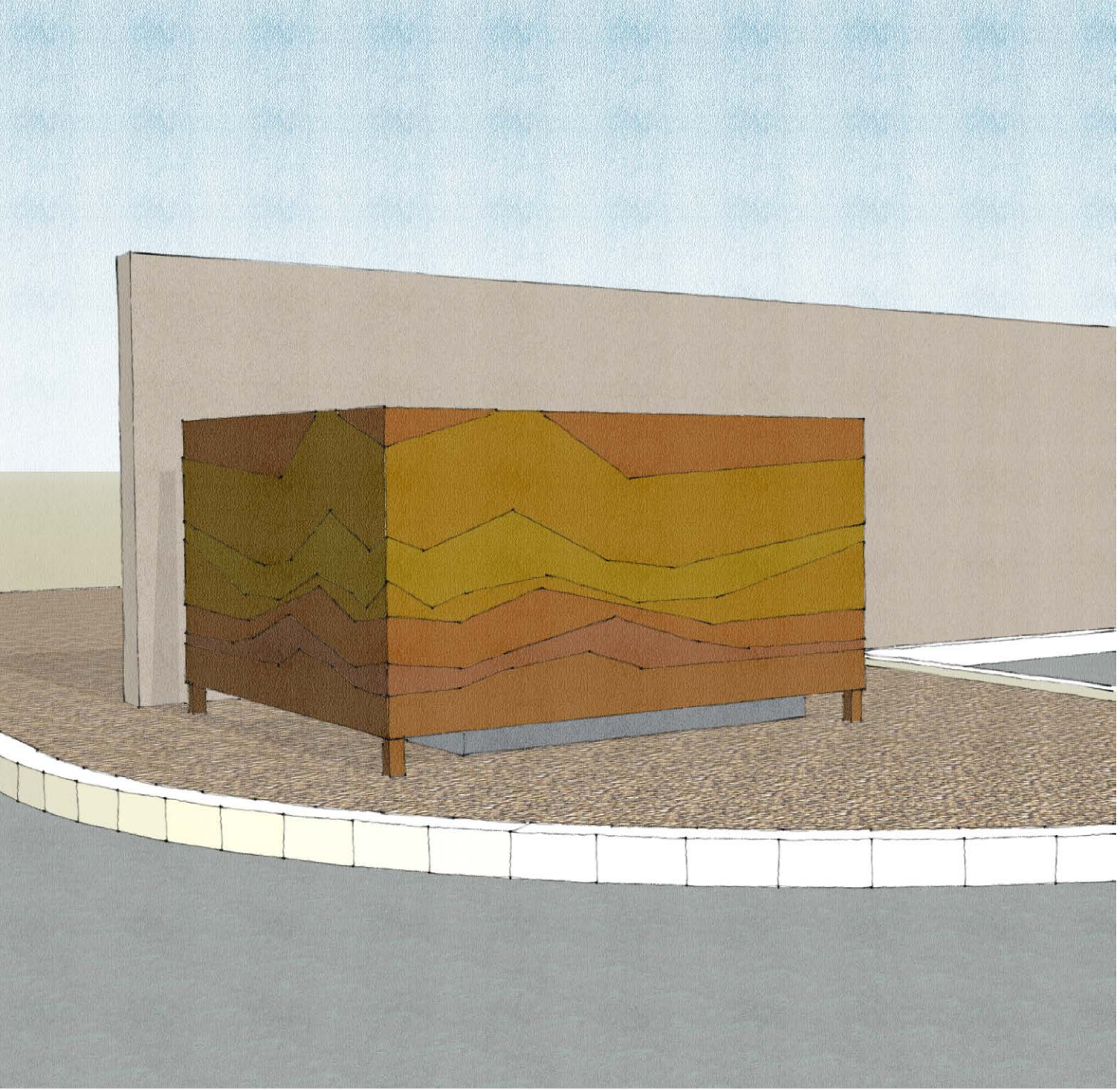
Additional Detail & Color Variation at Service Area



Increased Architectural Articulation at West Elevation



Additional Building Steps and Color Variations at Southeast Corner



Decorative Screen at Shared Drive Transformer

**Additional Sketches for Design Clarification**



# SMOKETREE RESORT

## TOWN OF PARADISE VALLEY, ARIZONA

02.17.2025 | SPECIAL USE APPLICATION PACKAGE

### PROJECT TEAM

#### WALTON GLOBAL HOLDINGS

www.walton.com  
8800 N. Gainey Center Drive - Suite 345  
Scottsdale, AZ 85258

#### ALLEN+PHILP PARTNERS

www.allenphilp.com  
7154 E. Stetson Drive - 4th Floor  
Scottsdale, AZ 85251

#### FLOOR ASSOCIATES

www.floorassociates.com  
1425 N. 1st Street, STE 200  
Phoenix, AZ 85004 -1632

changed



# SMOKETREE RESORT

## TOWN OF PARADISE VALLEY, ARIZONA

12.15.2023 | SPECIAL USE APPLICATION PACKAGE

### PROJECT TEAM

#### WALTON GLOBAL HOLDINGS

www.walton.com  
8800 N. Gainey Center Drive - Suite 345  
Scottsdale, AZ 85258

#### ALLEN+PHILP PARTNERS

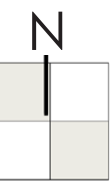
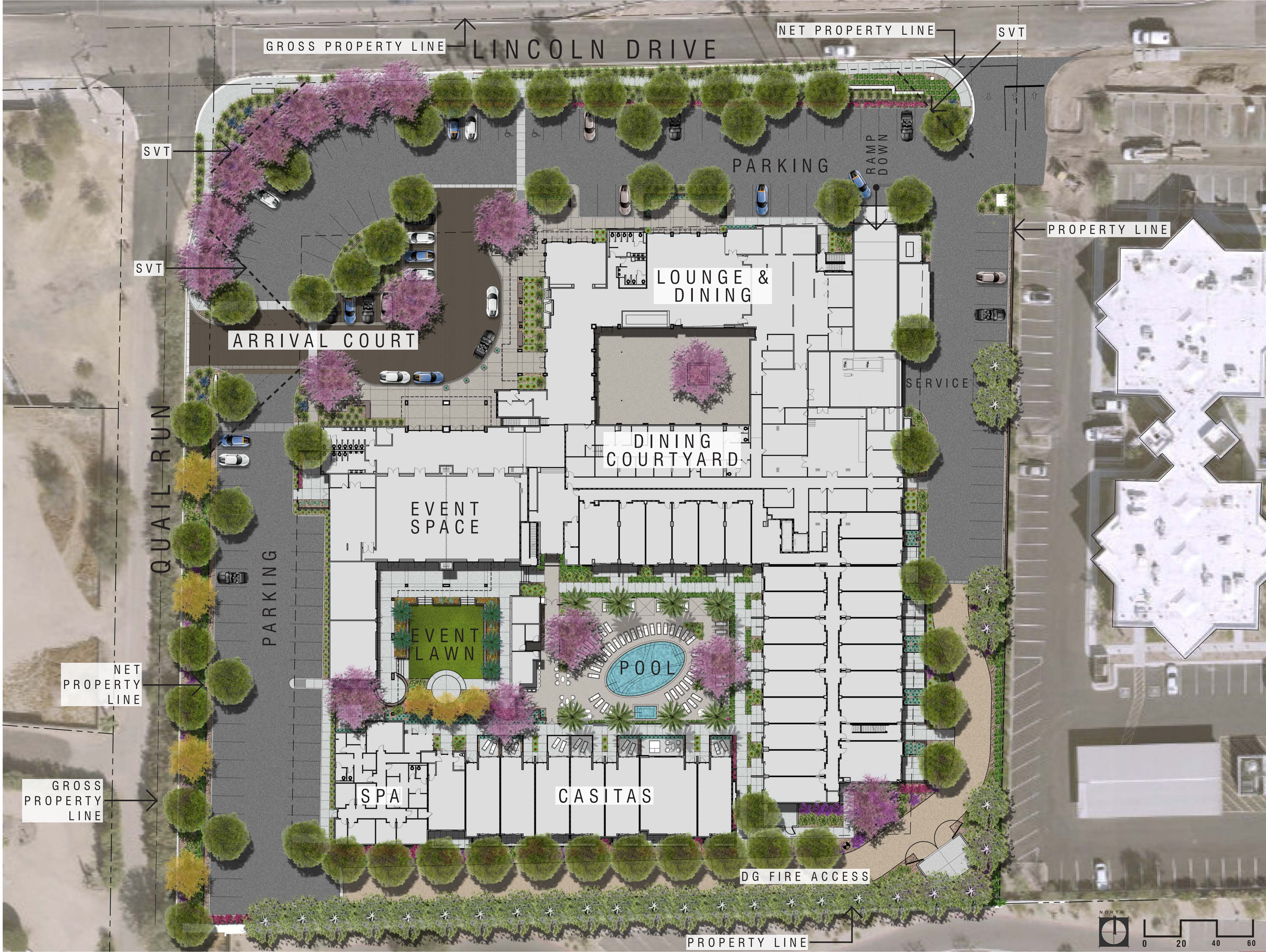
www.allenphilp.com  
7154 E. Stetson Drive - 4th Floor  
Scottsdale, AZ 85251

#### FLOOR ASSOCIATES

www.floorassociates.com  
1425 N. 1st Street, STE 200  
Phoenix, AZ 85004 -1632



OVERALL SITE PLAN



Scale: 1/20" = 1'-0"

Landscape Design  
Overall Site Plan

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

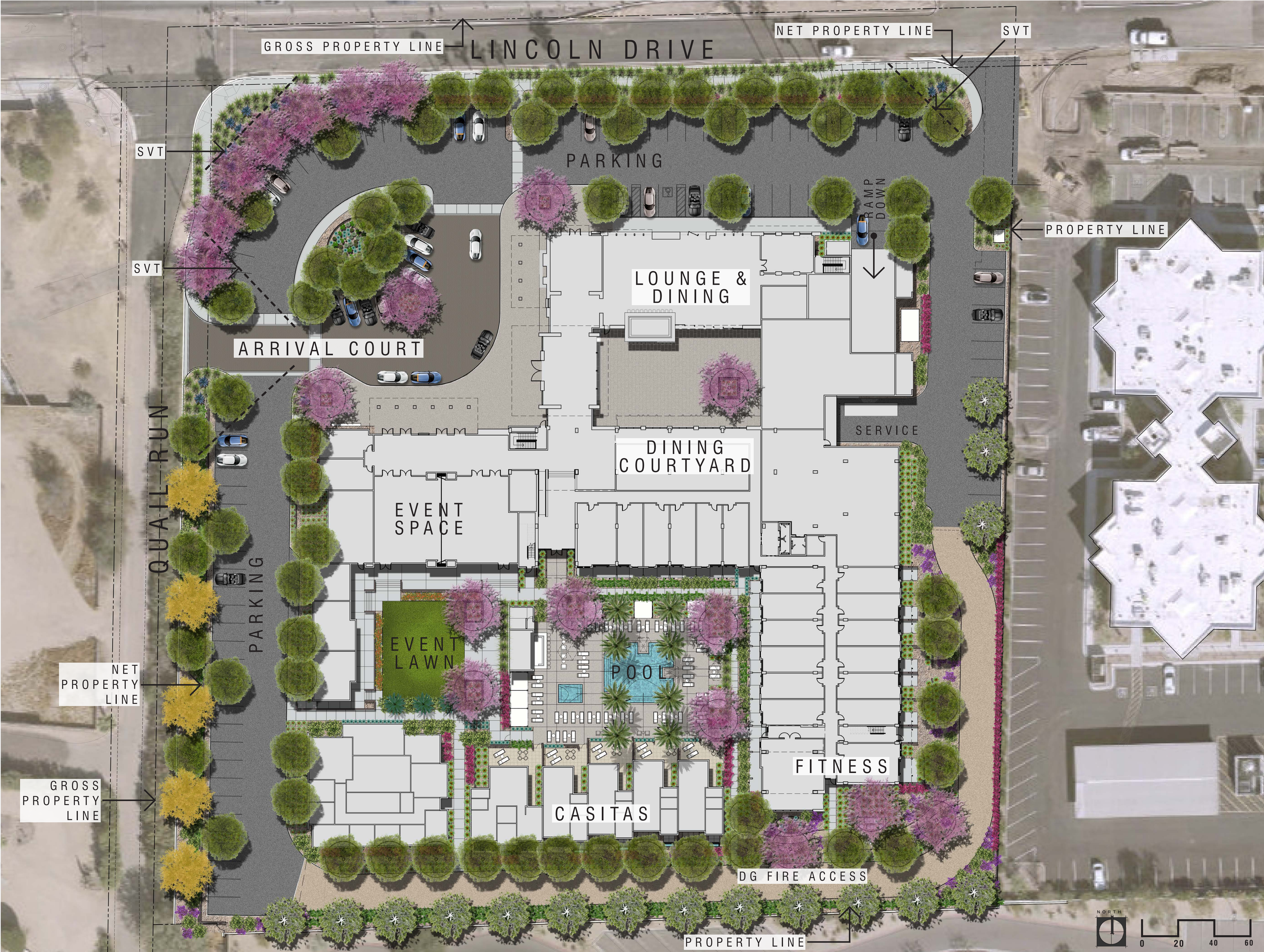
Special Use Permit:  
Amendment Application

Date: 2025.03.05  
Project#: AP2207

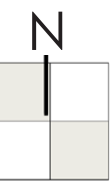
**Walton**

**changed**  
**Allen+Philp** Partners  
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Scale: 1/10" = 1'-0"

Landscape Design |  
Enlarged Conceptual Plan : North

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley , Arizona

Special Use Permit:  
Amendment Application

Date : 2025.03.05  
Project#: AP2207

**Walton**

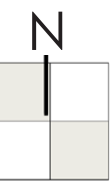
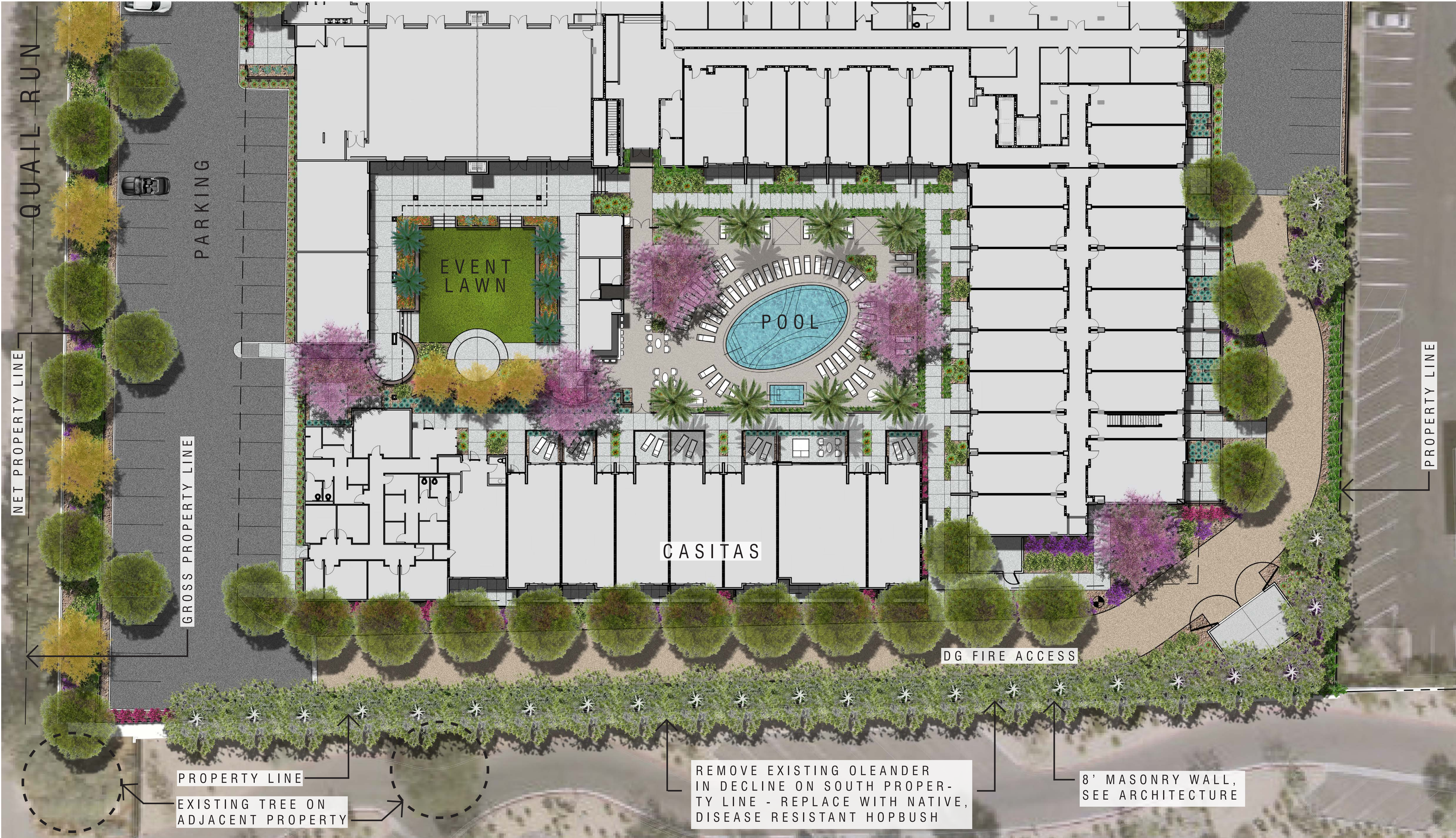
**changed**  
**Allen + Philp** Partners  
architects • interiors  
7154 East Stetson Drive | 4th Floor | Scottsdale, AZ 85251 | 480.990.2800 | allenphilp.com







SITE PLAN - SOUTH



Scale: 1/10" = 1'-0"

0' 5' 10' 20' 40'

Landscape Design  
Enlarged Conceptual Plan : South

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley , Arizona

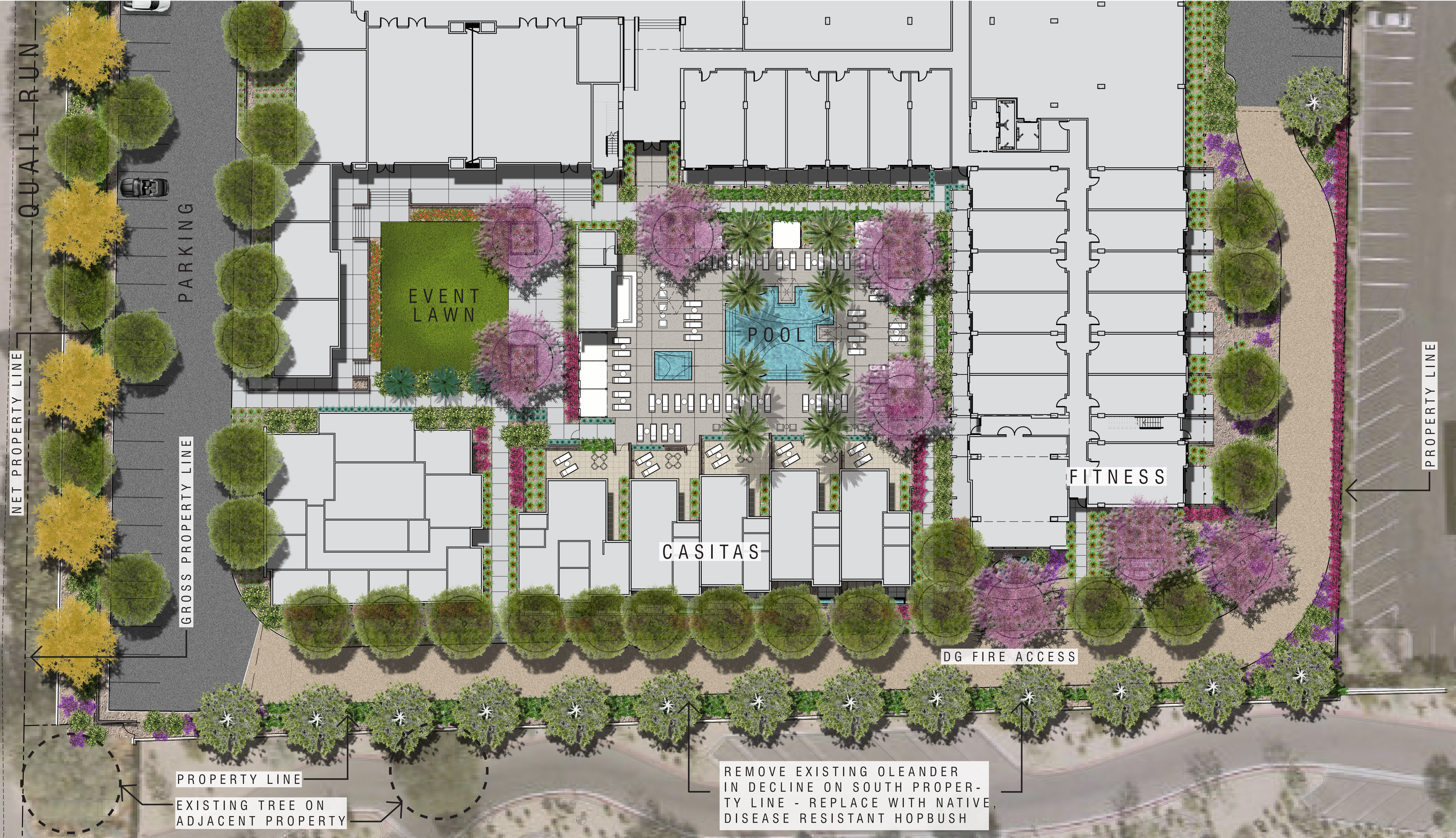
Special Use Permit:  
Amendment Application

Date : 2025.03.05  
Project#: AP2207

**Walton**

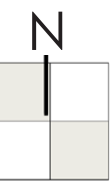
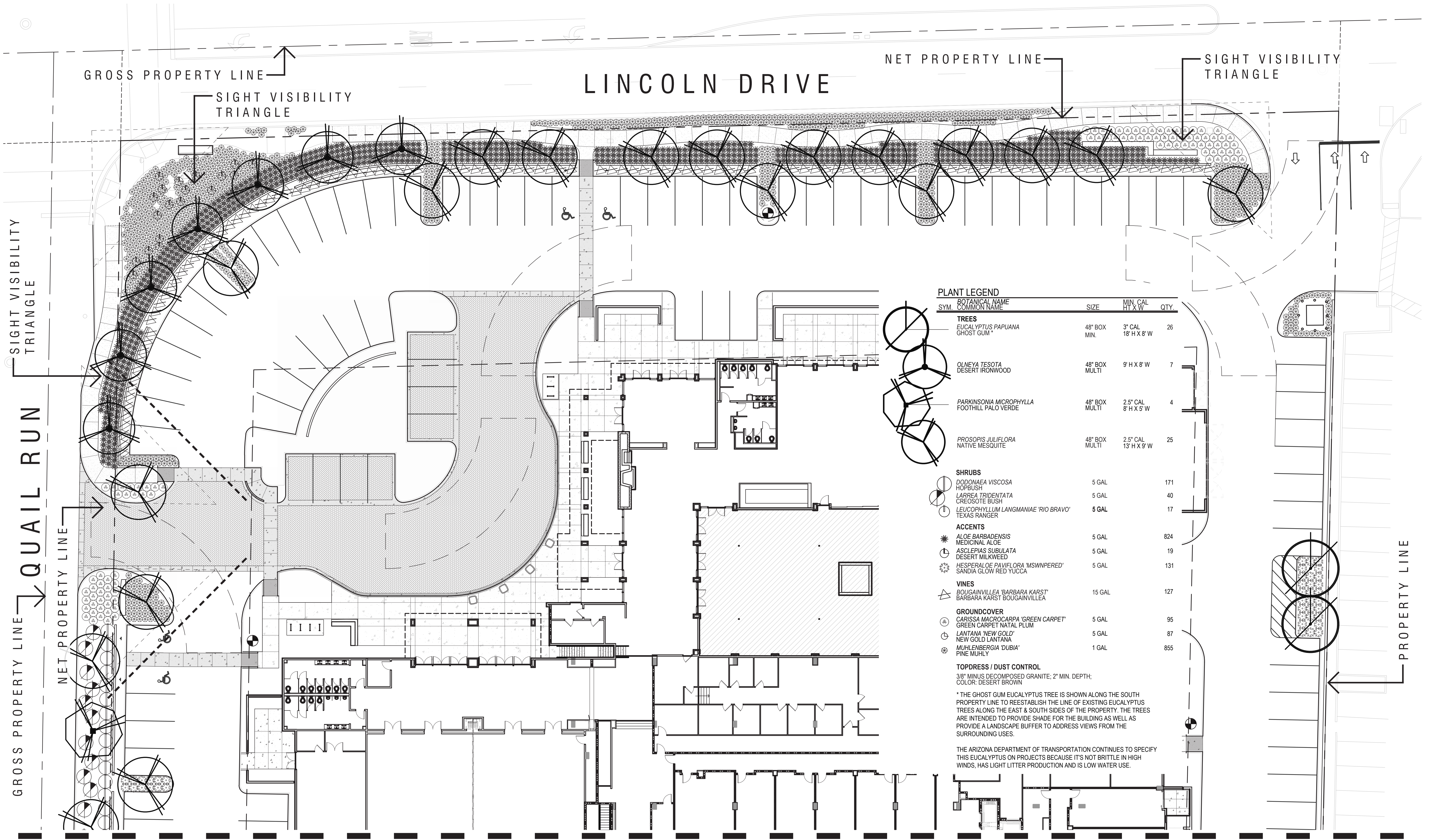
**changed**  
**Allen + Philp** Partners  
architects • interiors  
7154 East Stetson Drive | 4th Floor | Scottsdale, AZ 85251 | 480.990.2800 | allenphilp.com







LANDSCAPE PERIMETER STREETSCAPE & BUFFER PLAN - NORTH



Scale: 1/10" = 1'-0"



Landscape Design |  
Conceptual Streetscape Plan : North

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

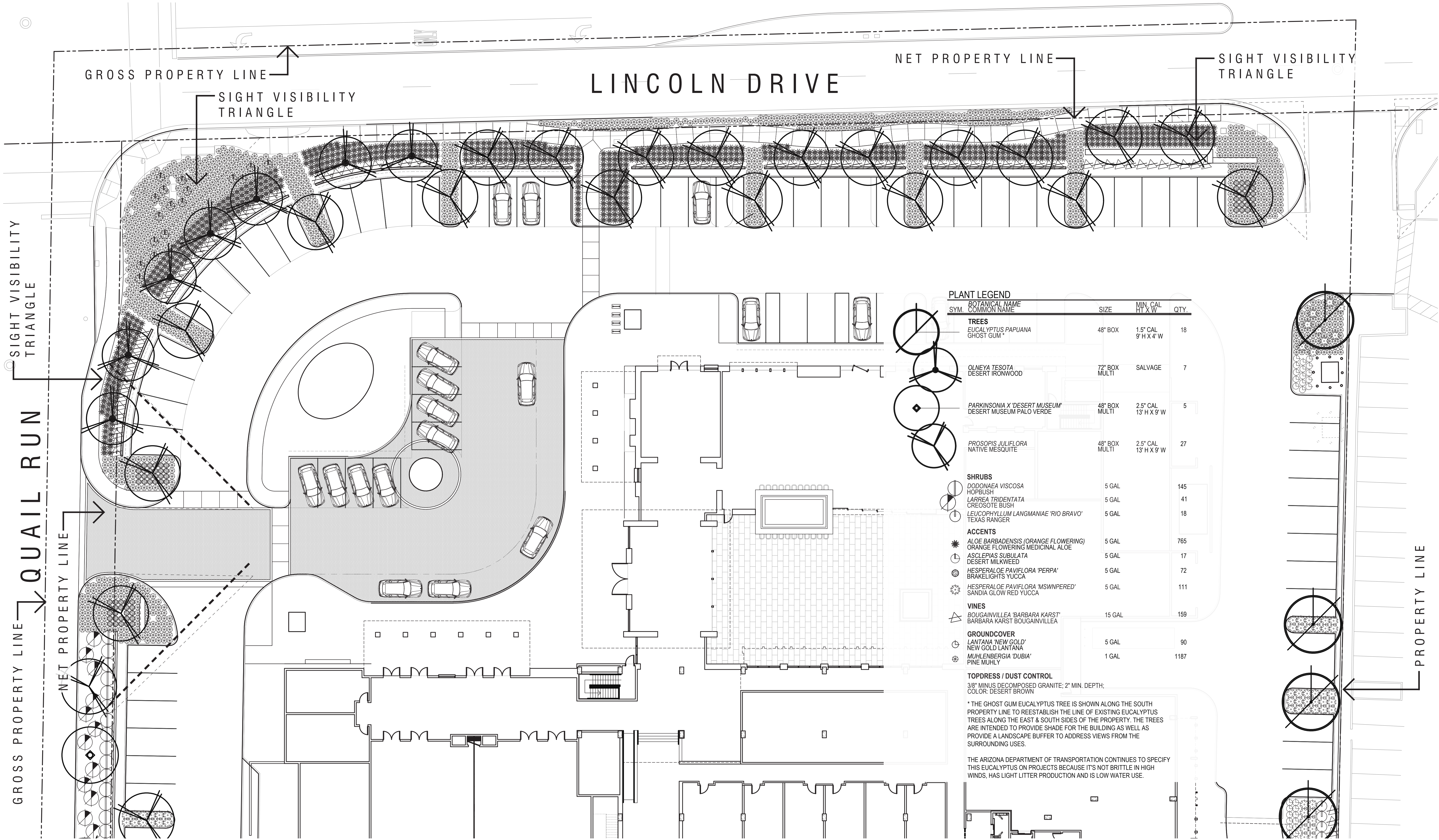
Special Use Permit:  
Amendment Application

Date: 2025.03.05  
Project#: AP2207

**Walton**

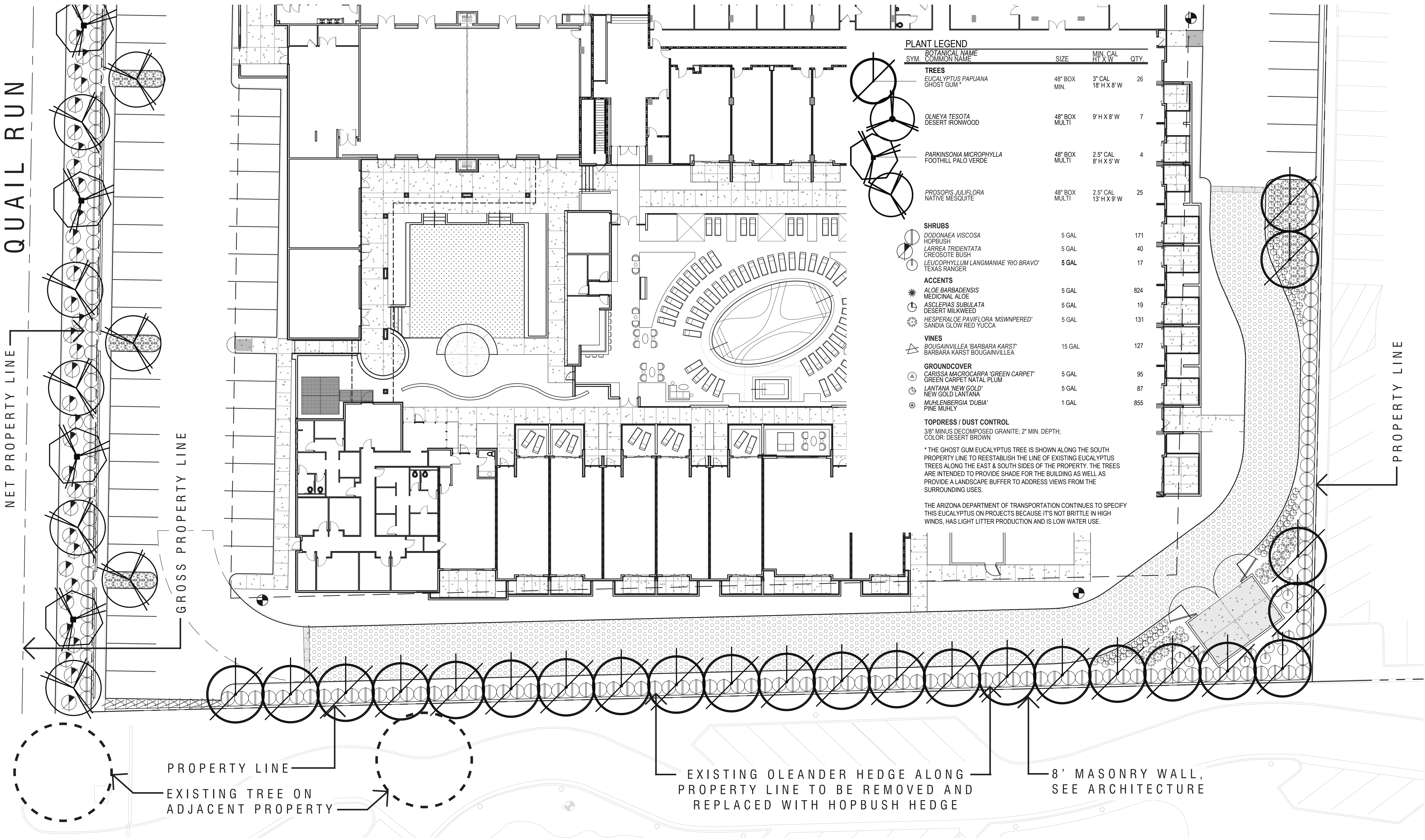
**changed**  
**Allen + Philp** Partners  
architects • interiors  
7154 East Stetson Drive | 4th Floor | Scottsdale, AZ 85251 | 480.990.2800 | allenphilp.com







LANDSCAPE PERIMETER STREETSCAPE & BUFFER PLAN - SOUTH



Scale: 1/10" = 1'-0"



Landscape Design |  
Conceptual Streetscape Plan : South

**SMOKETREE RESORT**  
7101 E Lincoln Drive Paradise Valley, Arizona

Special Use Permit:  
Amendment Application

Date: 2025.03.05  
Project#: AP2207

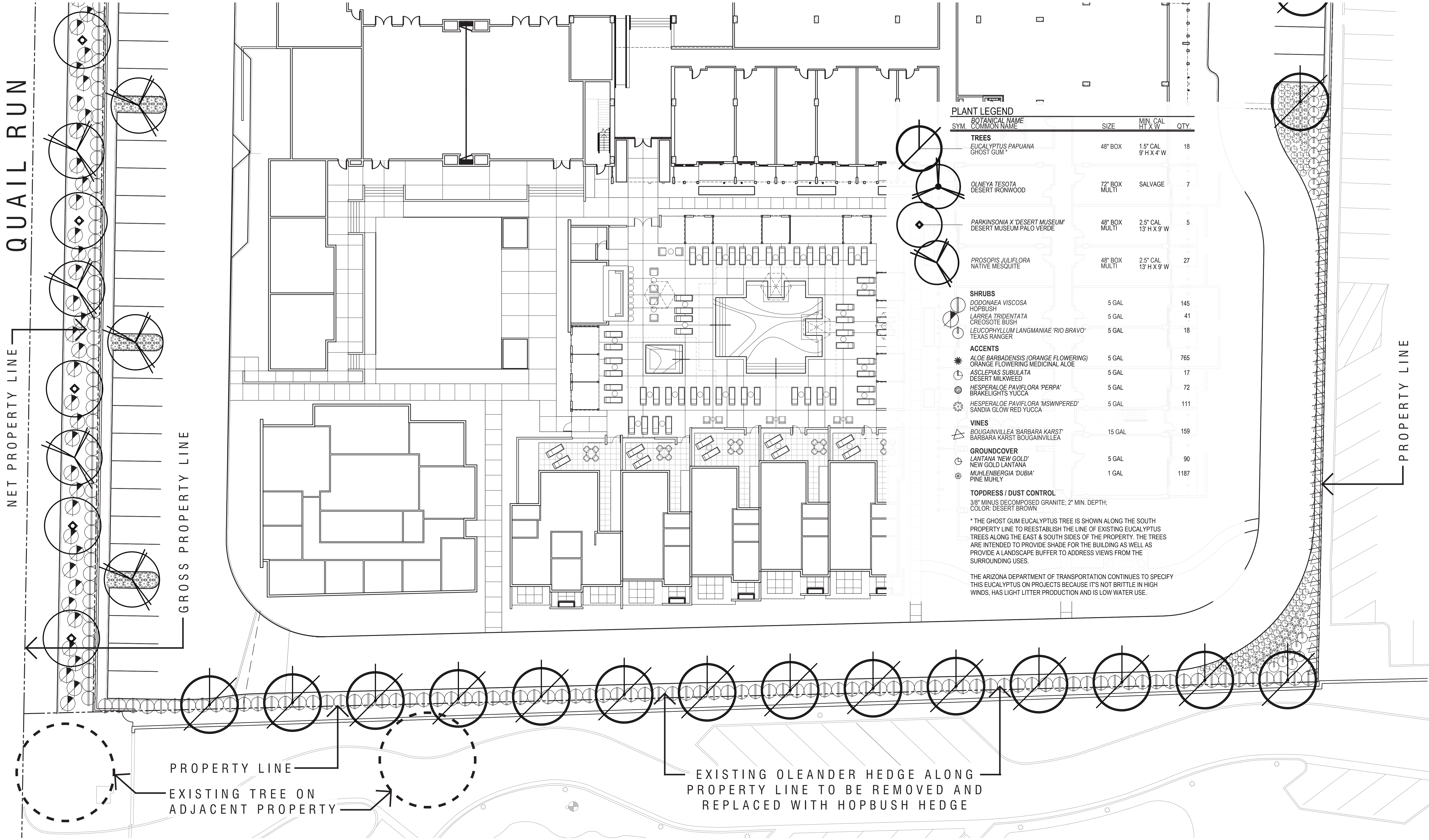
**Walton**

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



LANDSCAPE PERIMETER STREETSCAPE & BUFFER PLAN - SOUTH

original SUP





LINCOLN DRIVE STREETSCAPE CHARACTER

TREES



IRONWOOD



NATIVE MESQUITE

SHRUBS, ACCENTS, GROUNDCOVER, & VINES



BOUGAINVILLEA



MEDICINAL ALOE



DESERT MILKWEED



PINE MUHLY



DESERT BROWN TOPDRESS



# LINCOLN DRIVE STREETSCAPE CHARACTER

## TREES

original SUP



IRONWOOD



NATIVE MESQUITE

## SHRUBS, ACCENTS, GROUNDCOVER, & VINES



INDIAN FIG PRICKLY PEAR



BOUGAINVILLEA



BRAKELIGHTS YUCCA



DESERT MILKWEED



MEDICINAL ALOE



SANDIA GLOW RED YUCCA



PINE MUHLY



DESERT BROWN TOPDRESS



QUAIL RUN STREETSCAPE CHARACTER

TREES



NATIVE MESQUITE



FOOTHILL PALO VERDE

SHRUBS, ACCENTS, & GROUND COVER



CREOSOTE



HOP BUSH



DESERT MILKWEED



PINE MUHLY



MEDICINAL ALOE



SANDIA GLOW RED YUCCA



DESERT BROWN TOPDRESS



# QUAIL RUN STREETScape CHARACTER

## TREES

original SUP



NATIVE MESQUITE



DESERT MUSEUM PALO VERDE

## SHRUBS, ACCENTS, & GROUND COVER



CREOSOTE



HOP BUSH



BRAKELIGHTS YUCCA



INDIAN FIG PRICKLY PEAR



PINE MUHLY



DESERT MILKWEED



SANDIA GLOW RED YUCCA



MEDICINAL ALOE



DESERT BROWN TOPDRESS



SOUTH & EAST BUFFER CHARACTER  
TREES



GHOST GUM EUCALYPTUS

SHRUBS, ACCENTS, GROUNDCOVER, & VINES



RIO BRAVO SAGE



BOUGAINVILLEA



HOP BUSH



DESERT BROWN TOPDRESS



PINE MUHLY



SANDIA GLOW RED YUCCA



NEW GOLD LANTANA



# SOUTH & EAST BUFFER CHARACTER TREES

original SUP



GHOST GUM EUCALYPTUS

# SHRUBS, ACCENTS, GROUNDCOVER, & VINES



RIO BRAVO SAGE



BOUGAINVILLEA



HOP BUSH



DESERT BROWN TOPDRESS



PINE MUHLY



SANDIA GLOW RED YUCCA



NEW GOLD LANTANA



PROPOSED HARDSCAPE CONCEPTS

STREETSCAPE



CONCRETE  
COLOR: DAVIS SAN DIEGO BUFF  
FINISH: DAYTON 03 TOPCAST

ARRIVAL COURT



4 X 12 CONCRETE VEHICULAR PAVER W/ MICRO CHAMFER  
COLOR: CHARCOAL  
FINISH: SHOTBLAST (NOT SHOWN)

PEDESTRIAN CONNECTIONS



CONCRETE  
COLOR: NATURAL GRAY  
FINISH: DAYTON 03 TOPCAST  
SAWCUT JOINTS



STREETSCAPE

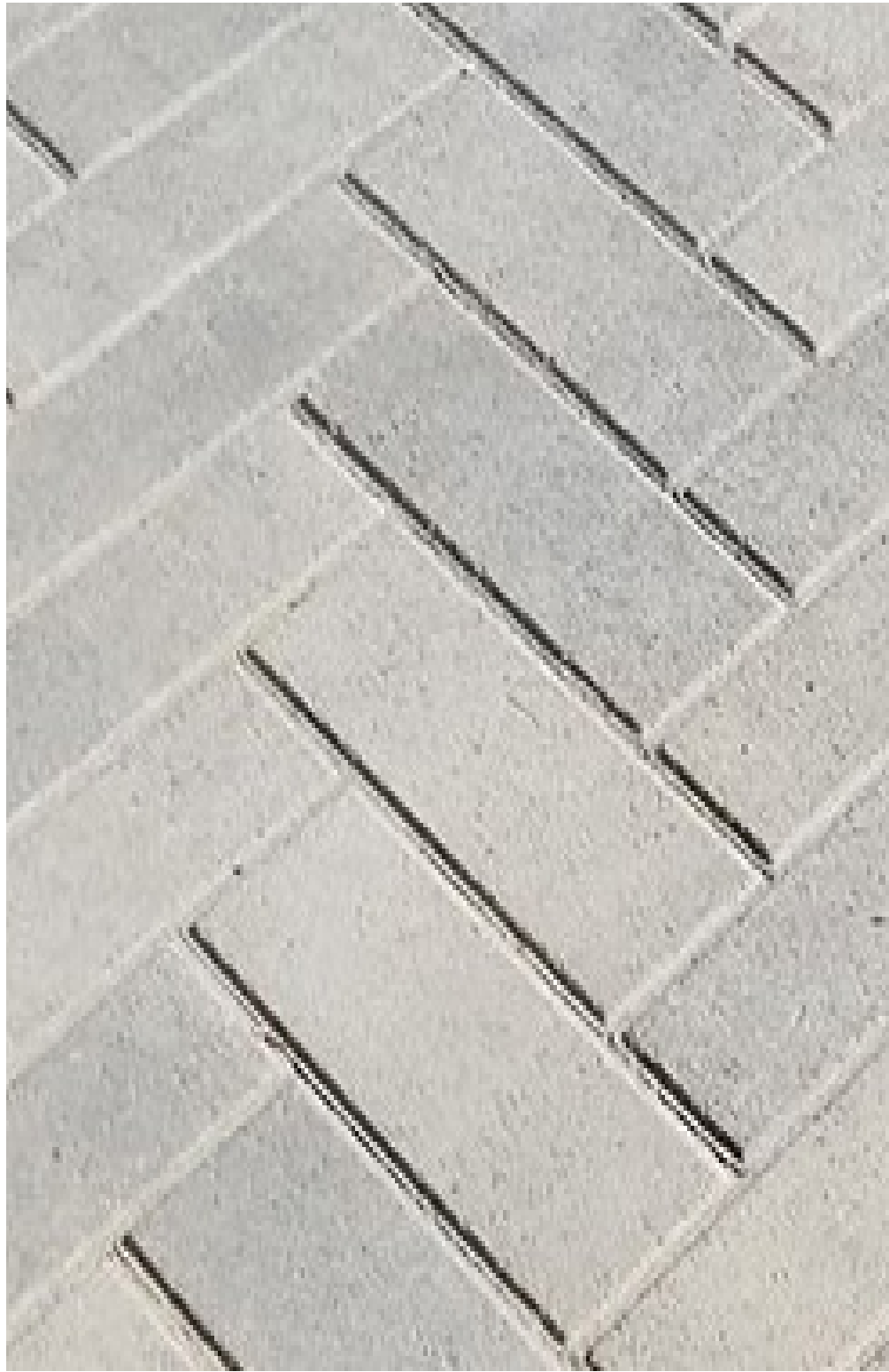


CONCRETE  
COLOR: DAVIS SAN DIEGO BUFF  
FINISH: DAYTON 03 TOPCAST

ARRIVAL COURT



4 X 12 CONCRETE PAVER W/ MICRO CHAMFER  
COLOR: CHARCOAL  
FINISH: SHOTBLAST (NOT SHOWN)



PATTERN:HERRINGBONE  
(SHOWN FOR PATTERN ONLY)  
W/ MORTARED SOLDIER COURSE EDGES  
**PARKING STALLS:**  
PATTERN: RUNNING BOND (NOT SHOWN)

PEDESTRIAN CONNECTIONS



CONCRETE  
COLOR: NATURAL GRAY  
FINISH: DAYTON 03 TOPCAST  
SAWCUT JOINTS





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 feet 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
<b>Total</b>	-	-	<b>359.98</b>

\*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**

<b>Resort</b>	<b>Size (Acres)</b>	<b>Guest Units</b>	<b>Other Facilities</b>	<b>Parking Provided</b>	<b>Spaces per Key</b>
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
<b>Smoke Tree Resort</b>	<b>5.3</b>	<b>95</b>	<b>Event/Meeting space &amp; Restaurant</b>	<b>187</b>	<b>1.97</b>
Mountain Shadows	<sup>(1)</sup> 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
<b><sup>(2)</sup>Average for Other Resorts</b>	<b>45.2</b>	<b>249</b>	<b>-</b>	<b>465</b>	<b><sup>(3)</sup>1.87</b>

(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 5<sup>th</sup> 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 3<sup>d</sup> 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 5<sup>th</sup> 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
<b>Peak Season Total</b>			<b>359.97</b>	<b>-197.20</b>	<b>162.77</b>	<b>-17.54</b>	<b>145.23</b>
<b>Off-Peak Season Total</b>			<b>319.77</b>	<b>-185.54</b>	<b>134.23</b>	<b>-45.91</b>	<b>88.32</b>

(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 5<sup>th</sup> 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 5<sup>th</sup> 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**



**Smoketree Resort**  
**9th Submittal**

**CivTech, Inc.**

**Review Comments & 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.	<b>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</b>	(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.	<b>Parking Analysis - Add back in the valet scenario text (like the 2023 parking analysis).</b>  <u>VALET EVENT SCENARIO</u> 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 <b>Attachment H</b> .	(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 parking efficiency noted in the original 2023 plan will be added to the Parking Statement.
3.	<b>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).</b>	(1) This potential discussion piece is noted.
4.	<b>Parking Analysis - What is the plan for valet parking during peak season? (Town Engineer comment).</b>	(2) With the increased parking provided and lower parking 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 provided in the next submittal.
5.	<b>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.</b> <b>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)</b>	(1) Values will be corrected in the conclusion text.



**18-0555 Walton Smoketree  
7th Submittal**

**CivTech, Inc.**

**Review Comments & 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.	<b>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.</b>	(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. Therefore, 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.	<b>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.</b>	(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 specification on employee reductions is not needed.
3.	<b>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.</b>	(3) Please see previous response, employee parking demand has been removed from this statement.





## 7th Submittal

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.	<b>Page 6 – Table 6 Summary of Shared Parking Model with Adjustments Narrative:</b> 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.	<b>Page 6 – Shared Parking Analysis:</b> 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. Therefore, 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.	<b>Page 6 – Valet Event Scenario:</b> 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 supresses 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.	<b>Page 6 – Conclusions:</b> 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.



## 7th Submittal

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.	<b>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.</b>	(3) Employee parking demand has been removed from this statement.



## 6th Submittal

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.	<b>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.</b>	(1) Land Use Plan in Table 2 has been updated to include the square footage for the outdoor dining area.
2.	<b>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.</b>	(1) Parking analysis and narrative have been updated to include employee parking and specify individual and total demand.
3.	<b>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.</b>	(4) In the non-valet scenario, 20 tandem spaces will require specific parking planning. Reservation as employee parking may be a solution.



## 6th Submittal

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.	<b>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.</b>	(1) Analysis has been updated to include the outdoor dining area.



## 4th Submittal

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.	<b>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.</b>	(1) The Attachment labels have been updated.
2.	<b>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.</b>	(1) The Attachment labels have been updated.
3.	<b>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.</b>	(1) "Vitruel" has been repalced with "combined".



**18-0555 Walton Smoketree  
3rd Submittal**

**CivTech, Inc.**

**Review Comments & Responses**

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.	<b>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.</b>	1. Land use summary text has been clarified separating restaurant seating area.
2.	<b>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.</b>	1. Attachment lettering has been updated.
3.	<b>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?</b>	1. "users" has been updated to "uses"
4.	<b>Page 1 – Attachment B. Update the narrative to reflect the correct attachment numbers. This comment should be carried throughout the entire document.</b>	1. Attachment lettering has been updated.
5.	<b>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”</b>	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 italicized to further contrast that it is a quotation from an earlier study and not a conclusion about this study. Some text was also added to help discern that the Walker Parking Study was provided for a previous application on the same site (prepared for a previous application with very similar uses).





**18-0555 Walton Smoketree**  
**3rd Submittal**

**CivTech, Inc.**

**Review Comments & Responses**

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.	<b>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.</b>	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.	<b>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.</b>	1. Table 5 has been corrected to match Table 2.





## 3rd Submittal

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.	<b>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.</b>	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 will 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.	<b>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.</b>	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.	<b>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.</b>	1. Table 6 has been corrected to match Table 2
11.	<b>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.</b>	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 will be onsite.



## Smotektree Resort Parking Study 2nd Submittal

CivTech, Inc.

## Review Comments & Responses

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.





## Smotektree Resort Parking Study 2nd Submittal

CivTech, Inc.

## Review Comments & Responses

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 under 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.





## Smotektree Resort Parking Study 2nd Submittal

CivTech, Inc.

## Review Comments & Responses

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 inefficiencies such as EV charging stations and improperly parked vehicles, it is suggested that the parking should be monitored in the future for any potential 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 provided by the client.





## 1st Submittal 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 latest 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.



## 1st Submittal 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 from 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.



# **ATTACHMENT B**

## **SITE PLAN**



CL EAST LINCOLN DRIVE

(470.81) N 88°36'34" E

(470.63) N 88°36'34" E

33.03'

APN: 174-43-004C  
1.06 ACRES NET  
6440 N QUAIL RUN RD  
6440 QUAIL RUN LLC

APN: 174-64-003B  
2.12 ACRES NET  
7125 E LINCOLN DR  
JAMEL GREENWAY PVMOB LLC

APN: 174-43-004B  
1.17 ACRES NET  
6428 N QUAIL RUN RD  
35 REAL ESTATE INVESTMENTS INC

APN: 174-43-009C  
1.03 ACRES NET  
6927 E QUAIL RUN RD  
LIV FAMILTY TRUST

CL QUAIL RUN ROAD

(498.15) N 00°54'00" E

(498.09) S 01°14'36" W

(468.12) S 88°35'18" W

APN: 174-65-071  
22.13 ACRES NET  
6160 N SCOTTSDALE RD  
PV SCOTTSDALE HOTEL  
OWNER SPE LLC



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

0' 10' 20' 40' 80'

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

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

NOT FOR  
CONSTRUCTION  
OR RECORDING  
FOR REVIEW AND  
BIDDING ONLY

A11.1.1

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## **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**



## **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 13<sup>th</sup>, 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
<b>Smoketree</b>	<b>50%</b>	<b>60%</b>	<b>65%</b>	<b>-</b>	<b>90%</b>	<b>90%</b>	<b>50%</b>	<b>50%</b>
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								Total Month
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
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:	<sup>(1)</sup> Hotel Visitor				<sup>(4)</sup> Banquet Meeting Space Visitor				<sup>(5)</sup> Indoor Fitness Visitor				<sup>(5)</sup> Indoor Spa/Pool Visitor				<sup>(3)</sup> Private Dining Visitor				<sup>(3)</sup> Hotel Restaurant Visitor				<sup>(3)</sup> 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				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													
Monthly Factor	70%				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							
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	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	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	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	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%	

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

88%287.1177%249.3

7:00 PM288on Weekdays.



ITE-PV Off-Peak Net

Shared Parking Use:	<sup>(1)</sup> Hotel Visitor				<sup>(4)</sup> Banquet Meeting Space Visitor				<sup>(5)</sup> Indoor Fitness Visitor				<sup>(5)</sup> Indoor Spa/Pool Visitor				<sup>(3)</sup> Private Dining Visitor				<sup>(3)</sup> Hotel Restaurant Visitor				<sup>(3)</sup> 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				135.41 Weekday Spaces 135.41 Weekend Spaces NC = Non-Captive, DR = Drive Ratio						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	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										
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										
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%								
PERIOD:	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	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:	<sup>(1)</sup> Hotel Visitor				<sup>(4)</sup> Banquet Meeting Space Visitor				<sup>(5)</sup> Indoor Fitness Visitor				<sup>(5)</sup> Indoor Spa/Pool Visitor				<sup>(3)</sup> Private Dining Visitor				<sup>(3)</sup> Hotel Restaurant Visitor				<sup>(3)</sup> 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				359.97 Weekday Spaces 359.97 Weekend Spaces NC = Non-Captive, DR = Drive Ratio						Self Park Provided  <b>190</b>											
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	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	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																					
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																					
Adjustments	<b>NC 100%</b>		<b>DR 100%</b>		<b>NC 100%</b>		<b>DR 100%</b>		<b>NC 100%</b>		<b>DR 100%</b>		<b>NC 100%</b>		<b>DR 100%</b>		<b>NC 100%</b>		<b>DR 100%</b>		<b>NC 100%</b>		<b>DR 100%</b>		<b>NC 100%</b>		<b>DR 100%</b>		<b>NC 100%</b>		<b>DR 100%</b>																			
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 PM313on Weekdays.



ITE-PV Peak Net

Shared Parking Use:	<sup>(1)</sup> Hotel Visitor				<sup>(4)</sup> Banquet Meeting Space Visitor				<sup>(5)</sup> Indoor Fitness Visitor				<sup>(5)</sup> Indoor Spa/Pool Visitor				<sup>(3)</sup> Private Dining Visitor				<sup>(3)</sup> Hotel Restaurant Visitor				<sup>(3)</sup> 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				162.77 Weekday Spaces 162.77 Weekend Spaces NC = Non-Captive, DR = Drive Ratio						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%				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										
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										
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%								
PERIOD:	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	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 PM146.00 on Weekends.

18344.00

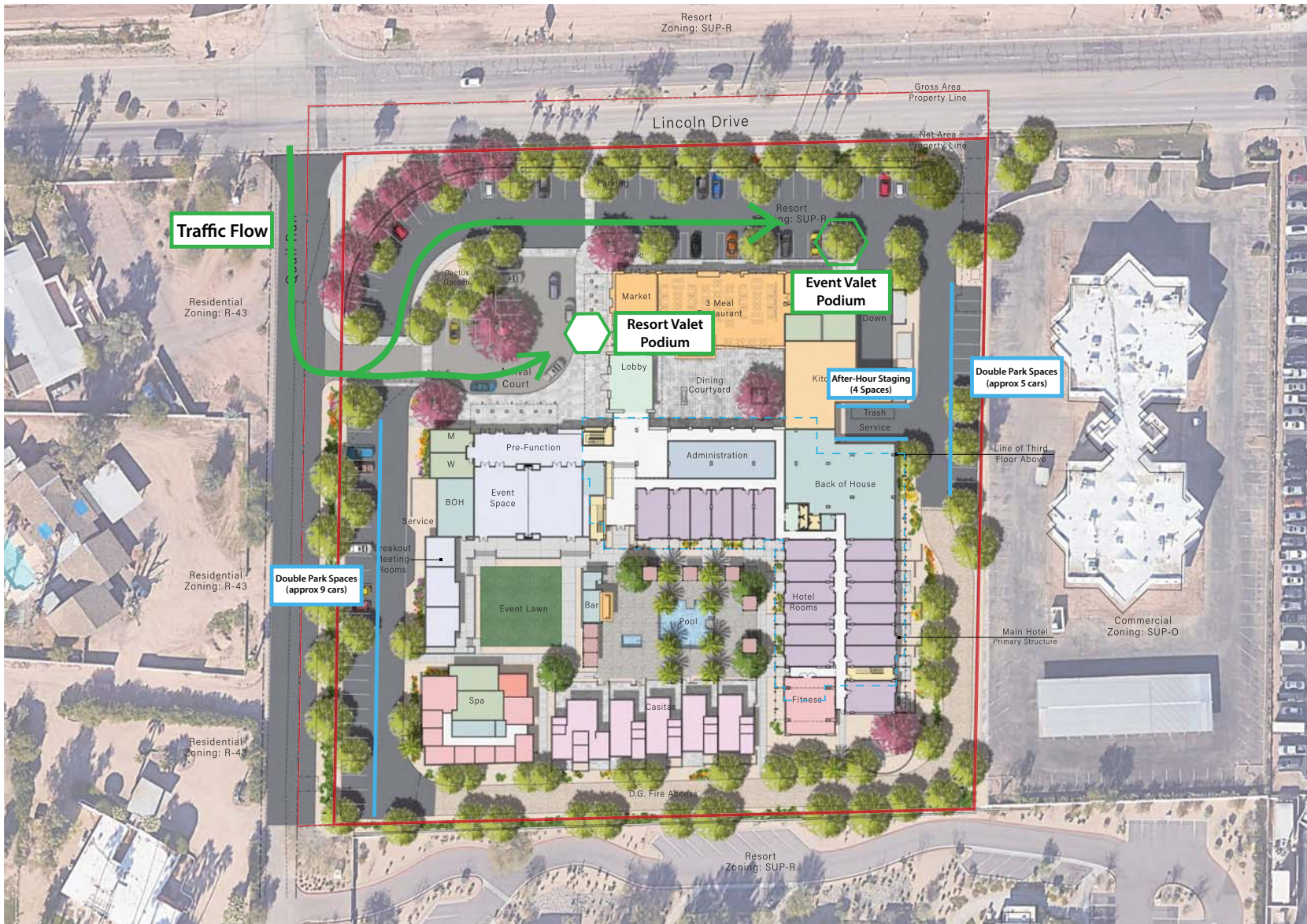
37



# **ATTACHMENT G**

## **VALET PLAN SEATING**





## SMOKETREE RESORT



### 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

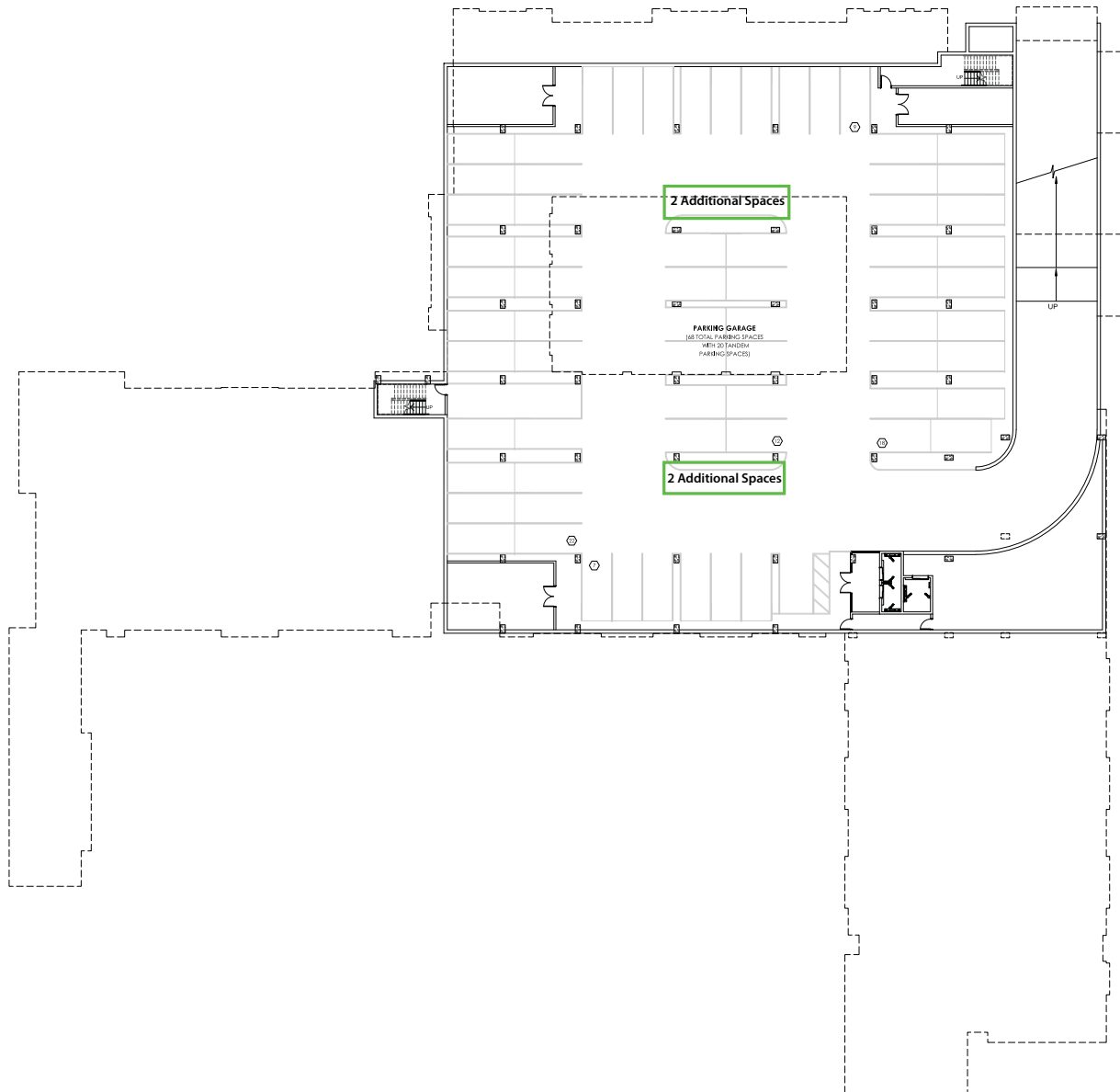


## SMOKETREE RESORT



Pre-Existing Spaces: 68

**Additional Spaces: 4 Parallel 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**



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 employees 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
<b>Total</b>	<b>-</b>		<b>-</b>		<b>436.04</b>

\*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**

<b>Resort</b>	<b>Size (Acres)</b>	<b>Guest Units</b>	<b>Other Facilities</b>	<b>Parking Provided</b>	<b>Spaces per Key</b>
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
<b>Smoke Tree Resort</b>	<b>5.3</b>	<b>82</b>	<b>Event/Meeting space &amp; Restaurant</b>	<b>159</b>	<b>1.94</b>
Mountain Shadows	<sup>(1)</sup> 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
<b><sup>(2)</sup>Average for Other Resorts</b>	<b>45.2</b>	<b>249</b>	<b>-</b>	<b>465</b>	<b><sup>(3)</sup>1.87</b>

(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 5<sup>th</sup> 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 3<sup>d</sup> 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 5<sup>th</sup> 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
<b>Peak Season Total</b>			<b>436.04</b>	<b>-268.60</b>	<b>167.44</b>	<b>-25.70</b>	<b>141.74</b>
<b>Off-Peak Season Total</b>			<b>397.56</b>	<b>-255.49</b>	<b>142.06</b>	<b>-22.52</b>	<b>119.54</b>

(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 5<sup>th</sup> 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 5<sup>th</sup> 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**



**18-0555 Walton Smoketree  
7th Submittal**

**CivTech, Inc.**

**Review Comments & 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.	<b>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.</b>	(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. Therefore, 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.	<b>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.</b>	(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 specification on employee reductions is not needed.
3.	<b>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.</b>	(3) Please see previous response, employee parking demand has been removed from this statement.





## 7th Submittal

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.	<b>Page 6 – Table 6 Summary of Shared Parking Model with Adjustments Narrative:</b> 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.	<b>Page 6 – Shared Parking Analysis:</b> 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. Therefore, 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.	<b>Page 6 – Valet Event Scenario:</b> 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 supresses 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.	<b>Page 6 – Conclusions:</b> 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.



## 7th Submittal

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.	<b>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.</b>	(3) Employee parking demand has been removed from this statement.





**18-0555 Walton Smoketree**  
**6th Submittal**

**CivTech, Inc.**

**Review Comments & Responses**

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.	<b>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.</b>	(1) Land Use Plan in Table 2 has been updated to include the square footage for the outdoor dining area.
2.	<b>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.</b>	(1) Parking analysis and narrative have been updated to include employee parking and specify individual and total demand.
3.	<b>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.</b>	(4) In the non-valet scenario, 20 tandem spaces will require specific parking planning. Reservation as employee parking may be a solution.





## 6th Submittal

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.	<b>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.</b>	(1) Analysis has been updated to include the outdoor dining area.



## 4th Submittal

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.	<b>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.</b>	(1) The Attachment labels have been updated.
2.	<b>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.</b>	(1) The Attachment labels have been updated.
3.	<b>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.</b>	(1) "Vitruel" has been repalced with "combined".



**18-0555 Walton Smoketree  
3rd Submittal**

**CivTech, Inc.**

**Review Comments & Responses**

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.	<b>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.</b>	1. Land use summary text has been clarified separating restaurant seating area.
2.	<b>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.</b>	1. Attachment lettering has been updated.
3.	<b>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?</b>	1. "users" has been updated to "uses"
4.	<b>Page 1 – Attachment B. Update the narrative to reflect the correct attachment numbers. This comment should be carried throughout the entire document.</b>	1. Attachment lettering has been updated.
5.	<b>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”</b>	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 italicized to further contrast that it is a quotation from an earlier study and not a conclusion about this study. Some text was also added to help discern that the Walker Parking Study was provided for a previous application on the same site (prepared for a previous application with very similar uses).





**18-0555 Walton Smoketree**  
**3rd Submittal**

**CivTech, Inc.**

**Review Comments & Responses**

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.	<b>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.</b>	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.	<b>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.</b>	1. Table 5 has been corrected to match Table 2.





## 3rd Submittal

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.	<b>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.</b>	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 will 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.	<b>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.</b>	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.	<b>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.</b>	1. Table 6 has been corrected to match Table 2
11.	<b>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.</b>	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 will be onsite.



## Smotektree Resort Parking Study 2nd Submittal

CivTech, Inc.

## Review Comments & Responses

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.





## Smotektree Resort Parking Study 2nd Submittal

CivTech, Inc.

## Review Comments & Responses

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 under 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.





## Smotektree Resort Parking Study 2nd Submittal

CivTech, Inc.

## Review Comments & Responses

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 inefficiencies such as EV charging stations and improperly parked vehicles, it is suggested that the parking should be monitored in the future for any potential 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 provided by the client.





## 1st Submittal 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 latest 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.



## 1st Submittal 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**

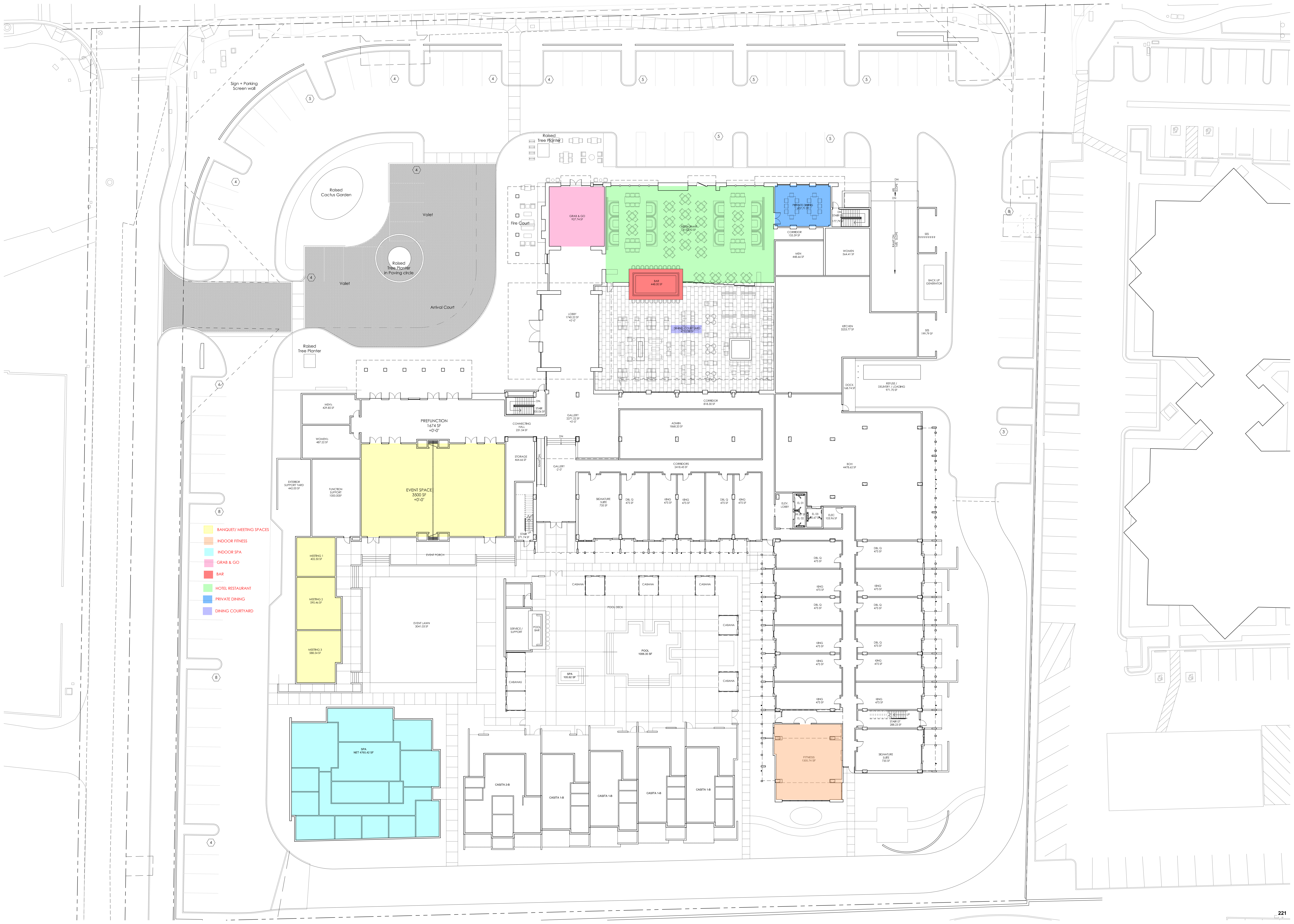
Item	Review Comment	(Code) & Response
4.	Page 5 - Table 4. The table suggests 40% of Banquet/Meeting visitors are arriving from off-site (non-captive, meaning 60% are staying in the on-site hotel). This seems to overestimate the on-site population as the Banquet/Meeting capacity is 200 seats and the 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.



# **ATTACHMENT B**

## **SITE PLAN**





- 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 3<sup>rd</sup> 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 effects<sup>1</sup>; 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 85<sup>th</sup> 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 85<sup>th</sup> percentile level relative to similar properties.

This 85<sup>th</sup> 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 85<sup>th</sup> percentile recommendation is informed by field data counts in the fifth edition of ITE’s *Parking Generation*<sup>2</sup> and this threshold represents the 85<sup>th</sup> percentile of peak-hour observations supplied during the study. The latest edition of ULI’s *Shared Parking*

<sup>1</sup> 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.

<sup>2</sup> Parking Generation, Fifth Edition. Washington DC: Institute of Transportation Engineers, 2019.





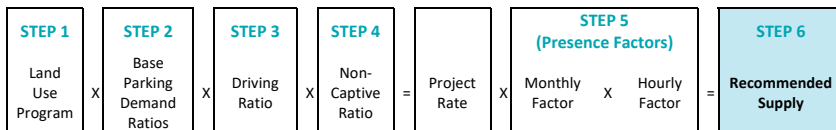
publication represents the latest thinking, best practices and recommendations espoused by parking industry leaders and is intended to facilitate a 'just enough, no regrets' parking supply for mixed-use projects being developed in the foreseeable future.<sup>3</sup>

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<sup>4</sup> (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

<sup>3</sup> Shared Parking, 3<sup>rd</sup> Edition (Urban Land Institute, 2020)

<sup>4</sup> 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
<b>Retail</b>		
Customer	2.90	3.20
Employee	0.70	0.80
<b>Fine/Casual Dining<sup>1</sup></b>		
Customer	13.25	15.25
Employee	2.25	2.50
<b>Fast Casual/Fast Food</b>		
Customer	12.40	12.70
Employee	2.00	2.00
<b>Fitness Center</b>		
Customer	6.60	5.50
Employee	0.40	0.25
<b>Hotel</b>		
Guest	1.00	1.00
Employee	0.15	0.15
<b>Hotel Meeting/Event Space</b>		
Customer	25.19	15.19
Employee	1.76	1.76

<sup>1</sup>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 3<sup>rd</sup> 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 2<sup>nd</sup> 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.<sup>5</sup> 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 3<sup>rd</sup> Edition of *Shared Parking* is a 68% drive ratio. This guidance includes a 10% reduction in drive ratios from the 2<sup>nd</sup> 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.

<sup>5</sup> Parking Study for SmokeTree Resort, Civtech (May 22, 2020)





Table 3: Drive Ratio Assumptions

Land Use	Drive Ratio	
	Weekday	Weekend
<b>Retail, Dining &amp; Fitness</b>		
Customer	100%	100%
Employee	90%	90%
<b>Hotel Rooms</b>		
Customer	75%	75%
Employee	90%	90%
<b>Hotel Event Space</b>		
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 3<sup>rd</sup> 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
<b>Retail</b>				
Customer	78%	67%	85%	71%
Employee	100%	100%	100%	100%
<b>Fine/Casual Restaurant</b>				
Customer	66%	73%	58%	76%
Employee	100%	100%	100%	100%
<b>Fast/Casual Restaurant (Coffee Shop)</b>				
Customer	10%	10%	10%	10%
Employee	100%	100%	100%	100%
<b>Fitness Center</b>				
Customer	10%	10%	10%	10%
Employee	100%	100%	100%	100%
<b>Hotel Rooms</b>				
Customer	100%	100%	100%	100%
Employee	100%	100%	100%	100%
<b>Hotel Event Space</b>				
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
	Quantity	Unit						9 PM	March
Retail (<400 ksf)	2,000	sf GLA	2.90	100%	67%	1.95	ksf GLA	45%	70%
Employee			0.70	90%	100%	0.63		60%	79%
Fine/Casual Dining	3,200	sf GLA	13.25	100%	73%	9.67	ksf GLA	100%	98%
Employee			2.25	90%	100%	2.03		100%	100%
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%
Employee			0.40	90%	100%	0.36		20%	95%
Hotel-Leisure	122	keys	1.00	75%	100%	0.75	key	95%	100%
Hotel Employees	122	keys	0.15	90%	100%	0.14	key	20%	100%
Meeting/Banquet	4,200	sf GLA	25.19	75%	60%	11.34	ksf GLA	100%	100%
Meeting/Banquet Employees	4,200	sf GLA	1.76	90%	100%	1.58	ksf GLA	20%	100%
								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		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj
	Quantity	Unit						8 PM	March
Retail (<400 ksf)	2,000	sf GLA	3.20	100%	71%	2.27	ksf GLA	65%	70%
Employee			0.80	90%	100%	0.72		75%	79%
Fine/Casual Dining	3,200	sf GLA	15.25	100%	76%	11.57	ksf GLA	100%	98%
Employee			2.50	90%	100%	2.25		100%	100%
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%
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%
Hotel Employees	122	keys	0.15	90%	100%	0.14	key	20%	100%
Meeting/Banquet	4,200	sf GLA	15.19	75%	70%	7.98	ksf GLA	100%	100%
Meeting/Banquet Employees	4,200	sf GLA	1.76	90%	100%	1.58	ksf GLA	100%	100%
								Customer	155
								Employee	20
								Total	175

Source: Walker Consultants, 2020

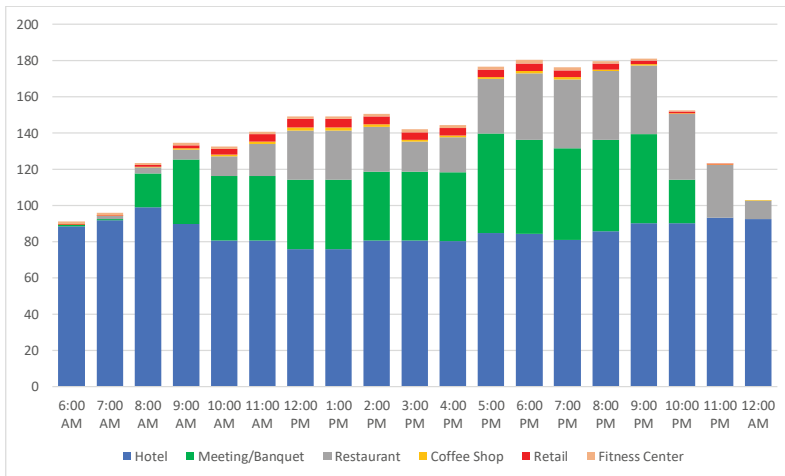
*With plans to provide 170 striped parking spaces, and the ability to park 199 vehicles on site through utilization of valet attendants and stacked parking, the proposed parking supply exceeds the recommended parking supply.*

This analysis utilized the gross leasable area for the project's commercial uses, consistent 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



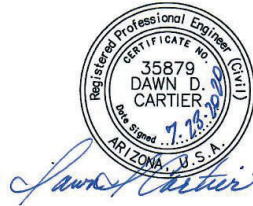
Source: Walker Consultants, 2020





July 23, 2020

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

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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 3<sup>rd</sup> 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-alone 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 3<sup>rd</sup> edition of the ULI Shared Parking recommend 50% 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 hailing 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 be 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 Commission:** 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**



## **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 13<sup>th</sup>, 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
<b>Smoketree</b>	<b>50%</b>	<b>60%</b>	<b>65%</b>	<b>-</b>	<b>90%</b>	<b>90%</b>	<b>50%</b>	<b>50%</b>
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								Total Month
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
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:	<sup>(1)</sup> Hotel Visitor				<sup>(4)</sup> Banquet Meeting Space Visitor				<sup>(5)</sup> Indoor Fitness Visitor				<sup>(5)</sup> Indoor Spa/Pool Visitor				<sup>(3)</sup> Private Dining Visitor				<sup>(3)</sup> Hotel Restaurant Visitor				<sup>(3)</sup> 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													
Monthly Factor	70%				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			
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	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	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%	

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

88%359.6672%291.4

7:00 PM360on Weekdays.



ITE-PV Off-Peak Net

Shared Parking Use:	<sup>(1)</sup> Hotel Visitor				<sup>(4)</sup> Banquet Meeting Space Visitor				<sup>(5)</sup> Indoor Fitness Visitor				<sup>(5)</sup> Indoor Spa/Pool Visitor				<sup>(3)</sup> Private Dining Visitor				<sup>(3)</sup> Hotel Restaurant Visitor				<sup>(3)</sup> 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				143.82 Weekday Spaces 143.82 Weekend Spaces NC = Non-Captive, DR = Drive Ratio						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	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										
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										
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%								
PERIOD:	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%		

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

86%123.40

82%117.44

7:00 PM124on Weekdays.

35



ITE-PV Peak Gross

Shared Parking Use:	<sup>(1)</sup> Hotel Visitor				<sup>(4)</sup> Banquet Meeting Space Visitor				<sup>(5)</sup> Indoor Fitness Visitor				<sup>(5)</sup> Indoor Spa/Pool Visitor				<sup>(3)</sup> Private Dining Visitor				<sup>(3)</sup> Hotel Restaurant Visitor				<sup>(3)</sup> 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						
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	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%	

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%381.21

73%316.79

7:00 PM382on Weekdays.



ITE-PV Peak Net

Shared Parking Use:	<sup>(1)</sup> Hotel Visitor				<sup>(4)</sup> Banquet Meeting Space Visitor				<sup>(5)</sup> Indoor Fitness Visitor				<sup>(5)</sup> Indoor Spa/Pool Visitor				<sup>(3)</sup> Private Dining Visitor				<sup>(3)</sup> Hotel Restaurant Visitor				<sup>(3)</sup> 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				167.44 Weekday Spaces 167.44 Weekend Spaces NC = Non-Captive, DR = Drive Ratio						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%				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										
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										
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%								
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 PM142.00 on Weekdays.

18317.00

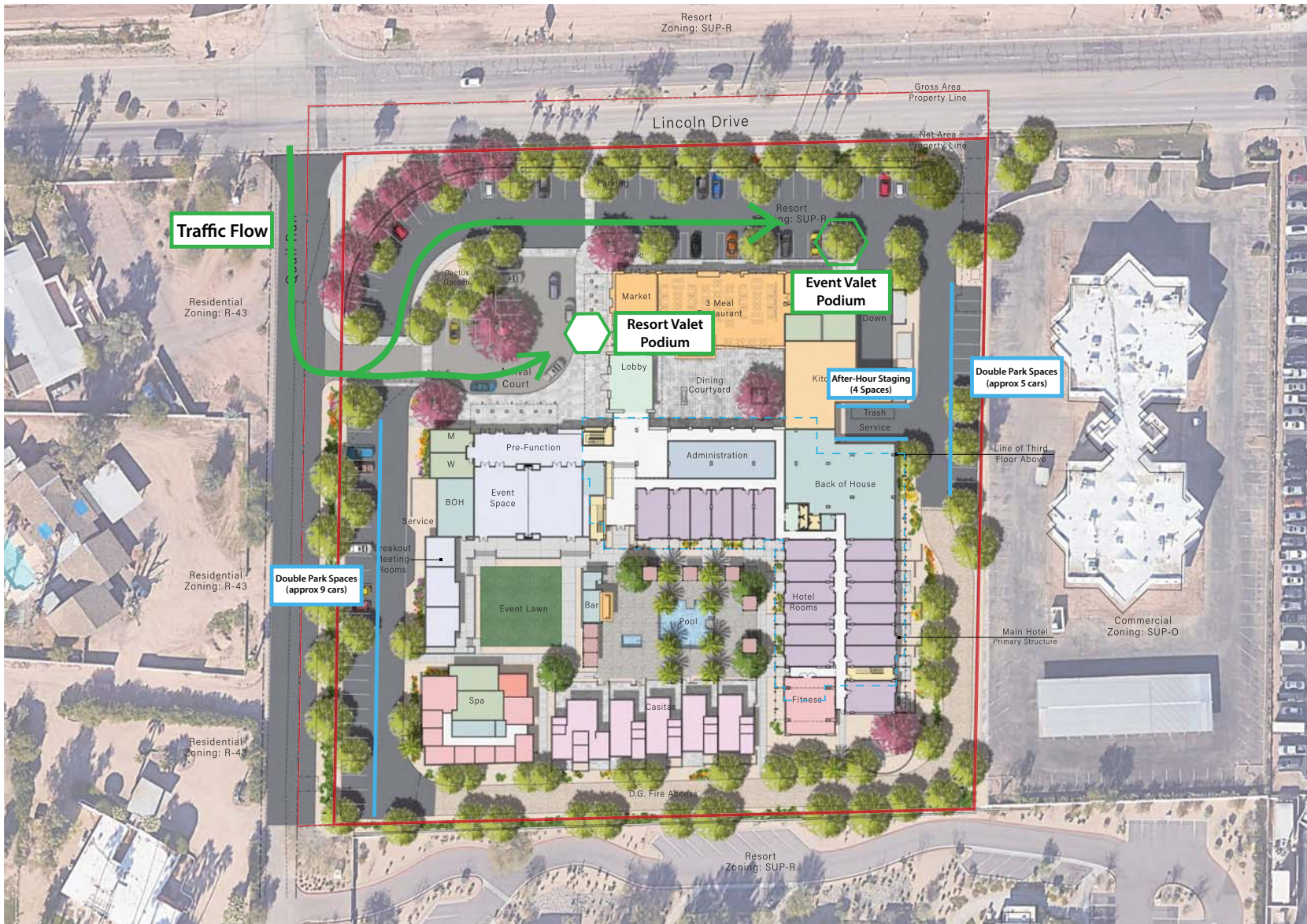
41



## **ATTACHMENT H**

### **VALET PLAN SEATING**





## SMOKETREE RESORT



### 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

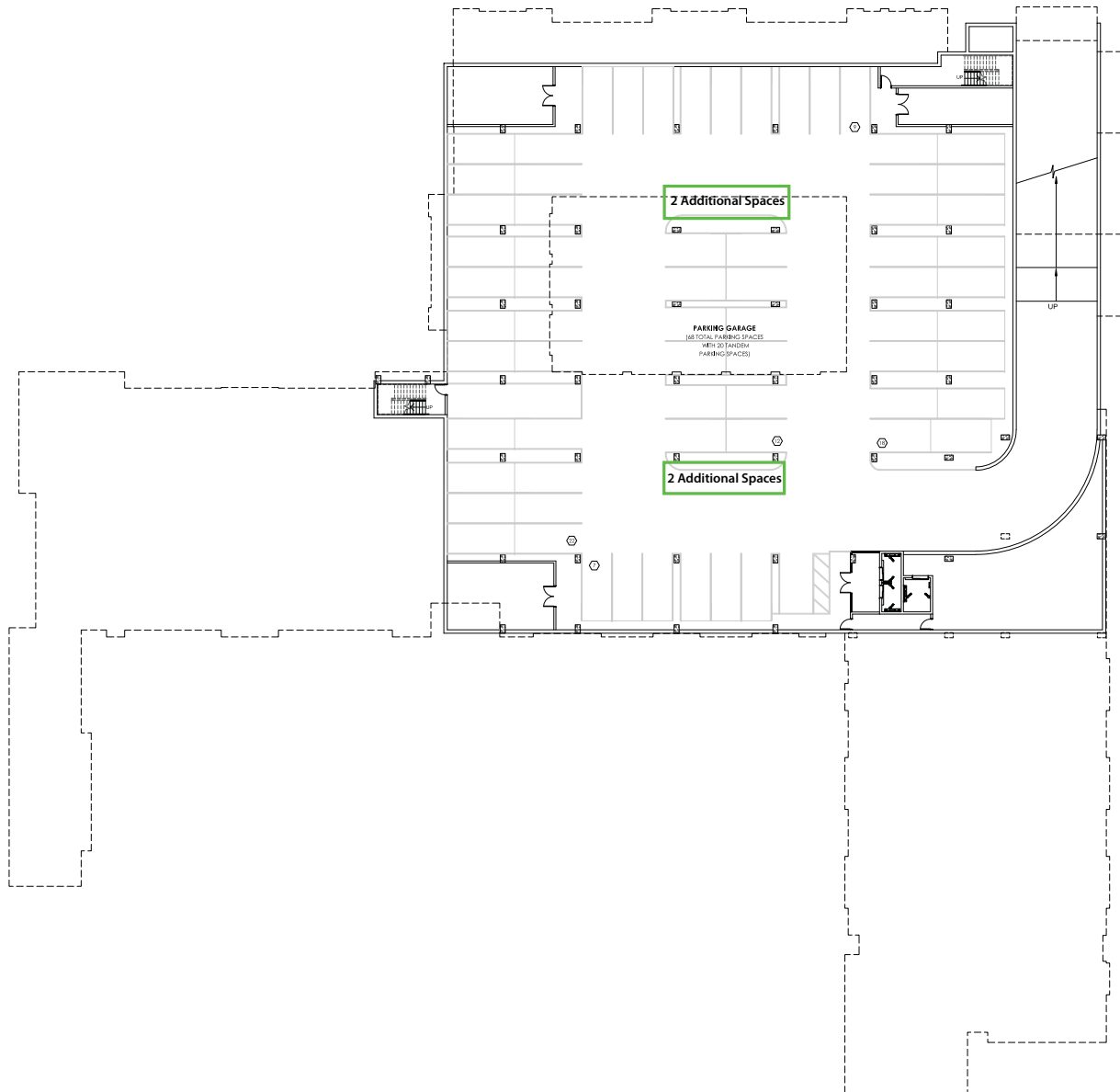


## SMOKETREE RESORT



Pre-Existing Spaces: 68

**Additional Spaces: 4 Parallel 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.







April 18, 2025

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



**RE: TRIP GENERATION COMPARISON 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 trip generation and comparison statement for the proposed Project planned to consist of 95 total resort hotel rooms which include 88 lodge rooms and 7 casita room keys. Additionally, the Smoketree Resort will provide a 6,880 square foot restaurant, a 285 square foot private dining area, and 830 square feet of grab & go meal area, a 300 square foot bar, and other hotel amenities. The restaurant includes 3,140 square feet of dining area and a 3,375 square foot kitchen. The proposed site plan is included herewith as **Attachment A**.

**BACKGROUND AND PURPOSE**

A Traffic Impact Analysis (TIA) was produced by CivTech for this project in December 2023 ('December 2023 TIA') based on the land use plan expected at that time. The Project is submitting a revised site plan which increases the number of hotel keys and decreases the square footage of other uses within the hotel. CivTech has been retained to provide a comparison analysis of the trip generation potential for the project based on the latest land use plan and the previously submitted land use plan as included in the December 2023 TIA.

**PROPOSED DEVELOPMENT**

The previous land use plan contained similar land uses at different quantities. The current and previous land use plans for the proposed development are summarized in **Table 1**.

**Table 1 - Land Use Plan**

Land Use	Previous Values		Current Values	
Hotel Guest*	82	Keys	95	Keys
Hotel Restaurant	8,577	SF	6,880	SF
Private Dining	608	SF	285	SF
Grab & Go Restaurant	928	SF	830	SF
Bar	448	SF	300	SF

\*amenities such as pool, spa, and fitness are included within the hotel trip generation rate as noted in the ITE Trip Generation Manual.



## TRIP GENERATION

The potential trip generation for the proposed development was estimated utilizing the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* and *Trip Generation Handbook, 3<sup>d</sup> Edition*. The ITE *Trip Generation Manual* contains data collected by various transportation professionals for a wide range of different land uses. The data are summarized in the report and average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized land use. The report provides information on daily and peak hour trips.

ITE's definition of the hotel land use (LUC 310) includes supporting facilities such as, "a full-service restaurant, cocktail lounge, meeting rooms, banquet rooms, and convention facilities." The proposed ancillary uses to the hotel: the pool bar and event space, are therefore included in the hotel trip generation.

Additionally, an internal capture percentage was applied to the Hotel Restaurant, Private Dining, and the Grab & Go because it is assumed that not all trips to and from these areas will be external. For these restaurant uses, it is anticipated that 50% of the trips will be arriving externally and the other 50% will be visiting other on-site uses. This is consistent with the internal capture assumptions used in the December 2023 TIA. **Table 2** depicts the trip generation summary for the proposed development. Trip generation calculations are provided in **Attachment B**.

**Table 2 – Trip Generation Summary**

Proposed Use	ITE LUC	Size	Units	Weekday Trips						
				Daily	AM			PM		
				Total	In	Out	Total	In	Out	Total
Previous Land Use Plan – December 2023										
Hotel/Resort Villas and Amenities	310	82	Rooms	466	19	15	34	17	16	33
Hotel Restaurant (Fine Dining Restaurant)	931	8,577	SF	720	5	1	6	45	22	67
Private Dining (Fine Dining Restaurant)	931	608	SF	50	0	0	0	3	2	5
Grab & Go (High Turn Over Restaurant)	932	928	SF	100	5	4	9	5	3	8
Bar (Fine Dining Restaurant)	931	448	SF	38	0	0	0	2	1	3
Previous Subtotal				1,374	29	20	49	72	44	116
Internal Capture Reduction				456	6	2	8	29	14	43
Previous Total External Trips				918	23	18	41	43	30	73
New Land Use Plan – February 2025										
Hotel/Resort Villas and Amenities	310	95	Rooms	606	22	18	40	21	21	42
Hotel Restaurant (Fine Dining Restaurant)	931	6,880	SF	576	4	1	5	36	18	54
Private Dining (Fine Dining Restaurant)	931	285	SF	24	0	0	0	1	1	2
Grab & Go (High Turn Over Restaurant)	932	830	SF	88	4	4	8	5	3	8
Bar (Fine Dining Restaurant)	931	300	SF	26	0	0	0	1	1	2
New Subtotal				1,320	30	23	53	64	44	108
Internal Capture Reduction				358	4	3	7	23	10	33
New Total External Trips				962	26	20	46	41	34	75
Difference New minus Previous				44	3	2	5	-2	4	2



<i>CALCULATIONS (Equations shown only where applicable)</i>			
<i>Land Use [Units]</i>	<i>Daily</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>
Hotel	$T_{Day} = U \times 10.84 - 423.51$	$T_{AM} = U \times 0.5 - 7.45$	$T_{PM} = U \times 0.74 - 27.89$
Hotel Restaurant	$T_{Day} = U \times 83.84$	$T_{AM} = U \times 0.73$	$T_{PM} = U \times 7.8$
Private Dining	$T_{Day} = U \times 83.84$	$T_{AM} = U \times 0.73$	$T_{PM} = U \times 7.8$
Grab & Go	$T_{Day} = U \times 107.20$	$T_{AM} = U \times 9.57$	$T_{PM} = U \times 9.05$
Bar	$T_{Day} = U \times 83.84$	$T_{AM} = U \times 0.73$	$T_{PM} = U \times 7.8$

\*Note: U = Units

The proposed development is anticipated to generate approximately 962 external weekday daily trips, with 46 trips (26 in/ 20 out) occurring in the AM peak hour and 75 trips (41 in/ 34 out) occurring in the PM peak hour.

This is an increase of 44 daily trips, 5 AM peak hour trips, and 2 PM peak hour trips. While a reduction in keys would typically equate to a reduction in traffic, the small number of units associated with the land use in Trip Generation adjusts the trip rate slightly, thereby increasing the number of trips per room. The adjustment to the trip rate, when multiplied over the number of planned hotel rooms, creates a small increase in overall traffic. An increase of 3 inbound trips and of 2 outbound trips, over the course of an entire hour, divided between two access points, is not expected to result in access point operations that differ from what was expected with previous trip generation results. No recommendations are amended as a result of this increase.

## CONCLUSIONS

From the above, the following can be concluded:

- The updated land use plan for the proposed development will consist of 95 total resort hotel keys which include 88 lodge keys and 7 casita room keys. Additionally, the Smoketree Resort will provide a 6,880 square foot restaurant, a 285 square foot private dining area, and 830 square feet of grab & go meal area, a 300 square foot bar, and other hotel amenities.
- The proposed development is anticipated to generate approximately 962 external weekday daily trips, with 46 trips (26 in/ 20 out) occurring in the AM peak hour and 75 trips (41 in/ 34 out) occurring in the PM peak hour.
- This is an increase of 44 daily trips, 5 AM peak hour trips, and 2 PM peak hour trips. An increase of 3 inbound trips and of 2 outbound trips, over the course of an entire hour, divided between two access points, is not expected to result in access point operations that differ from what was expected with previous trip generation results. No recommendations are amended as a result of this increase.

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 (2)

- A. Site Plan
- B. Trip Generation Calculations

Z:\Civtech\Projects\18-0555 Walton Global, SmokeTree Resort TIA & Parking Study, Scottsdale\Submittals\9th Submittal, PS and TGCS\SmokeTree TGCS DRAFT v9\_0.docx



# **ATTACHMENT A**

## **SITE PLAN**



CL EAST LINCOLN DRIVE

(470.81) N 88°36'34" E

(470.63) N 88°36'34" E

33.03'

APN: 174-43-004C  
1.06 ACRES NET  
6440 N QUAIL RUN RD  
6440 QUAIL RUN LLC

APN: 174-64-003B  
2.12 ACRES NET  
7125 E LINCOLN DR  
JAMEL GREENWAY PVMOB LLC

APN: 174-43-004B  
1.17 ACRES NET  
6428 N QUAIL RUN RD  
35 REAL ESTATE INVESTMENTS INC

APN: 174-43-009C  
1.03 ACRES NET  
6927 E QUAIL RUN RD  
LIV FAMILTY TRUST

CL QUAIL RUN ROAD

(498.15) N 00°54'00" E

(498.09) S 01°14'36" W

(468.12) S 88°35'18" W

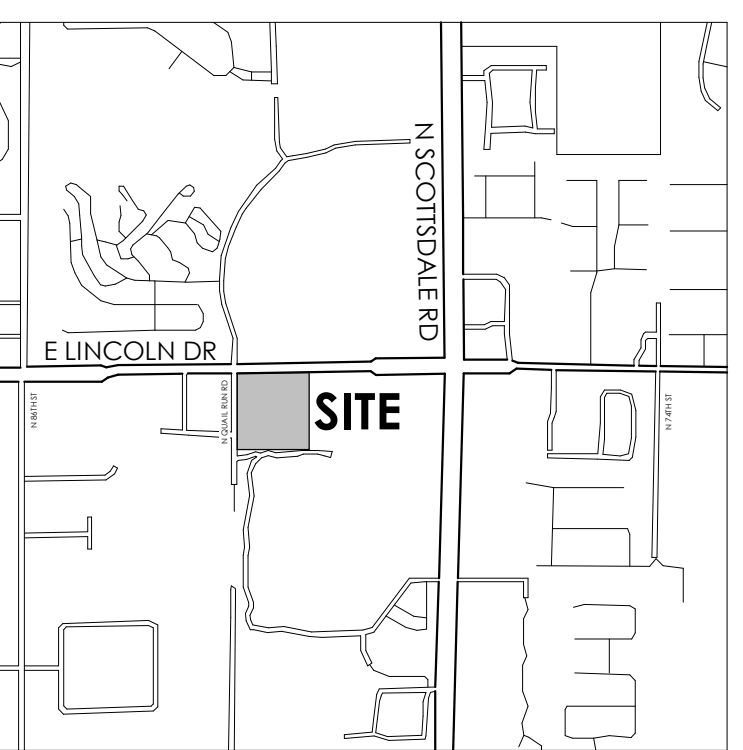
APN: 174-65-071  
22.13 ACRES NET  
6160 N SCOTTSDALE RD  
PV SCOTTSDALE HOTEL  
OWNER SPE LLC



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

0' 10' 20' 40' 80'

VICINITY MAP



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

ARCHITECTURAL SITE PLAN

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

NOT FOR  
CONSTRUCTION  
OR RECORDING  
FOR REVIEW AND  
BIDDING ONLY

A11.1.1

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# **ATTACHMENT B**

## **TRIP GENERATION CALCULATIONS**



**Methodology Overview**

This form facilitates trip generation estimation using data within the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition and methodology described within ITE's Trip Generation Handbook, 3rd Edition. These references will be referred to as Manual and Handbook, respectively. The Manual contains data collected by various transportation professionals for a wide range of different land uses, with each land use category represented by a land use code (LUC). Average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized LUC in various settings and time periods. The Handbook indicates an established methodology for how to use data contained within the Manual when to use the fitted curve instead of the average rate and when to adjustments to the volume of trips are appropriate and how to do so. The methodology steps are represented visually in boxes in Figure 3.1. This worksheet applies calculations for each box if applicable.

**Box 1 - Define Study Site Land Use Type & Site Characteristics**

The analyst is to pick an appropriate LUC(s) based on the subject's zoning/land use(s)/future land use(s). The size of the land use(s) is described in reference to an independent variable(s) specific to (each) the land use (example: 1,000 square feet of building area is relatively common).

**Land Use Types and Size**

Proposed Use	Amount Units	ITE LUC	ITE Land Use Name
Hotel	95 Rooms	310	Hotel
Hotel Restaurant	6.880 1,000 square feet	931	Fine Dining Restaurant
Private Dining	0.285 1,000 square feet	931	Fine Dining Restaurant
Grab & Go	0.830 1,000 square feet	932	High Turnover(Sit Down) Restaurant
Bar	0.300 1,000 square feet	931	Fine Dining Restaurant

**Box 2 - Define Site Context**

Context assessment is to "simply determine whether the study sites is in a multimodal setting" and "could have persons accessing the site by walking, bicycling, or riding transit." This assessment is used in Box 4. The Manual separates data into 4 setting categories - Rural, General Urban/Suburban, Dense Multi-Urban Use and Center City Core. This worksheet uses the following abbreviations, respectively: R, G, D, and C. The Manual does not have data for all settings of all land use codes. See the table on the next page titled "Site Context and Time Periods" - if this table is not provided, the "General Urban/Suburban" setting is used by default.

**Box 3 - Define Analysis Objectives Types of Trips & Time Period**

This tool will focus on vehicular trips for a 24-hour period on a typical weekday as well as its AM peak hour and PM peak hour. Other time period(s) may be of interest.

**Site Context and Time Periods - Actual Setting, Setting Data Available for LUC, Setting Used in Analyses**

Proposed Use	Setting	ADT		AM Peak Hour		PM Peak Hour		(not used)	
		Available	Used	Available	Used	Available	Used		
Hotel	General Urban/Suburban G	G C	G	G D C	G	G D C	G		
Hotel Restaurant	General Urban/Suburban G	G	G	G	G	G	G		
Private Dining	General Urban/Suburban G	G	G	G	G	G	G		
Grab & Go	General Urban/Suburban G	G	G	G	G	G D	G		
Bar	General Urban/Suburban G	G	G	G	G	G	G		

If the desired setting is not available within the *Manual*, adjustments may be made in Boxes 6 through 8.

**Box 4 - Is Study Site Multimodal?**

Per the Handbook, "if the objective is to establish a local trip generation rate for a particular land use or study site, the simplified approach (Box 9) may be acceptable but the Box 5 through 8 approach is required if the study site is located in an infill setting, contains a mix of uses on-site, or is near significant transit service."

**Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Determine Equation)**

Vehicular trips are estimated using rates/equations applicable to each LUC. When the appropriate graph has a fitted curve, the Handbook has a process (Figure 4.2) to determine when to use it versus using the weighted average rate or collecting local data. The methodology requires for engineering judgement in some circumstances and permits engineering judgement to override or make adjustments when appropriate to best project (example 1: study site is expected to operate differently than data in the applicable land use code - such as restaurant that is closed in the morning or in the evening; example 2: LUC data in a localized area fails to be represented by the typically selected fitted curve/weighted average rate - a small shop/LUC 820, AM peak hour is skewed by the high y-intercept).

**Equation Type: Equation Used [Equated Rate] (Type Abbreviations: Weighted Average Rate ("WA"), Fitted Curve ("FC"), or Custom ("C"))**

Proposed Use	ADT	AM Peak Hour	PM Peak Hour	(not used)
Hotel	FC: $T=10.84 \times X-423.51$ [6.38]	FC: $T=0.5 \times X-7.45$ [0.42]	FC: $T=0.74 \times X-27.89$ [0.45]	
Hotel Restaurant	WA: $T=X \times 83.84$ [83.84]	WA: $T=X \times 0.73$ [0.73]	WA: $T=X \times 7.8$ [7.80]	
Private Dining	WA: $T=X \times 83.84$ [83.84]	WA: $T=X \times 0.73$ [0.73]	WA: $T=X \times 7.8$ [7.80]	
Grab & Go	WA: $T=X \times 107.2$ [107.20]	WA: $T=X \times 9.57$ [9.57]	WA: $T=X \times 9.05$ [9.05]	
Bar	WA: $T=X \times 83.84$ [83.84]	WA: $T=X \times 0.73$ [0.73]	WA: $T=X \times 7.8$ [7.80]	

**Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Apply Equations and in/out Distributions)****Baseline Vehicular Trips**

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total				
Hotel	50%	303	303	606	56%	22	18	40	51%	21	21	42				
Hotel Restaurant	50%	288	288	576	80%	4	1	5	67%	36	18	54				
Private Dining	50%	12	12	24	80%	0	0	0	67%	1	1	2				
Grab & Go	50%	44	44	88	55%	4	4	8	61%	5	3	8				
Bar	50%	13	13	26	80%	0	0	0	67%	1	1	2				
<b>Totals</b>		<b>660</b>	<b>660</b>	<b>1,320</b>		<b>30</b>	<b>23</b>	<b>53</b>		<b>64</b>	<b>44</b>	<b>108</b>				



If vehicle trip reductions are not applied for internal capture and alternative mode, vehicle trips may be separated into vehicle trip subsets (pass-by trips, diverted trips, truck trips, new passenger vehicle trips) as part of Box 10. If vehicle trip reductions are to be applied, continue to Box 6.

#### Box 6 - Convert Baseline Vehicle Trips to Person Trips

If no vehicle trip reductions are to be applied, this portion may be ignored. The Handbook states "There are not enough samples to derive precise percentages by mode...however, for all but one,...the motor vehicle percentage of total person trips is at least 96 percent." and "[vehicle occupancy for] many of the most commonly analyzed land use codes are not [available]." This form assumes that the total baseline vehicle trips for all land use codes accounts for 90% of total person trips. Unless otherwise specified, this form later reverses the conversion in Box 8.

#### Box 7 - Estimate Internal Person Trips, External Walk/Bike Trips, Transit Person Trips, External Person Trips (Internal Capture)

Internal capture occurs for mixed-use developments when a portion of the trips generated by the site are expected to have the both the origin and destination within the site. Internal capture is not dependent on mode choice. The table below presents the internal capture percentages and trips in units of vehicle trips. CivTech can provide trips in units of persons if requested.

##### Adjustments for Internal Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
	Percent	In	Out	Total	Percent	In	Out	Total	Percent	In	Out	Total				
Hotel	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Hotel Restaurant	50%	144	144	288	50%	2	1	3	50%	18	9	27				
Private Dining	50%	6	6	12	50%	0	0	0	50%	1	0	1				
Grab & Go	50%	22	22	44	50%	2	2	4	50%	3	1	4				
Bar	50%	7	7	14	50%	0	0	0	50%	1	0	1				
<b>Totals</b>		<b>179</b>	<b>179</b>	<b>358</b>		<b>4</b>	<b>3</b>	<b>7</b>		<b>23</b>	<b>10</b>	<b>33</b>				

#### Box 7 - Estimate Internal Person Trips, External Walk/Bike Trips, Transit Person Trips, External Person Trips (Alternative Mode)

Alternate mode reductions are applied to account for trips to/from the study site made any means except as the driver of a personal vehicle (though carpooling is separate in Box 9). Alternative mode reductions, with respect to trips entering/exiting the site, include trips where more than one mode is used as long as the trip is not in a vehicle when crossing the boundary of the study site. The reduction is applied as a percent of vehicular trips removed from total external trips. The reduction percentage used does not include any amount of alternate mode trips that are accounted for in the baseline rates; the Dense Multi-Urban Use and City Core settings already account for alternate mode trips, though further reduction may still be reasonable in specific circumstances. The table below presents the alternative mode percentages and trips in units of vehicle trips. CivTech can provide trips in units of persons if requested.

##### Adjustments for Alternate Mode Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
	Percent	In	Out	Total	Percent	In	Out	Total	Percent	In	Out	Total				
Hotel	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Hotel Restaurant	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Private Dining	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Grab & Go	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Bar	0%	0	0	0	0%	0	0	0	0%	0	0	0				
<b>Totals</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0</b>				

#### Box 8 - Convert Person Trips to Final Vehicle Trips

The vehicle occupancy and baseline alternate mode are now factored out from the external trips in vehicles, after any adjustments for internal capture and additional alternate mode from Box 7. In Box 6, vehicle trips were considered to account for 90% of total person trips. Alternate mode trips in addition to the baseline, if any, are accounted for in Box 7. It is estimated that vehicle trips should be reduced by an additional 0% due to carpooling. The final external trips in vehicles is multiplied by 90% (= 90% - 0%) to produce the external vehicle trips.

##### External Vehicular Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
		In	Out	Total		In	Out	Total		In	Out	Total				
Hotel		303	303	606	55%	22	18	40	50%	21	21	42				
Hotel Restaurant		144	144	288	100%	2	0	2	67%	18	9	27				
Private Dining		6	6	12	0%	0	0	0	0%	0	1	1				
Grab & Go		22	22	44	50%	2	2	4	50%	2	2	4				
Bar		6	6	12	0%	0	0	0	0%	0	1	1				
<b>Totals</b>		<b>481</b>	<b>481</b>	<b>962</b>		<b>26</b>	<b>20</b>	<b>46</b>		<b>41</b>	<b>34</b>	<b>75</b>				



**SUP-23-01**

**Traffic Impact Analysis**





# Smoketree Resort

Traffic Impact Analysis  
8<sup>th</sup> Submittal

7101 E. Lincoln Drive  
Town of Paradise Valley, Arizona

December 2023  
Project No. 18-0555

Prepared For:

**Walton Global Holdings**  
8800 N Gainey Center Drive, Suite 345  
Scottsdale, Arizona 85258

For Submittal to:

**Town of Paradise Valley**

Prepared By:



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# **SMOKETREE RESORT TRAFFIC IMPACT ANALYSIS**

**7101 E Lincoln Drive  
Town of Paradise Valley, Arizona**

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Scottsdale, Arizona 85258

**For Submittal to:**  
Town of Paradise Valley, City of Scottsdale

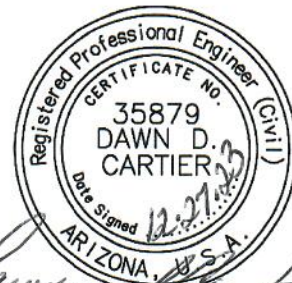
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*Dawn D. Cartier*

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**December 2023**  
CivTech Project No. 18-0555



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## EXECUTIVE SUMMARY

This report documents a traffic impact analysis performed for the proposed Smoketree Resort south of Lincoln Road between Mockingbird Lane and Scottsdale Road in the Town of Paradise Valley. The proposed development will consist of 82 hotel rooms composed of 77 lodge rooms and 5 casita room keys. Additionally, the Smoketree Resort will provide a 5,577 square foot restaurant, a 608 square foot private dining area, a 928 square foot Grab & Go meal area, a 448 square foot bar, a 200-seat meeting/event space, and other hotel amenities.

CivTech, Inc. has been retained by Walton Global Holdings to perform the traffic impact analysis for the proposed redevelopment. The purpose of this assessment is to address the traffic and transportation impacts of the proposed development on the surrounding streets and intersections.

The following conclusions have been documented in this study.

### GENERAL

- The proposed development is anticipated to generate approximately 918 external weekday daily trips, with 41 trips (23 in/ 18 out) occurring in the AM peak hour and 73 trips (43 in/ 30 out) occurring in the PM peak hour.

### EXISTING CONDITIONS

- The results of the existing conditions analysis summarized in **Table 2** indicate that all intersections currently operate at an overall acceptable level of service (LOS D or better). The following intersections include one or more approaches which currently operate with poor levels of service.
  - The intersection of **Mockingbird Lane and Lincoln Drive** currently operates with poor levels of service on the northbound and southbound approaches during the AM peak hour. Due to the actuated coordinated nature of this signal, if a vehicle does not approach the northbound or southbound approach of the intersection, this phase will be skipped, and the green time will be added to the eastbound and westbound green times. The northbound and southbound approaches of this intersection experience minimal traffic volumes during both the AM and PM peak hours, meaning that when they do approach the intersection, they must wait until the cycle starts again in order to pass through the intersection. If more vehicles utilize the intersection, this delay should decrease because the northbound and southbound green times will be utilized during more cycles throughout the peak hours.
  - The intersection of **Scottsdale Road and Lincoln Drive** currently experiences delays on the eastbound and westbound approaches during both the AM and PM peak hours and the southbound approach during the PM peak hour. Although mitigation is not typically recommended for existing conditions, since this stretch of Lincoln Drive is currently under development, recommendations will be made in order to minimize the current delay.



OPENING YEAR 2026

- The results of the 2026 peak hour analysis are summarized indicate that most intersections will operate at an overall acceptable level of service (LOS D or better) with the exception of **Mockingbird Lane & Lincoln Drive, Smoke Tree Driveway East & Lincoln Drive, and Scottsdale Road & Lincoln Drive.**
  - The intersection of **Mockingbird Lane and Lincoln Drive** is expected to experience undesirable delay in the southbound approach. The southbound approach experiences undesirable delay during the AM and PM peak hours in both the no-build and build scenarios in the 2026 opening year. The addition of an overlap phase for the southbound right-turn could be expected to mitigate delay particularly in the PM Peak Hour. With the issue existing in the no build condition, no recommendation for improvement is made.
  - The intersection of **Scottsdale Road and Lincoln Drive** is expected to experience undesirable delay in the westbound approach. The westbound approach experiences undesirable delay during the AM and PM peak hours in both the no-build and build scenarios in the 2026 opening year.
- The 2026 opening year level of service delays are provided for comparison to the 2031 horizon year delays. All mitigation analyses were performed based on the highest projected volumes and delays which occur in the horizon year 2031.
- Striping of a dedicated northbound left-turn lane at the intersection of Quail Run Road and Lincoln Drive in good geometric opposition to the expected southbound left-turn lane is recommended in the opening year.

HORIZON YEAR 2031

- The results of the 2031 peak hour analysis indicate that all intersections currently operate at an overall acceptable level of service (LOS D or better) with the exception of **Mockingbird Lane & Lincoln Drive, Smoke Tree Driveway East & Lincoln Drive, and Scottsdale Road & Lincoln Drive.**
  - The intersection of **Mockingbird Lane and Lincoln Drive** is expected to experience undesirable delay in the southbound approach. The southbound approach experiences undesirable delay during the PM peak hour in both the no-build and build scenarios in the 2031 horizon year. The signalized intersection is expected to operate with lower delays in the 2031 horizon year than in the opening year 2026. The increase in volumes from 2026 to 2031 likely caused a more even balance of volumes on each approach, which will allow an actuated signal to operate more efficiently.
  - The intersection of **Smoke Tree Driveway and Lincoln Drive** is expected to experience undesirable delay in the northbound shared approach. The northbound shared approach experiences undesirable delay during the PM peak hour in both the no-build and build scenarios in the 2031 horizon year.



- The intersection of **Scottsdale Road and Lincoln Drive** is expected to experience undesirable delay in the eastbound and westbound approaches in both the no-build and build scenarios. The eastbound approach experiences undesirable delay during the PM peak hour in both the no-build and build scenarios in the 2031 horizon year. The westbound approach experiences undesirable delay in the AM and PM peak hours in both the no-build and build scenarios in the 2031 horizon year. It is possible to mitigate the eastbound and overall delay slightly, by adjusting green times to allow for more through time in the eastbound approach. With the mitigation measures, the intersection is expected to operate with an acceptable overall intersection delay.
  - Adjusting the timing by no greater than 10 seconds during the AM peak hour results in a decrease in eastbound delay from 55.1 sec/veh (LOS E) to 43.6 sec/veh (LOS D) and the overall intersection delay decreases from 35.9 sec/veh (LOS D) to 34.4 sec/veh (LOS C). With the decrease in delay in the eastbound approach there are marginal increases (<10 sec/veh) in delay in the northbound and southbound approaches.
  - During the PM peak hour, increasing cycle length to 125 seconds is able to decrease the eastbound delay from 73.0 sec/veh (LOS E) to 62.5 sec/veh (LOS E) and the overall intersection delay from 62.5 sec/veh (LOS E) to 54.1 sec/veh (LOS D). With the decrease in delay in the eastbound approach, there is a marginal increase (<10 sec/veh) in delay in the northbound approach, and an increase in delay in the westbound approach from 59.9 sec/veh (LOS E) to 72.3 sec/veh (LOS E).
  - In order to mitigate the delays at this intersection, the initial green time could be changed to allow for more vehicles to pass through the intersection without the light changing from green to yellow, however, this change will be at the discretion of the City of Scottsdale as this intersection is owned and operated by the City.

#### QUEUE STORAGE

- A DO NOT BLOCK pavement marking and striping at the private internal drive intersection, south of Smoke Tree Driveway East & Lincoln Drive, is recommended to prevent conflicts due to onsite queue stacking.
- The recommended storage lengths in **Table 9** are provided for horizon year 2031 using the total traffic projections.

#### SIGHT DISTANCE

- Adequate site distance must be provided at the intersections to allow safe left and right turning movements from the development.
  - The developer should ensure that sight visibility is provided at all proposed intersections according to the distances and that sight triangles at public intersections are maintained according to the Town Code. All vegetation and trees should be maintained according to Town of Paradise Valley regulations.



## INTRODUCTION

This report documents a traffic impact analysis performed for the proposed Smoke Tree Resort south of Lincoln Road between Mockingbird Lane and Scottsdale Road in the Town of Paradise Valley. The proposed development will consist of 82 hotel rooms composed of 77 lodge rooms and 5 casita room keys. Additionally, the Smoke Tree Resort will provide a 8,577 square foot restaurant, a 608 square foot private dining area, a 928 square foot Grab & Go meal area, a 448 square foot bar, a 200-seat event/meeting space, and other hotel amenities.

## STUDY REQUIREMENTS

This study analyzes the traffic impact due to the proposed development on the surrounding street network. The study will be prepared in conformance with the Town of Paradise Valley's Traffic Impact Analysis (TIA) Criteria and Traffic Impact Statement (TIS) Criteria, May 2015. The specific objectives of the study are:

- To determine whether the planned street system in the vicinity of the site is adequate to accommodate the increased traffic that results from the proposed development.
- To recommend additional street improvements or traffic control devices, where necessary, and to mitigate the additional site-generated traffic.

## STUDY AREA

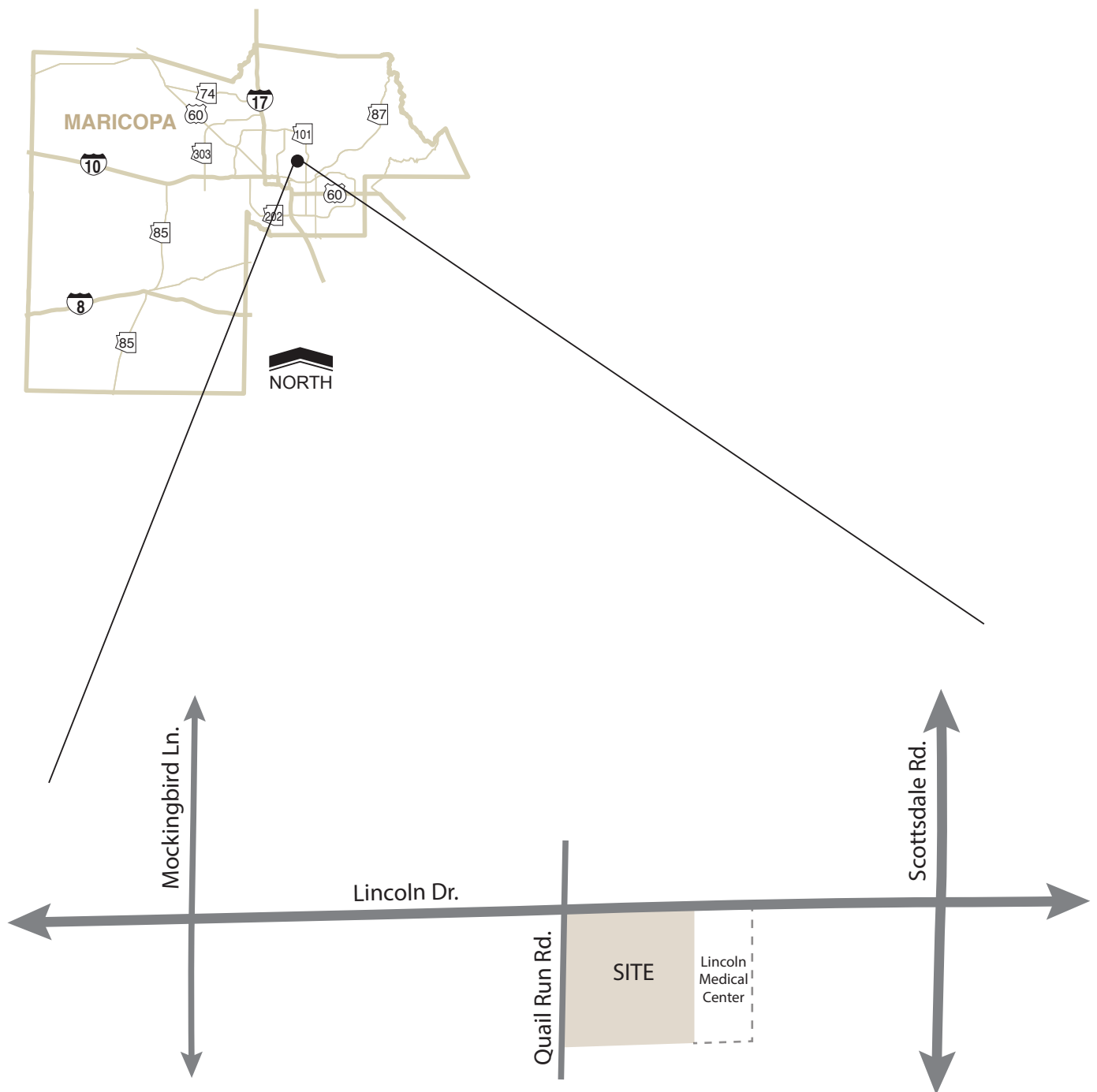
This study is classified as a Category 1 TIA meaning the study area is defined as all signalized and major unsignalized intersections within a ¼ -mile radius of the site. The following study area intersections have been evaluated:

- Mockingbird Lane & Lincoln Drive
- Quail Run Road & Lincoln Drive
- Smoke Tree Driveway East & Lincoln Drive
- AJ's Center Driveway & Lincoln Drive
- Scottsdale Road & Lincoln Drive

## HORIZON YEARS

Per the study requirements, a Category 1 Traffic Impact and Mitigation Analysis is required. Analysis will be conducted on the current conditions, the opening year and opening plus five years. For purposes of this study, the development will be assumed to be fully built out by 2026. Therefore, the analysis years to be analyzed for this study include the opening year 2026 and horizon year 2031. A vicinity map of the study area is provided in **Figure 1**.





**Figure 1:** Vicinity Map



## EXISTING CONDITIONS

### SURROUNDING LAND USE

The surrounding area includes various land uses. Directly north of the site, on the north side of Lincoln Drive, is the site for the new Ritz Carlton luxury hotel. Bordering the site to the east is the site for the proposed Lincoln Medical Center expansion. West of the site are detached single-family homes. Northeast of the site is the Lincoln Scottsdale, multi-family apartment homes. Also within the vicinity of the site are many retail shops and restaurants.

### EXISTING ROADWAY NETWORK

The existing roadway network analyzed in this study includes Mockingbird Lane, Lincoln Drive, Quail Run Road, and Scottsdale Road. The roadway classifications were obtained from the Town of Paradise Valley Street Classification Map.

**Mockingbird Lane** is a north-south three-lane minor arterial road with one lane in each travelling direction and a continuous two-way-left-turn lane (TWLTL) north of Lincoln Drive, and a two-lane road south of Lincoln Drive. Mockingbird Lane begins at the intersection with McDonald Road and continues north for approximately 2 miles before terminating at the intersection with Northern Avenue. The posted speed limit is 35 miles per hour (mph).

**Lincoln Drive** is an east-west four-lane major arterial road with two lanes in each travelling direction. Within the vicinity of the site, there are raised medians along portions of the road. Lincoln Drive begins just east of the State Route 51 freeway and continues east for approximately 7 miles before terminating at the intersection with Cattletrack Road, just west of the Arizona Canal. The posted speed limit is 40 mph within the vicinity of the site.

**Quail Run Road** is a north-south two-lane local road with one lane in each travelling direction. Quail Run Road begins just north of a private property south of the site and continues north for approximately 0.15 miles before terminating at the intersection with Lincoln Drive. There is no posted speed limit.

**Scottsdale Road** is a north-south six-lane major arterial road with three lanes in each travelling direction within the vicinity of the site. There are broken, raised medians along the whole length of road. Scottsdale Road begins at the intersection with Rio Salado Parkway and continues north for approximately 18 miles before terminating at the intersection with Carefree Highway. The posted speed limit is 45 mph.

### EXISTING INTERSECTION CONFIGURATION

The intersection of **Mockingbird Lane and Lincoln Drive** is a four-legged signalized intersection with protected-permitted left-turn phasing in the southbound and eastbound approaches and permitted left-turn phasing in the northbound and westbound approaches. The northbound approach provides one exclusive left turn lane and a shared through/right-turn lane. The southbound approach provides an exclusive left turn lane, a through lane, a bike lane, and a dedicated right turn lane. The eastbound approach provides an exclusive left turn lane, one



through lane, and one shared through and right turn lane. The westbound approach provides an exclusive left turn lane, two through lanes, and a dedicated right turn lane. There are pedestrian crosswalks across all legs of the intersection.

The intersection of **Quail Run Road and Lincoln Drive** is a four-legged, signalized intersection with permitted-protected left-turn phasing in the eastbound approach and permitted left-turn phasing in the northbound, southbound, and westbound approaches. The northbound approach provides one shared left-turn/through/right-turn lane. The eastbound approach provides an exclusive left-turn lane, one through lane, and one shared through/right-turn lane. The westbound approach provides one exclusive left-turn lane, two through lanes, and a dedicated right-turn lane. The westbound approach is equipped for permitted-protected left turn phasing, but it is not implemented. The southbound approach provides one shared left-turn/through/right-turn lane.

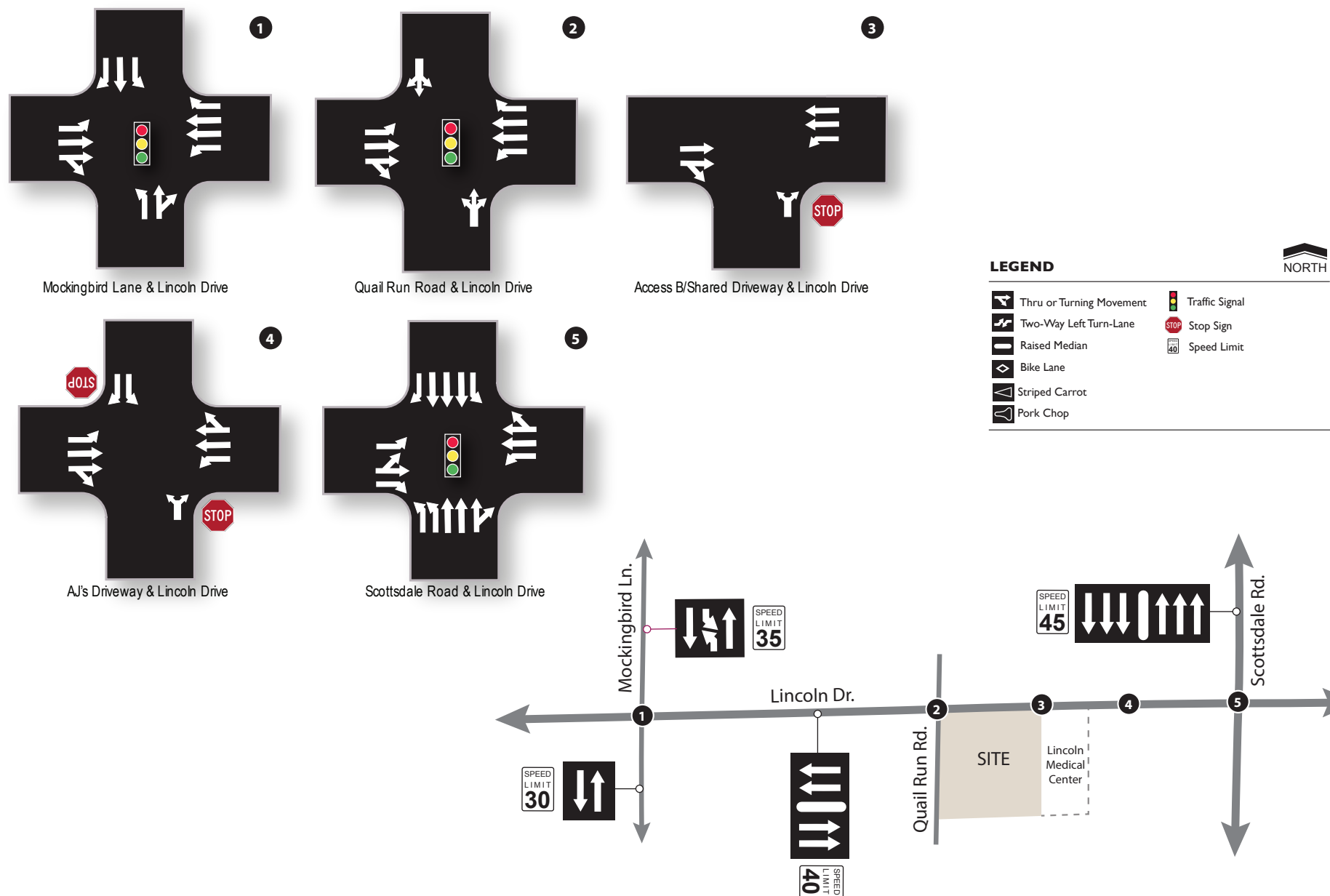
The intersection of **Smoke Tree Driveway East and Lincoln Drive** is a three-legged, stop-controlled intersection with free movements in the east and west directions. The northbound approach consists of one shared left and right turn lane. The eastbound approach consists of one through lane and one shared through and right turn lane. The westbound approach consists of an exclusive left-turn lane and two through lanes.

The intersection of **AJ's Center Driveway and Lincoln Drive** is a four-legged, stop-controlled intersection with free movements in the east and west directions. The northbound approach provides a one shared left/through/right lane. The eastbound approach provides an exclusive left-turn lane, a through lane, and one shared through/right-turn lane. The southbound approach provides one exclusive left turn lane and one dedicated right turn lane. The westbound approach provides a TWTL, one through lane, and one shared through/right-turn lane. The intersection of AJ's Center Driveway and Lincoln Drive is maintained by the City of Scottsdale.

The intersection of **Scottsdale Road and Lincoln Drive** is a four-legged signalized intersection with split phasing on the eastbound and westbound approaches, protected left turns on the northbound and southbound approaches, and permitted overlap right turn phasing in the southbound and eastbound approaches. The northbound approach provides two exclusive left turn lanes, two through lanes, and one shared through/right-turn lane. The westbound approach provides one exclusive left-turn lane, one through lane, one shared through/right-turn lane, and a bike lane. The southbound approach provides one exclusive left turn-lane, three through lanes, and one dedicated right-turn lane. The eastbound approach provides one exclusive left turn lane, one shared left turn and through lane and one dedicated right turn lane. The intersection of Scottsdale Road and Lincoln Drive is maintained by the City of Scottsdale.

The existing intersection configurations and traffic control are illustrated in **Figure 2**.





**Figure 2: Existing Lane Configurations and Traffic Controls**



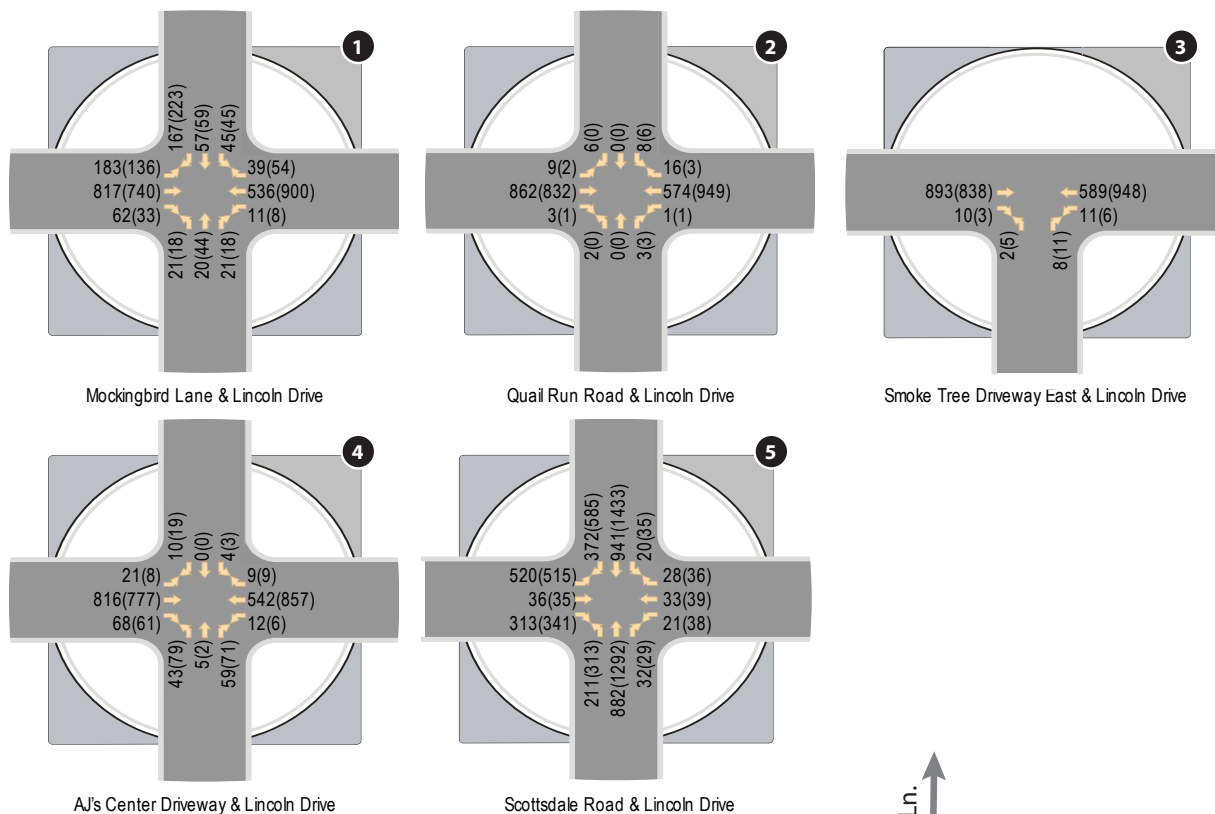
## EXISTING TRAFFIC VOLUMES

CivTech engaged Field Data Services of Arizona, Inc. to record traffic volumes at five (5) study intersections within the project vicinity. Peak hour volume turning movement counts were performed from 7:00-9:00 AM and 4:00-6:00 PM on Wednesday, November 16, 2022. Peak hour turning movement counts were conducted at the following study intersections:

- Mockingbird Lane & Lincoln Drive
- Quail Run Road & Lincoln Drive
- Smoke Tree Driveway East & Lincoln Drive
- AJ's Center Driveway & Lincoln Drive
- Scottsdale Road & Lincoln Drive

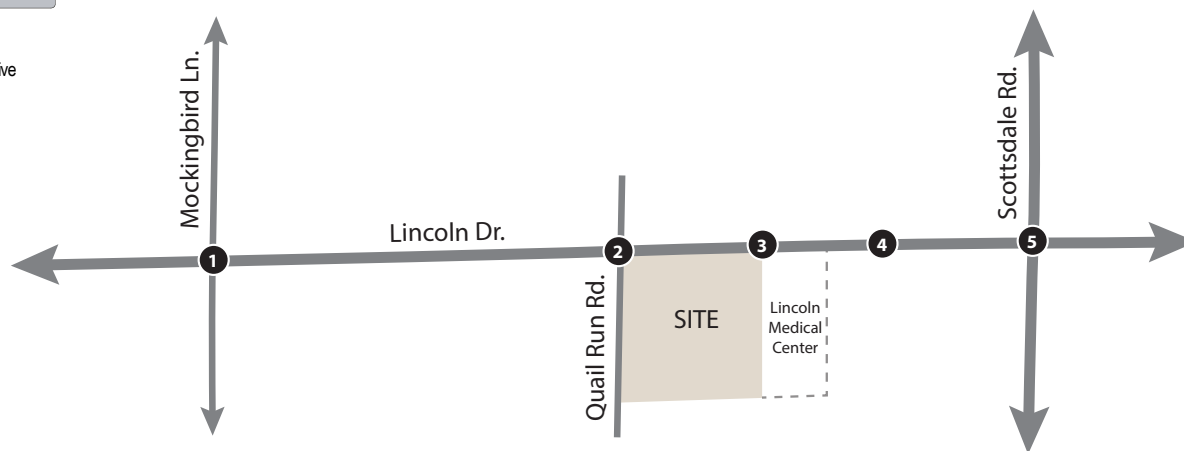
Existing traffic volumes are presented in **Figure 3** for the weekday AM and PM peak hours. Raw traffic volume data obtained for this study have been included in **Appendix B**.





#### Legend

XX(XX) - AM(PM) Peak Hour Traffic Volumes



**Figure 3: Existing Traffic Volumes**



## EXISTING CAPACITY ANALYSIS

Peak hour capacity analyses have been conducted for the study intersections based on existing intersection configurations and traffic volumes. All intersections have been analyzed using the methodologies presented in the *Highway Capacity Manual (HCM), Special Report 209*, and Updated 2016 and using Synchro software, version 11.0 under the HCM 6<sup>th</sup> edition methodology.

The concept of level of service (LOS) uses qualitative measures that characterize operational conditions within the traffic stream. The individual levels of service are described by factors that include speed, travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations A through F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions. Levels of service for intersections are defined in terms of delay ranges. **Table 1** lists the level of service criteria for signalized and unsignalized intersections, respectively.

**Table 1 – Level of Service Criteria**

Level of Service	Control Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

*Source: Exhibit 19-8, Exhibit 20-2, Exhibit 21-8 and Exhibit 22-8, Highway Capacity Manual 2017*

Synchro 11.0 software calculates the LOS per the HCM 6<sup>th</sup> edition methodology. The 6<sup>th</sup> edition HCM documents the signalized LOS calculation methodology which considers lane geometry, traffic volumes and cycle length/phasing to compute LOS. Synchro analysis worksheets report individual movement delay/LOS and overall delay/LOS for signalized intersections; unsignalized intersection worksheets report the worst-case delay/LOS and the average overall intersection delay. Signal timing data for the intersections of Mockingbird Lane and Lincoln Drive, and Quail Run Road and Lincoln Drive were provided by the Town of Paradise Valley. Timing for the intersection of Scottsdale Road and Lincoln Drive was provided by the City of Scottsdale. Results of the existing level of service analyses are shown in **Table 2** for both AM and PM peak hours. The existing conditions analysis worksheets and existing timing sheets have been included in **Appendix C**.



**Table 2 – Existing Peak Hour Levels of Service**

ID	Intersection	Control	Approach/ Movement	Existing LOS AM (PM)
1	Mockingbird Lane & Lincoln Drive	Signal	NB	<b>E(D)</b>
			SB	<b>E(E)</b>
			EB	A(A)
			WB	C(A)
			<b>Overall</b>	<b>C(B)</b>
2	Quail Run Road & Lincoln Drive	Signal	NB	D(D)
			SB	D(D)
			EB	C(A)
			WB	A(B)
			<b>Overall</b>	<b>C(A)</b>
3	Smoke Tree Driveway East & Lincoln Drive	1-Way Stop (NB)	NB Shared	C(C)
			WB Left	A(A)
4	AJ's Center Driveway & Lincoln Drive	2-Way Stop (NB/SB)	NB Shared	C(C)
			SB Left	B(C)
			SB Right	A(B)
			EB Left	A(A)
			WB Left	A(A)
5	Scottsdale Road & Lincoln Drive	Signal	NB	C(C)
			SB	C(C)
			EB	D(D)
			WB	<b>E(E)</b>
			<b>Overall</b>	<b>C(C)</b>

The results of the existing conditions analysis summarized in **Table 2** indicate that all intersections currently operate at an overall acceptable level of service (LOS D or better). The following intersections include one or more approaches which currently operate with poor levels of service.

The intersection of **Mockingbird Lane and Lincoln Drive** currently operates with poor levels of service on the northbound and southbound approaches during the AM peak hour. Due to the actuated coordinated nature of this signal, if a vehicle does not approach the northbound or southbound approach of the intersection, this phase will be skipped, and the green time will be added to the eastbound and westbound green times. The northbound and southbound approaches of this intersection experience minimal traffic volumes during both the AM and PM peak hours, meaning that when they do approach the intersection, they must wait until the cycle starts again in order to pass through the intersection. If more vehicles utilize the intersection, this delay should decrease because the northbound and southbound green times will be utilized during more cycles throughout the peak hours.

The intersection of **Scottsdale Road and Lincoln Drive** currently experiences delays on the eastbound and westbound approaches during both the AM and PM peak hours and the southbound approach during the PM peak hour. Although mitigation is not typically recommended for existing conditions, since this stretch of Lincoln Drive is currently under development, recommendations will be made in order to minimize the current delay.



## PROPOSED DEVELOPMENT

### SITE LOCATION

The proposed redevelopment will be located at 7101 East Lincoln Drive in the Town of Paradise Valley, Arizona.

### SITE ACCESS

- Access A is a proposed full access on Quail Run Road to the Smoke Tree site. The access point is approximately 165 feet south of Lincoln Drive. Signage restricting westbound left-turns out of the site may be required. No vehicles are expected to make this turning movement.
- Access B is an existing full movement access point on Lincoln Drive located at the Smoke Tree Resort eastern property line; this is a shared access with the Lincoln Medical Plaza bordering Smoke Tree to the east.

The proposed site plan is provided in **Figure 4**.



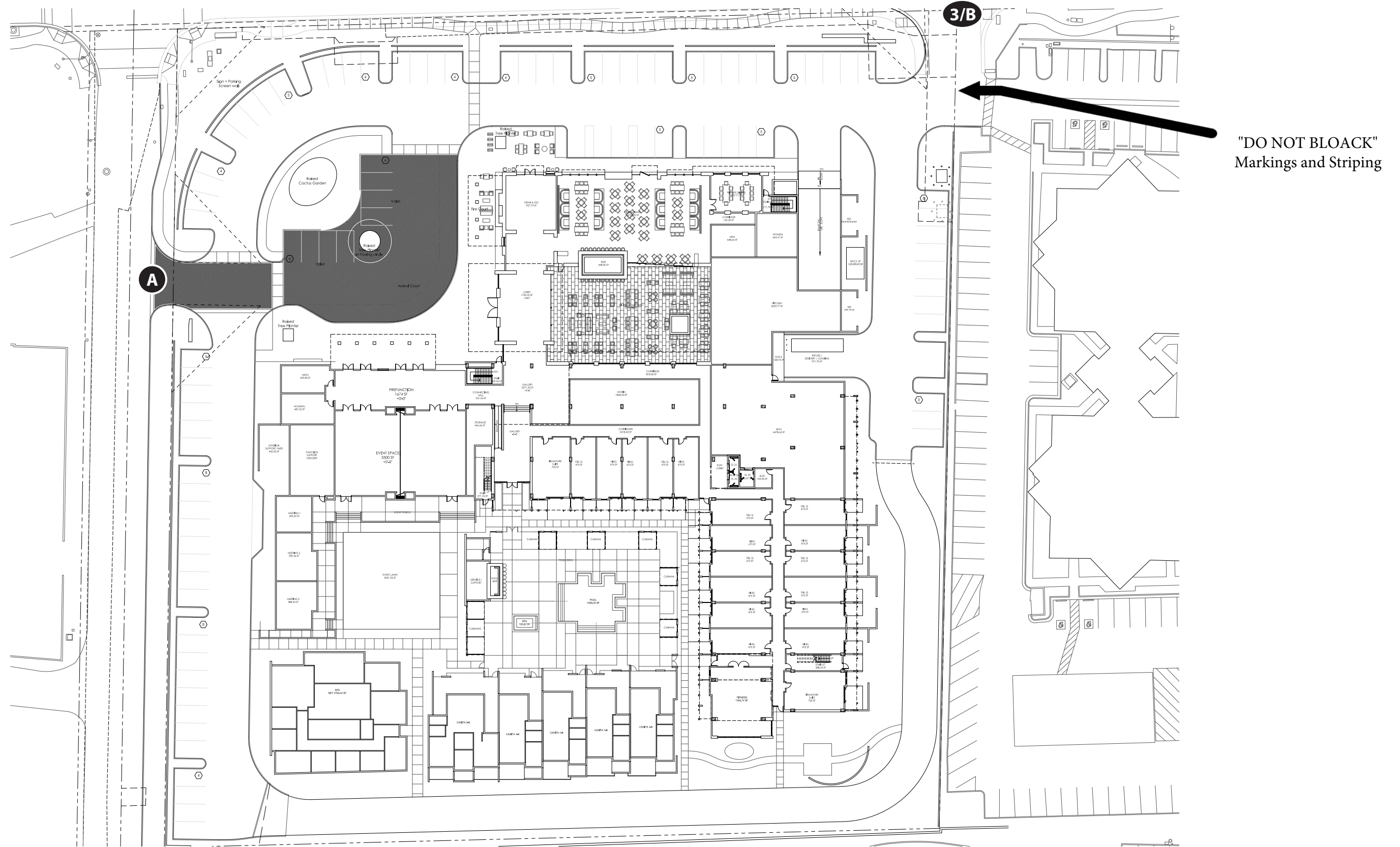


Figure 4: Site Plan and Access



## TRIP GENERATION

The potential trip generation for the proposed development was estimated utilizing the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* and *Trip Generation Handbook, 3<sup>d</sup> Edition*. The ITE *Trip Generation Manual* contains data collected by various transportation professionals for a wide range of different land uses. The data are summarized in the report and average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized land use. The report provides information on daily and peak hour trips.

The proposed development will consist of 82 hotel rooms which consist of 77 lodge rooms and 5 casita room keys. Additionally, the Smoke Tree Resort will provide 4,153 square feet of restaurant dining area, a 608 square foot private dining area, a 928 square foot Grab & Go meal area, a 448 square foot bar, a 200-seat event/meeting spaces, and other hotel amenities.

ITE's definition of the hotel land use (LUC 310) includes supporting facilities such as, "a full-service restaurant, cocktail lounge, meeting rooms, banquet rooms, and convention facilities." The proposed ancillary uses to the hotel: the pool bar and event space, are therefore included in the hotel trip generation.

Additionally, an internal capture percentage was applied to the Hotel Restaurant, Private Dining, and the Grab & Go because it is assumed that not all trips to and from these areas will be external. For these restaurant uses, it is anticipated that 50% of the trips will be arriving externally and the other 50% will be visiting other on-site uses. **Table 3** depicts the trip generation summary for the proposed development. Trip generation calculations are provided in **Appendix D**.



**Table 3 – Trip Generation Summary**

Proposed Use	ITE LUC	Size	Units	Weekday Trips						
				Daily	AM			PM		
				Total	In	Out	Total	In	Out	Total
Hotel/Resort Villas and Amenities	310	82	Rooms	466	19	15	34	17	16	33
Hotel Restaurant (Fine Dining Restaurant)	931	8,577	SF	720	5	1	6	45	22	67
Private Dining (Fine Dining Restaurant)	931	608	SF	50	0	0	0	3	2	5
Grab & Go (High Turn Over Restaurant)	932	928	SF	100	5	4	9	5	3	8
Bar (Fine Dining Restaurant)	931	448	SF	38	0	0	0	2	1	3
<b>Total Trips</b>				<b>1,374</b>	<b>29</b>	<b>20</b>	<b>49</b>	<b>72</b>	<b>44</b>	<b>116</b>
<i>Internal Capture Reduction</i>				<i>(456)</i>	<i>(6)</i>	<i>(2)</i>	<i>(8)</i>	<i>(29)</i>	<i>(14)</i>	<i>(43)</i>
<b>Total External Trips</b>				<b>918</b>	<b>23</b>	<b>18</b>	<b>41</b>	<b>43</b>	<b>30</b>	<b>73</b>

CALCULATIONS (Equations shown only where applicable)			
Land Use [Units]	Daily	AM Peak Hour	PM Peak Hour
Hotel [82 Rooms]	$T_{Day} = 82 \times 10.84 = 423.51 = 466$	$T_{AM} = 82 \times 0.5 = 7.45 = 34$	$T_{PM} = 82 \times 0.74 = 27.89 = 33$
Hotel Restaurant [8,577 KSF]	$T_{Day} = 8,577 \times 83.84 = 720$	$T_{AM} = 8,577 \times 0.73 = 6$	$T_{PM} = 8,577 \times 7.8 = 67$
Private Dining [0.608 KSF]	$T_{Day} = 0.608 \times 83.84 = 50$	$T_{AM} = 0.608 \times 0.73 = 0$	$T_{PM} = 0.608 \times 7.8 = 5$
Grab & Go [0.928 KSF]	$T_{Day} = 0.928 \times 107.20 = 100$	$T_{AM} = 0.928 \times 9.57 = 9$	$T_{PM} = 0.928 \times 9.05 = 8$
Bar [0.448 KSF]	$T_{Day} = 0.448 \times 83.84 = 38$	$T_{AM} = 0.448 \times 0.73 = 0$	$T_{PM} = 0.448 \times 7.8 = 3$

The proposed development is anticipated to generate approximately 918 external weekday daily trips, with 41 trips (23 in/ 18 out) occurring in the AM peak hour and 73 trips (43 in/ 30 out) occurring in the PM peak hour.

## TRIP DISTRIBUTION AND ASSIGNMENT

A single trip distribution pattern was assumed for the proposed development. It is expected that the resort development will generate trips based on future population within a 7-mile radius of the site. Future total population within a 7-mile radius of the site, as predicted by the 2020/2030 socio-economic data compiled by the Maricopa Association of Governments (MAG), was used as a basis to estimate trip distribution for the resort development.

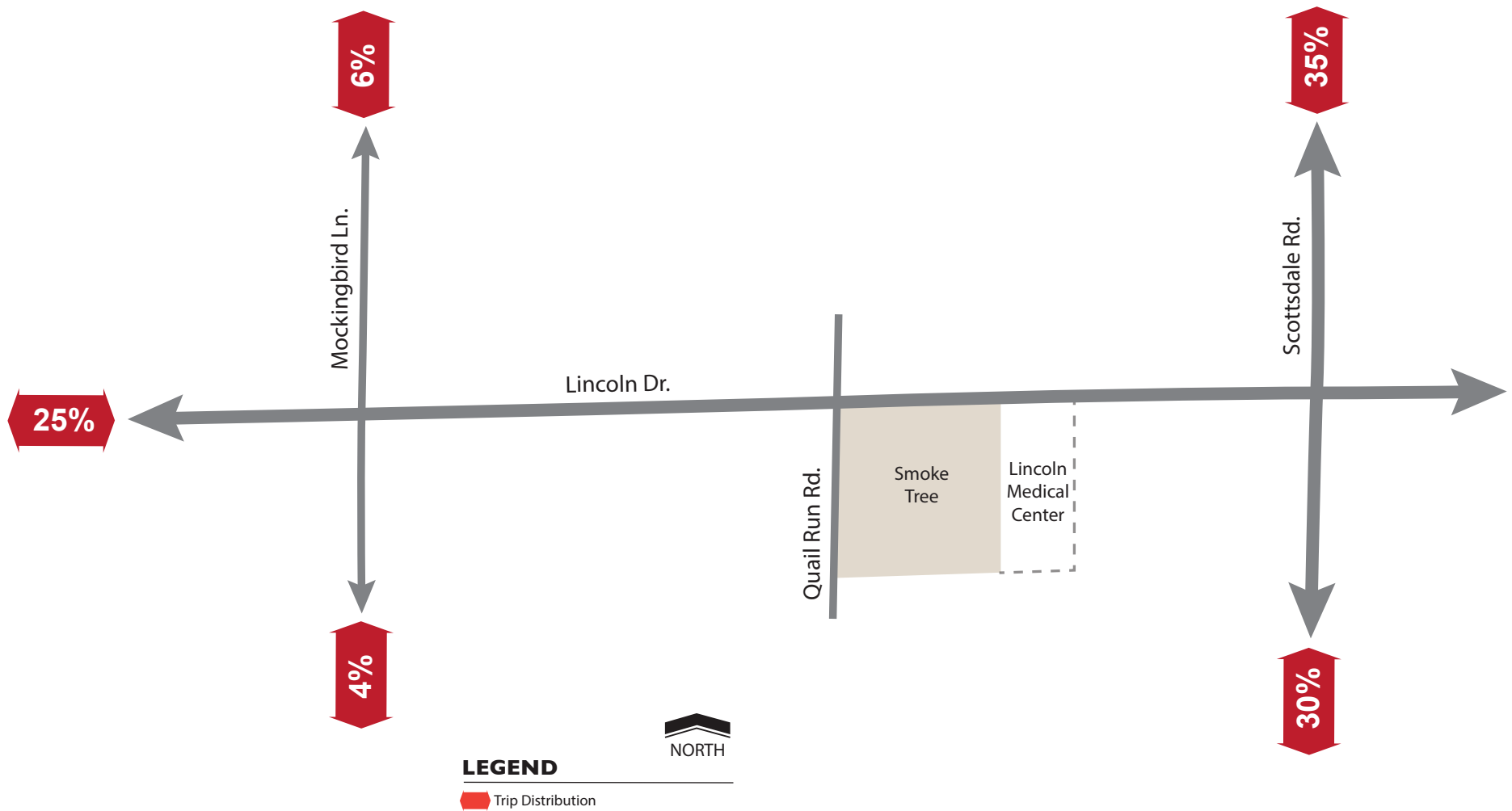
The resulting trip distribution percentages for the study area are shown in **Table 4**. The trip distribution calculations are included in **Appendix E**.

illustrates the trip distribution percentages shown in **Table 4** on the existing roadway network with the study area. The percentages presented in **Figure 5** were applied to the site trips generated to determine the AM and PM peak hour site traffic at the intersections within the study area. The resulting site generated traffic for the proposed development is presented in **Figure 6**.

**Table 4 – Site Trip Distribution**

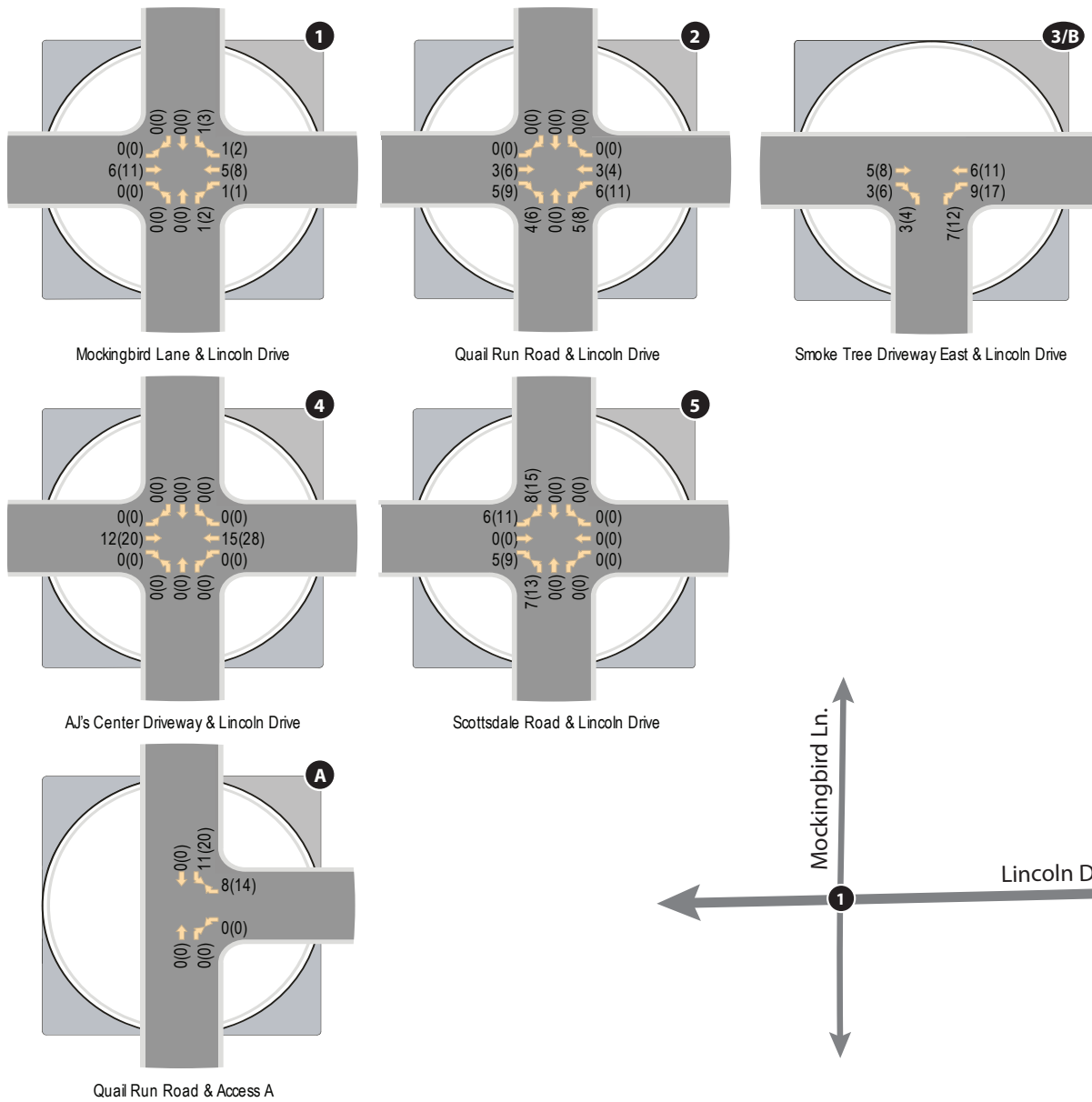
Direction (To/From)	Trip Distribution
North on Mockingbird Ln	6%
South on Mockingbird Ln	4%
West on Lincoln Dr	25%
North on Scottsdale Rd	35%
South on Scottsdale Rd	30%
<b>Total</b>	<b>100%</b>





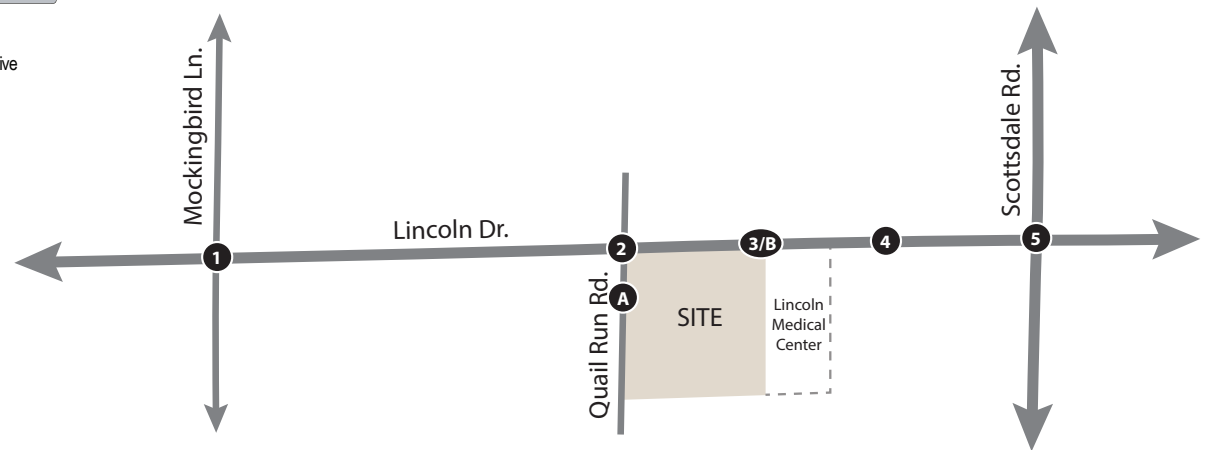
**Figure 5:** Trip Distribution





#### Legend

XX(XX) - AM(PM) Peak Hour Traffic Volumes



**Figure 6:** Site Generated Traffic Volumes



## FUTURE BACKGROUND TRAFFIC

CivTech applied a growth rate to the existing traffic counts for this study in order to obtain the background traffic volumes along the adjacent roadway network. In reviewing the City of Scottsdale Traffic Counts Map, a 1.7% average growth rate was found within the proposed study area. **Table 5** shows the expansion factors used for the proposed opening year 2026 and horizon year 2031. Detailed background traffic calculations are presented in **Appendix F**.

**Table 5 – Growth Rate Expansion Factors**

Horizon Year	Expansion Factor
2026	1.070
2031	1.164

Applying the growth rate expansion factors to the existing traffic volumes predicts the volume of traffic anticipated on the surrounding area roads for opening year 2026 and horizon year 2031.

### RITZ CARLTON

Directly north of the proposed Smoke Tree Resort is the new Ritz Carlton Resort. Phase 1 of that development was expected to be open by 2021, meaning that it is already adding some site generated trips to the surrounding roadway network. Since CivTech was the company that performed the analysis for the Ritz Carlton in 2016, the site generated volumes expected for the 2026 horizon year, as depicted in the *Ritz Carlton Resort Master Traffic Impact Analysis, March 2016*, were added to the grown existing volumes. To be conservative, CivTech estimated that 75% of the Ritz Carlton development would be open and occupied by the opening year 2026. For the horizon year 2031, all Ritz Carlton site traffic was added to the background traffic volumes.

The signal at the intersection of Quail Run Road and Lincoln Drive has been constructed by the Ritz Carlton developer and is currently operational.

### QUAIL RUN 8

Southwest of the site across Quail Run Road is a proposed development of eight single-family detached homes. The Quail Run 8 development is expected to open in 2026. Site-generated volumes from the proposed Quail Run 8 development were obtained From the Traffic Impact Statement performed by CivTech in March 2023, and added to the 2026 and 2031 background traffic volumes.

The background traffic for the opening year 2026 is presented in **Figure 7**. The background traffic for the horizon year 2031 is presented in **Figure 8**. Ritz Carlton site-generated traffic volumes are included in **Appendix F**.

## TOTAL TRAFFIC

Total traffic was determined by adding the site generated traffic to the projected background traffic. Total peak hour traffic volumes for the opening year 2026 are shown in **Figure 9**. Total peak hour traffic volumes for the horizon year 2031 are shown in **Figure 10**.



## NOTE REGARDING PARKING STATEMENT

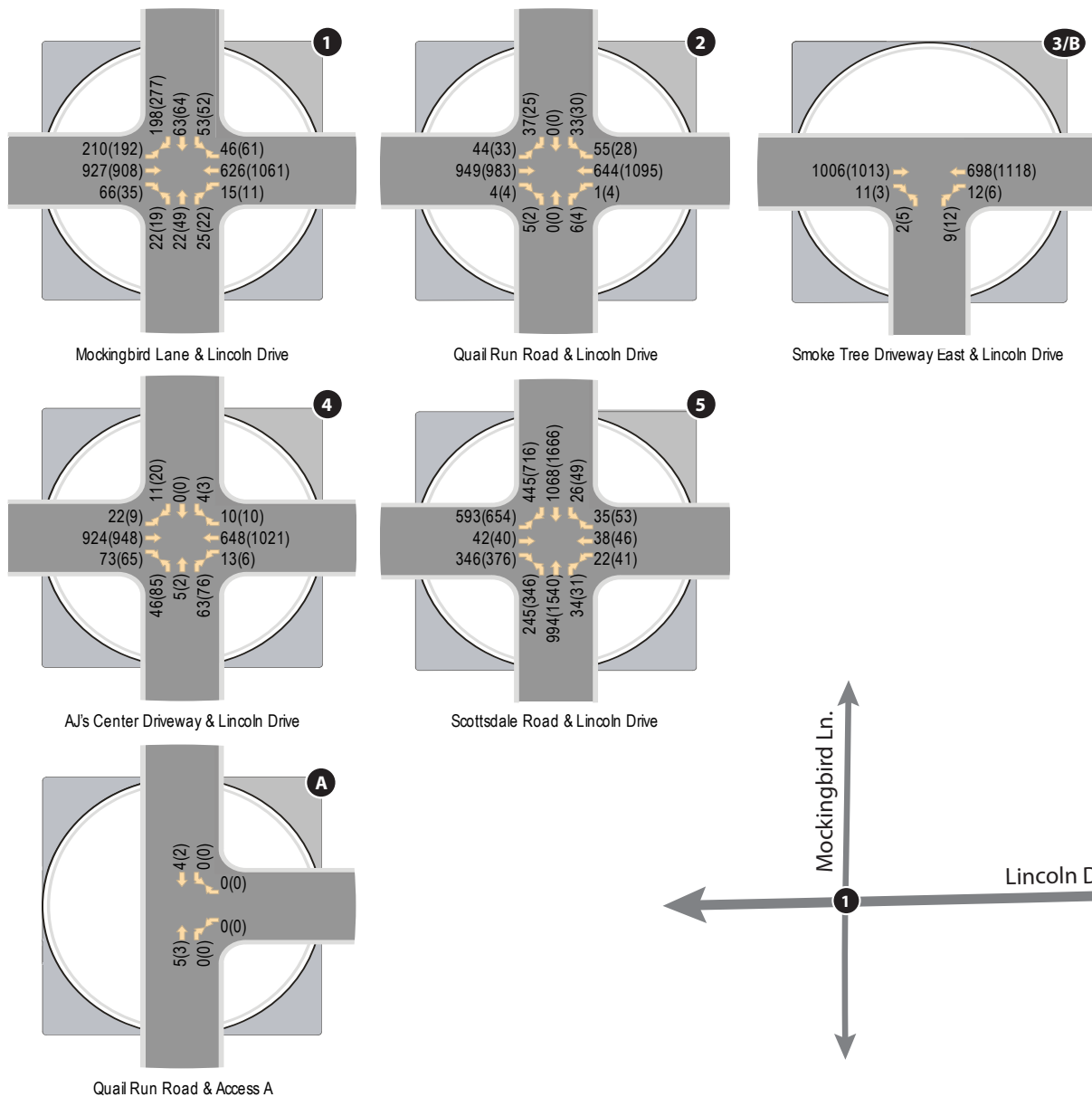
This TIA and the Parking Statement (PS) for the same property are based on the same land uses and square footage but must account for different spaces when completing the analysis. For example, the amenities of the hotel are included under the hotel land use for the TIA but must be broken out for the PS and the kitchen space of a restaurant must be considered in the TIA but does not for a PS. The Table below provides a comparison of the square footage used for both the TIA and the PS.

**Table 6 – Parking Study to TIA Land Use Comparison**

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
iv.	Indoor Fitness	A part of the hotel		1,328	SF
v.	Indoor Spa/Pool	A part of the hotel		1,822	SF
vi.	Hotel Restaurant <sup>1</sup>	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

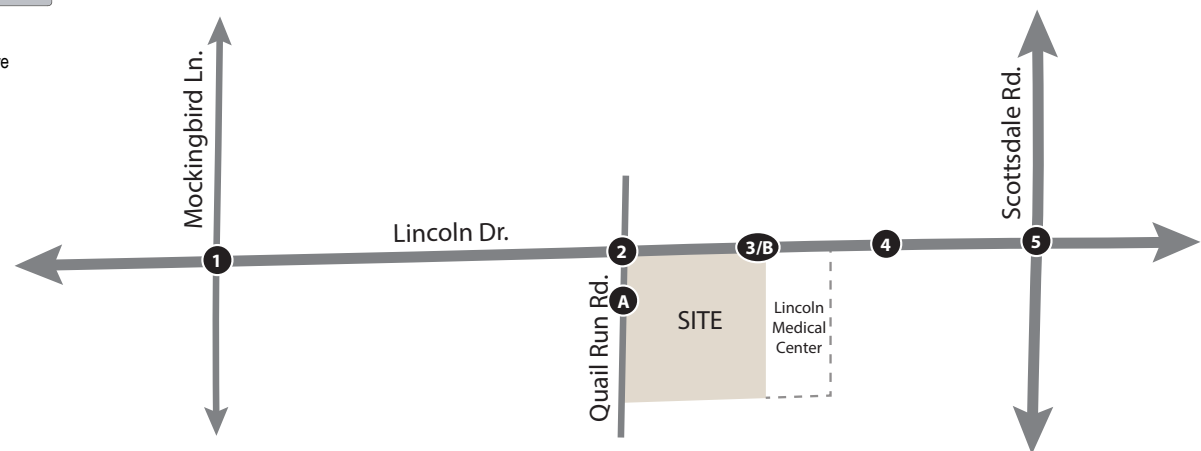
<sup>1</sup> For the TIA this value is the indoors GSF. For the PS this value is the indoor + outdoor dining area SF.





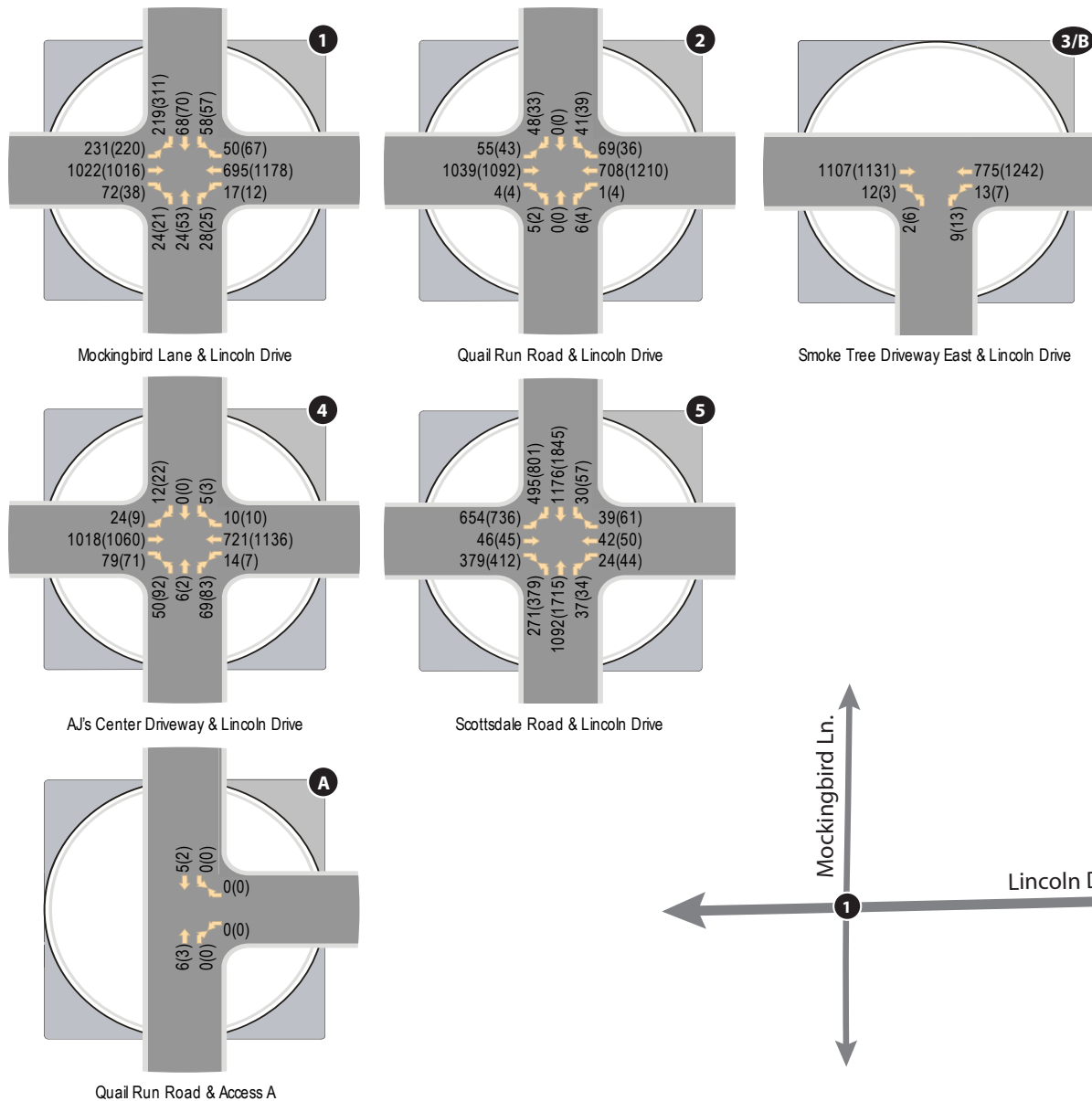
#### Legend

XX(XX) - AM(PM) Peak Hour Traffic Volumes



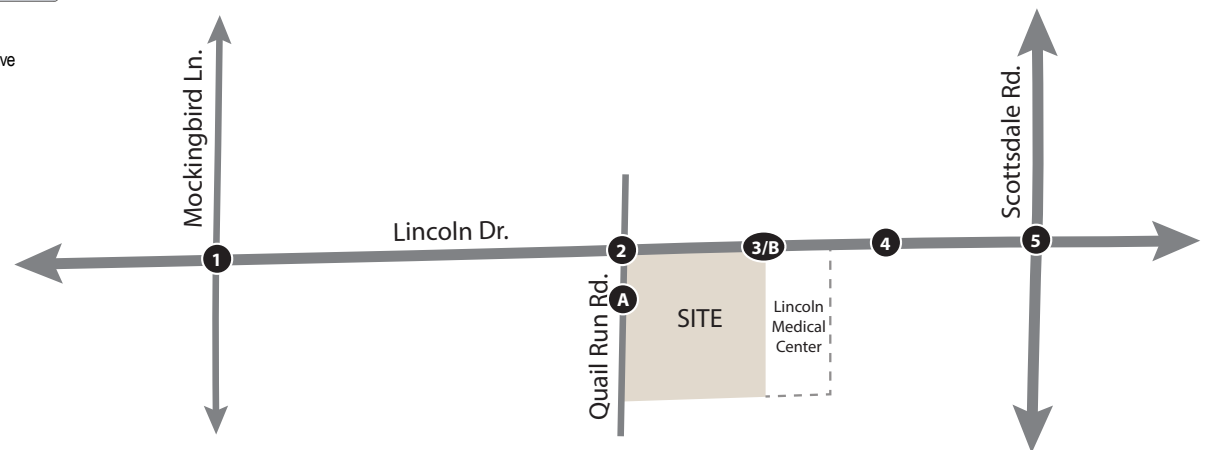
**Figure 7: 2026 Background Traffic Volumes**





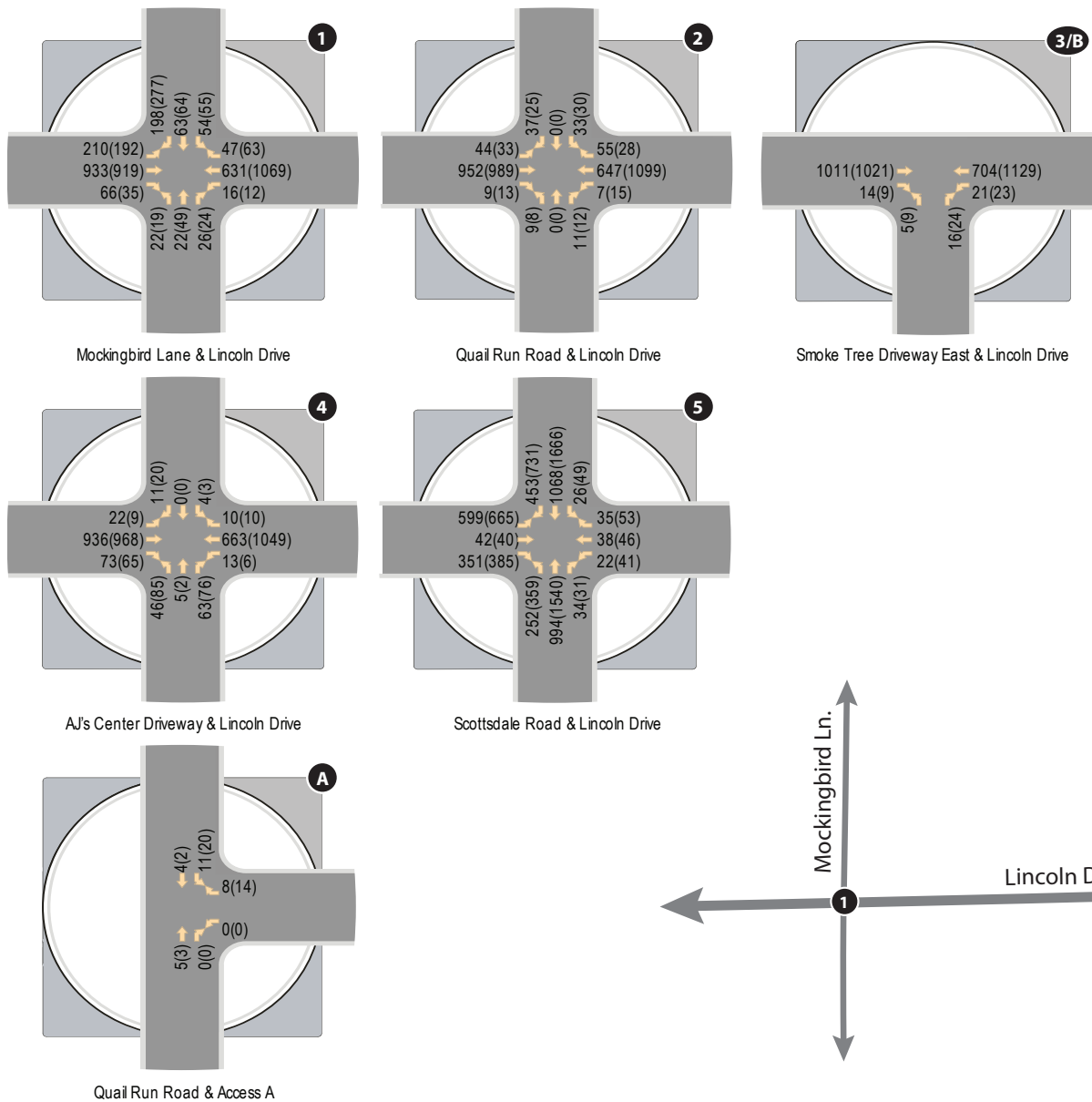
#### Legend

XX(XX) - AM(PM) Peak Hour Traffic Volumes



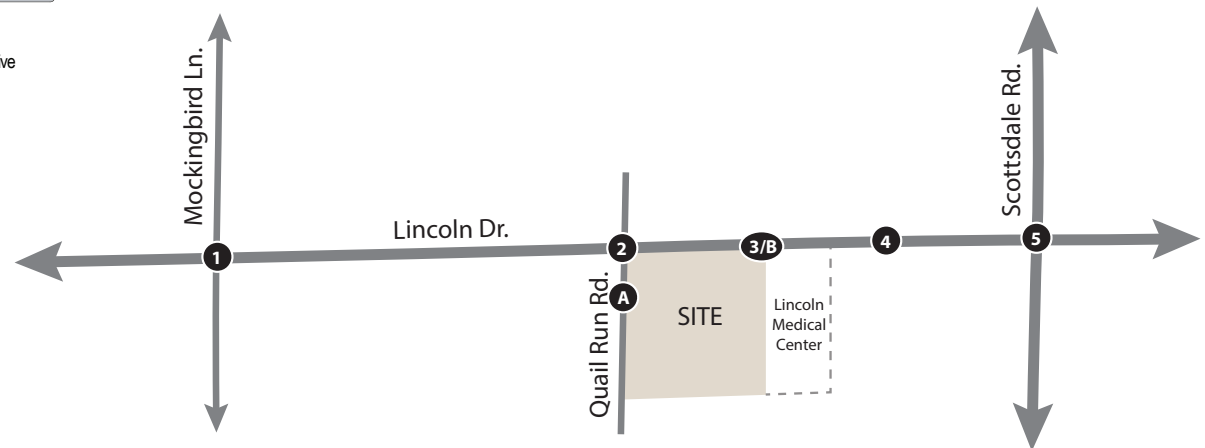
**Figure 8: 203 | Background Traffic Volumes**





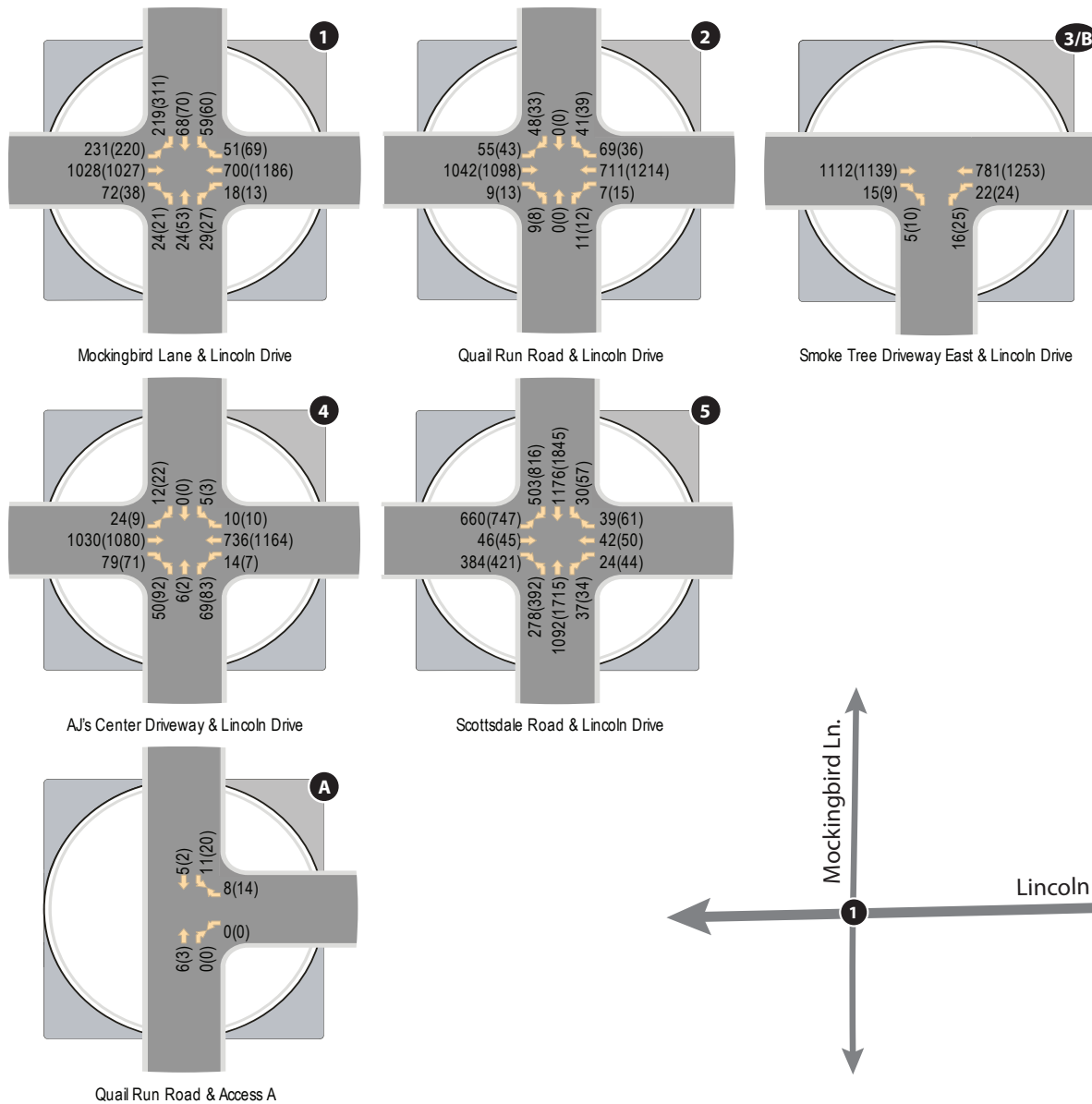
#### Legend

XX(XX) - AM(PM) Peak Hour Traffic Volumes



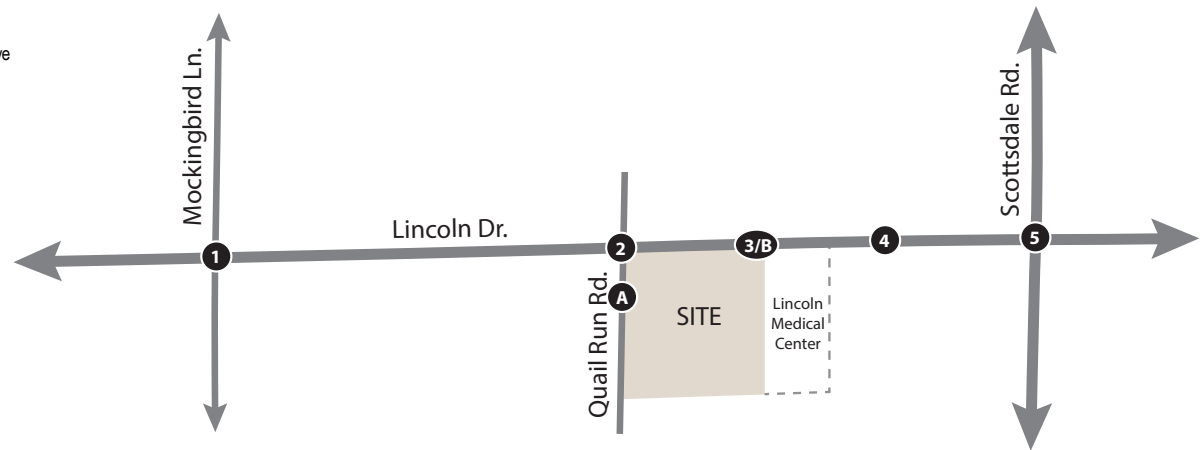
**Figure 9: 2026 Total Traffic Volumes**





#### Legend

XX(XX) - AM(PM) Peak Hour Traffic Volumes



**Figure 10: 2031 Total Traffic Volumes**



## TRAFFIC AND IMPROVEMENT ANALYSIS

### TURN LANE WARRANTING ANALYSIS

#### RIGHT-TURN DECELERATION LANES

The Town of Paradise Valley provides in their *TIA Criteria, May 2015* specific warrants for the installation of dedicated right-turn auxiliary lanes. Three of the below conditions must be met to warrant a deceleration lane.

1. At least 5,000 vehicles per day are using or are expected in the near future (five years after the development is built-out) to be using the adjacent street.
2. The posted speed limit is 35 mph or the 85th percentile speed limit is greater than 35 mph.
3. At least 1,000 vehicles per day are using or are expected to use the driveway(s) for the development or adjacent development(s) (existing or future).
4. At least 90 vehicles are expected to make right turns into the driveway(s) for a one-hour period for the development or adjacent developments (existing or future).

The 2031 peak hour right-turn volumes from the adjacent street onto the proposed driveways is summarized in **Table 7**:

**Table 7 – Right-turn Deceleration Lane Warranting Criteria**

Access	Adjacent ADT	Speed (MPH)	Driveway ADT	Right-Turn Peak Hour Volume	Warrant Met?
Criteria	5,000	35	1,000	90	
Quail Run Rd. & Lincoln Dr. Eastbound	11,993	40	419	10	<b>No</b>
<b>Criteria Met?</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	
Smoketree Drwy. & Lincoln Dr. Eastbound	12,634	40	652	15	<b>No</b>
<b>Criteria Met?</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	

These warrants are **not** met at the intersection of **Smoke Tree Driveway East & Lincoln Drive** or **Quail Run Road & Lincoln Drive**. The capacity analysis section will determine whether right-turn deceleration lanes are recommended at the intersection of **Smoke Tree Driveway East & Lincoln Drive** or **Quail Run Rd. & Lincoln Drive**.

#### LEFT-TURN DECELERATION LANES

The Town of Paradise Valley does not have specific warrants for the installation of exclusive left-turn auxiliary lanes. The intersection of Smoke Tree Driveway East and Lincoln Drive; however, has an existing TWLTL that provides storage for vehicles turning left into the site. In accordance with recommendations made in agency comments, the reconstruction of Quail Run Road at Lincoln Drive is expected to include an exclusive northbound and southbound left-turn lane.



## INTERSECTION CAPACITY ANALYSIS

Peak hour capacity analyses have been conducted for all of the intersections within the study area. All study area intersections were analyzed using Synchro 11.0 analysis software and the methodologies previously presented. Signalized intersections were analyzed with signal timing presented by the Town of Paradise Valley and the City of Scottsdale. According to the City of Scottsdale, the intersection of **Scottsdale Road and Lincoln Drive** will be restriped in the future to operate with dual eastbound left turn lanes and a shared through/right turn lane. It is unknown by what year these improvements will be made, so all analysis will be conducted using the existing lane configurations. The overall intersection and approach levels of service are summarized in **Table 8** for the 2026 opening year and the 2031 horizon year. Detailed analysis worksheets can be found in **Appendix G** for the 2026 no-build scenario, **Appendix H** for 2026 build scenario, **Appendix I** for 2031 no-build scenario, and **Appendix J** for 2031 build scenario.

**Table 8 – Peak Hour Analysis**

ID	Intersection	Control	Approach/ Movement	2026			2031		
				No-Build	Build	Mitigated	No-Build	Build	Mitigated
1	Mockingbird Ln & Lincoln Dr	Signal	NB	D(D)	D(D)	[Not Mitigated]	D(D)	D(D)	[Not Mitigated]
			SB	<b>E(E)</b>	<b>E(E)</b>		D(E)	D(E)	
			EB	A(A)	A(B)		A(B)	A(B)	
			WB	C(A)	C(A)		C(A)	C(A)	
			<b>Overall</b>	<b>C(B)</b>	<b>C(B)</b>		<b>C(B)</b>	<b>C(B)</b>	
2	Quail Run Rd & Lincoln Dr	Signal	NB	D(D)	D(D)	[Not Mitigated]	D(D)	D(D)	[Not Mitigated]
			SB	D(D)	D(D)		D(D)	D(D)	
			EB	C(B)	C(B)		C(B)	C(B)	
			WB	B(B)	B(B)		B(B)	B(B)	
			<b>Overall</b>	<b>C(B)</b>	<b>C(B)</b>		<b>C(B)</b>	<b>C(B)</b>	
3/B	Smoke Tree Drwy East & Lincoln Dr	1-Way Stop (NB)	NB Shared WB Left	C(C) A(A)	C(D) A(A)	[Not Mitigated]	C(E) A(A)	D(F) A(A)	[Not Mitigated]
4	AJ's Center Drwy & Lincoln Dr	2-Way Stop (NB/SB)	NB Shared SB Left SB Right EB Left WB Left	C(C) C(C) A(A) A(A) A(A)	C(D) C(C) A(B) A(A) A(A)	[Not Mitigated]	C(D) C(C) A(B) A(A) A(A)	C(D) C(C) A(B) A(A) A(A)	[Not Mitigated]
5	Scottsdale Rd & Lincoln Dr	Signal	NB	C(C)	C(D)	[Not Mitigated]	C(D)	C(D)	C(D)
			SB	C(C)	C(D)		C(E)	C(E)	C(D)
			EB	D(D)	D(D)		D(E)	<b>E(E)</b>	D(E)
			WB	<b>E(E)</b>	<b>E(E)</b>		<b>E(E)</b>	<b>E(E)</b>	<b>E(E)</b>
			<b>Overall</b>	<b>C(C)</b>	<b>C(D)</b>		<b>D(D)</b>	<b>D(E)</b>	<b>C(D)</b>
A	Access A & Quail Run Dr	1-Way Stop (WB)	WB Shared SB Left	-	A(A) A(A)	[Not Mitigated]	-	A(A) A(A)	[Not Mitigated]

The results of the peak hour analysis summarized in **Table 8** indicate that most intersections are expected to operate at an overall acceptable level of service (LOS D or better) with the exception of **Mockingbird Lane & Lincoln Drive**, **Smoke Tree Driveway East & Lincoln Drive**, and **Scottsdale Road & Lincoln Drive**.



### 2026 CAPACITY ANALYSIS

The results of the 2026 peak hour analysis indicate that most intersections will operate at an overall acceptable level of service (LOS D or better) with the exceptions of **Mockingbird Lane and Lincoln Drive** and **Scottsdale Road and Lincoln Drive**.

The intersection of **Mockingbird Lane and Lincoln Drive** is expected to experience undesirable delay in the southbound approach. The southbound approach experiences undesirable delay during the AM and PM peak hours in both the no-build and build scenarios in the 2026 opening year. The addition of an overlap phase for the southbound right-turn could be expected to mitigate delay particularly in the PM Peak Hour. With the issue existing in the no build condition, no recommendation for improvement is made.

The intersection of **Scottsdale Road and Lincoln Drive** is expected to experience undesirable delay in the westbound approach. The westbound approach experiences undesirable delay during the AM and PM peak hours in both the no-build and build scenarios in the 2026 opening year.

The 2026 opening year level of service delays are provided for comparison to the 2031 horizon year delays. All mitigation analyses were performed based on the highest projected volumes and delays which occur in the horizon year 2031.

### 2031 CAPACITY ANALYSIS

The results of the 2031 peak hour analysis indicate that all intersections currently operate at an overall acceptable level of service (LOS D or better) with the exception of **Mockingbird Lane and Lincoln Drive, Smoke Tree Driveway East and Lincoln Drive, and Scottsdale Road and Lincoln Drive**.

The intersection of **Mockingbird Lane and Lincoln Drive** is expected to experience undesirable delay in the southbound approach. The southbound approach experiences undesirable delay during the PM peak hour in both the no-build and build scenarios in the 2031 horizon year. The signalized intersection is expected to operate with lower delays in the 2031 horizon year than in the opening year 2026. The increase in volumes from 2026 to 2031 likely caused a more even balance of volumes on each approach, which will allow an actuated signal to operate more efficiently.

The intersection of **Smoke Tree Driveway and Lincoln Drive** is expected to experience undesirable delay in the northbound shared approach. The northbound shared approach experiences undesirable delay during the PM peak hour in both the no-build and build scenarios in the 2031 horizon year.

The intersection of **Scottsdale Road and Lincoln Drive** is expected to experience undesirable delay in the eastbound and westbound approaches in both the no-build and build scenarios. The eastbound approach experiences undesirable delay during the PM peak hour in both the no-build and build scenarios in the 2031 horizon year. The westbound approach experiences undesirable delay in the AM and PM peak hours in both the no-build and build scenarios in the 2031 horizon



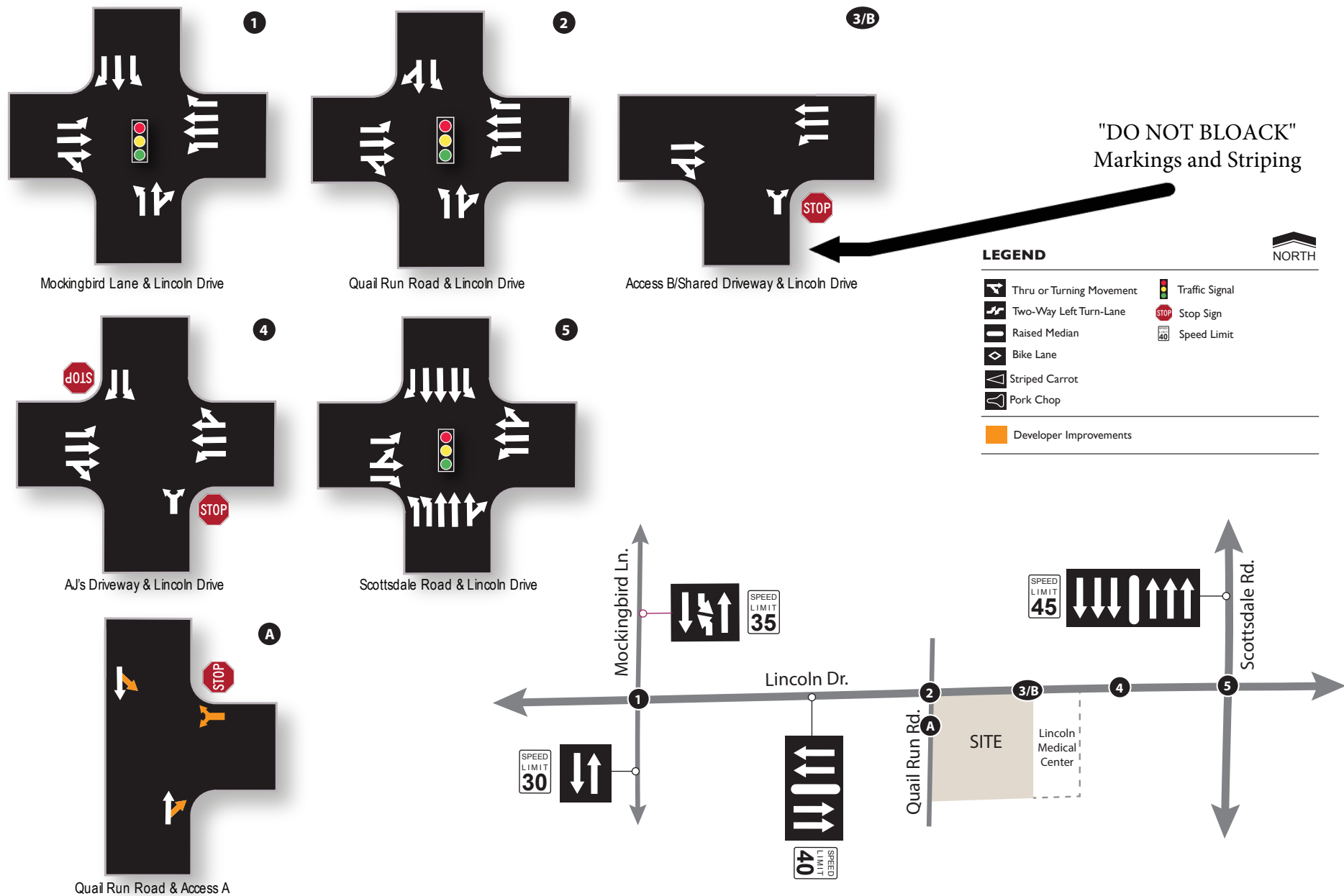
year. It is possible to mitigate the eastbound and overall delay slightly, by increasing the cycle length by 5 seconds and adjusting green times to allow for more through time in the eastbound approach. With the mitigation measures, the intersection is expected to operate with an acceptable overall intersection delay. Adjusting the timing by no greater than 10 seconds during the AM peak hour results in a decrease in eastbound delay from 55.1 sec/veh (LOS E) to 43.6 sec/veh (LOS D) and the overall intersection delay decreases from 35.9 sec/veh (LOS D) to 34.4 sec/veh (LOS C). With the decrease in delay in the eastbound approach there are marginal increases (<5 sec/veh) in delay in the northbound and southbound approaches.

During the PM peak hour, increasing cycle length to 125 seconds is able to decrease the eastbound delay from 73.0 sec/veh (LOS E) to 62.5 sec/veh (LOS E) and the overall intersection delay from 55.5 sec/veh (LOS E) to 54.1 sec/veh (LOS D). With the decrease in delay in the eastbound approach, there is a marginal increase (<10 sec/veh) in delay in the northbound approach, and an increase in delay in the westbound approach from 59.9 sec/veh (LOS E) to 72.3 sec/veh (LOS E).

In order to mitigate the delays at this intersection, the initial green time could be changed to allow for more vehicles to pass through the intersection without the light changing from green to yellow; however, this change will be at the discretion of the City of Scottsdale as this intersection is owned and operated by the City.

The proposed lane configurations are presented in **Figure 11**.





**Figure 11: Proposed Lane Configurations and Traffic Controls**



## QUEUE LENGTH ANALYSIS

Adequate turn storage should be supplied on any approach where turn lanes are permitted and/or warranted. A queuing analysis was performed for all warranted/recommended and existing intersection turn lanes where site traffic is expected as well as left-turn lanes adjacent to the site. The analysis is based on the expected traffic volumes in the 2026 horizon year. Several methodologies exist to calculate turn-lane storage lengths including AASHTO and HCM. Each of these methodologies is described below.

Turn lane storage length calculation methodologies are documented on pages 9-96 through 9-99 of the latest (7<sup>th</sup>) edition of the American Association of Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets* (the AASHTO "Green Book"). The Green Book indicates that, "A deceleration lane should be sufficiently long to store the number of vehicles likely to accumulate in a queue during a critical period."

For a right-turn lane at an unsignalized driveway or intersection and for a left-turn lane on a stop-controlled approach of an unsignalized driveway or intersection, the critical period has typically been two minutes and the storage length estimated as the length required to hold the average number of arriving vehicles per a two-minute period, of which there are 30 per hour. Thus, for unsignalized driveways and intersections, the storage length for a right-turn lane or stop controlled left-turn lane can be calculated by use of the following formula:

$$\text{Storage Length} = \left\{ \frac{(\text{veh/hr})}{(30 \text{ periods/hr})} \right\} \times VL,$$

where  $VL$  is an assumed average Vehicle Length of 25 feet.

For the major approaches (not stop-controlled) of an unsignalized intersections, the storage length for a left-turn lane is determined by the use of Equations 9-4 and 9-3 of the Green Book.

$$\text{Storage Length} = \left\{ \frac{\ln[P(n>N)]}{\ln c} - 1 \right\} \times VL \text{ [9-4]}, \quad \text{where } c = \frac{V_0 e^{-V_0 t_c / 3600}}{1 - e^{-V_0 t_c / 3600}} \text{ [9-3]},$$

and  $VL$  is an assumed average Vehicle Length of 25 feet.

Where signalized, the critical period per the Green Book is one-and-a-half to two signal cycles.<sup>1</sup> The equation used to calculate the queue storage for a right- or left-turn lane is:

$$\text{Storage Length} = \left\{ \frac{1.5 \times (\text{veh/hr})}{(\text{cycles/hr})} \right\} \times VL,$$

where  $VL$  is an assumed average Vehicle Length of 25 feet.

---

<sup>1</sup> AASHTO, under Section 9.7.2.2 (page 9-96) of the Green Book, indicates that storage length for a turn lane, exclusive of taper, "should usually be based on 1.5 to 2 times the average number of vehicles that would need to be stored per signal cycle" at a signalized intersection.



Outlined in the Highway Capacity Manual, 6<sup>th</sup> Edition (HCM 6) is another methodology to calculate turn lane storage length. This method is used by the Synchro software to report the 95<sup>th</sup> percentile number of vehicles stored at an intersection to the back of the queues. CivTech multiplied this number of vehicles by an average Vehicle Length of 25 feet to convert the number of vehicles to a required queue and rounded this number up to the nearest multiple of five feet.

**Table 9 – Queue Storage Lengths**

ID	Intersection	Control	Movement	Queue Storage			
				(1)Existing	AASHTO	95 <sup>th</sup> %-ile	Recommended
1	Mockingbird Lane & Lincoln Dr	Signal	NB Left	85'	50'	35'	85'
			SB Left	185'	125'	95'	185'
			EB Left	345'	425'	140'	345'
			WB Left	145'	50'	25'	145'
			SB Right	230'	575'	560'	(3)230'
			WB Right	280'	125'	65'	280'
2	Quail Run Rd & Lincoln Dr	Signal	NB Left	-	25'	25'	75'
			SB Left	-	75'	80'	75'
			EB Left	175'	100'	30'	175'
			WB Left	150'	50'	25'	150'
			WB Right	155'	125'	40'	155'
3/B	Smoke Tree Drwy East & Lincoln Dr	1-Way Stop (NB)	NB Shared	-	25'	65'	50'
			WB Left	50'	25'	25'	50'
4	AJ's Center Drwy & Lincoln Dr	2-Way Stop (NB/SB)	SB Left	100'	25'	25'	100'
			EB Left	70'	25'	25'	70'
			WB Left	TWLTL	25'	25'	TWLTL
			SB Right	100'	25'	25'	100'
5	Scottsdale Rd & Lincoln Dr	Signal	NB Left	(2)455'	(2)675'	(2)820'	(3)(2)455'
			SB Left	185'	100'	110'	185'
			EB Left	(2)310'	(2)1,250'	(2)1,150'	(3)(2)310'
			WB Left	90'	75'	70'	90'
			SB Right	315'	1,375'	1,025'	(3)315'
			EB Right	175'	725'	510'	(3)175'
A	Access A & Quail Run Dr	1-Way Stop (WB)	WB Shared	-	25'	<25'	50'

(1) Measured from stop bar to end of storage length.

(2) Dual left turn lanes. Queue storage includes total storage length of both lanes.

(3) Insufficient space exists to permit extension of turn lane.

A DO NOT BLOCK pavement marking and striping at the private internal drive intersection, south of Smoke Tree Driveway East & Lincoln Drive, is recommended to prevent conflicts due to onsite queue stacking. The recommended storage lengths in **Table 9** are provided for horizon year 2031 using the total traffic projections.



## SIGHT DISTANCE ANALYSIS

Adequate sight distance must be provided at intersections and site access driveways to allow safe turning movements. There must be sufficient unobstructed sight distance along both approaches of a street/driveway intersection and across their included corners to allow operators of vehicles to see each other in time to prevent a collision.

The Town of Paradise Valley maintains sight distance requirements within their Town Code, standard details, and development services guidelines. The Town of Paradise Valley measures sight distance using AASHTO methodology except that the sight triangle from the driveway is measured from the center of the egress lane, 14.5 feet back from the curb return line. Sight distance calculations according to AASHTO guidelines are summarized in **Table 10**.

**Table 10 – AASHTO Sight Distance Requirements**

Roadway	Posted Speed Limit (mph)	Design Speed (mph)	Sight Distance Along Roadway		
			Left of Driveway (Case B2/B3)	Right of Driveway (Case B1)	On Major Road (Case F)
Lincoln Dr	40	45	500'	565'	430'
Quail Run Rd	-	30	290'	335'	245'

Adequate site distance must be provided at the intersections to allow safe left and right turning movements from the development. Recommended distances for these movements can be found in **Table 10**.

The developer should ensure that sight visibility is provided at all proposed intersections according to the distances shown in and that sight triangles at public intersections are maintained according to the Town Code. All vegetation and trees should be maintained according to Town of Paradise Valley regulations. Sight distance worksheets have been included within **Appendix L**.



## CONCLUSIONS

The following conclusions have been documented in this study.

### GENERAL

- The proposed development is anticipated to generate approximately 918 external weekday daily trips, with 41 trips (23 in/ 18 out) occurring in the AM peak hour and 73 trips (43 in/ 30 out) occurring in the PM peak hour.

### EXISTING CONDITIONS

- The results of the existing conditions analysis summarized in **Table 2** indicate that all intersections currently operate at an overall acceptable level of service (LOS D or better). The following intersections include one or more approaches which currently operate with poor levels of service.
  - The intersection of **Mockingbird Lane and Lincoln Drive** currently operates with poor levels of service on the northbound and southbound approaches during the AM peak hour. Due to the actuated coordinated nature of this signal, if a vehicle does not approach the northbound or southbound approach of the intersection, this phase will be skipped, and the green time will be added to the eastbound and westbound green times. The northbound and southbound approaches of this intersection experience minimal traffic volumes during both the AM and PM peak hours, meaning that when they do approach the intersection, they must wait until the cycle starts again in order to pass through the intersection. If more vehicles utilize the intersection, this delay should decrease because the northbound and southbound green times will be utilized during more cycles throughout the peak hours.
  - The intersection of **Scottsdale Road and Lincoln Drive** currently experiences delays on the eastbound and westbound approaches during both the AM and PM peak hours and the southbound approach during the PM peak hour. Although mitigation is not typically recommended for existing conditions, since this stretch of Lincoln Drive is currently under development, recommendations will be made in order to minimize the current delay.

### OPENING YEAR 2026

- The results of the 2026 peak hour analysis are summarized indicate that most intersections will operate at an overall acceptable level of service (LOS D or better) with the exception of **Mockingbird Lane & Lincoln Drive, Smoke Tree Driveway East & Lincoln Drive**, and **Scottsdale Road & Lincoln Drive**.
  - The intersection of **Mockingbird Lane and Lincoln Drive** is expected to experience undesirable delay in the southbound approach. The southbound



approach experiences undesirable delay during the AM and PM peak hours in both the no-build and build scenarios in the 2026 opening year. The addition of an overlap phase for the southbound right-turn could be expected to mitigate delay particularly in the PM Peak Hour. With the issue existing in the no build condition, no recommendation for improvement is made.

- The intersection of **Scottsdale Road and Lincoln Drive** is expected to experience undesirable delay in the westbound approach. The westbound approach experiences undesirable delay during the AM and PM peak hours in both the no-build and build scenarios in the 2026 opening year.
- The 2026 opening year level of service delays are provided for comparison to the 2031 horizon year delays. All mitigation analyses were performed based on the highest projected volumes and delays which occur in the horizon year 2031.
- Striping of a dedicated northbound left-turn lane at the intersection of Quail Run Road and Lincoln Drive in good geometric opposition to the expected southbound left-turn lane is recommended in the opening year.

#### HORIZON YEAR 2031

- The results of the 2031 peak hour analysis indicate that all intersections currently operate at an overall acceptable level of service (LOS D or better) with the exception of **Mockingbird Lane & Lincoln Drive, Smoke Tree Driveway East & Lincoln Drive, and Scottsdale Road & Lincoln Drive**.
  - The intersection of **Mockingbird Lane and Lincoln Drive** is expected to experience undesirable delay in the southbound approach. The southbound approach experiences undesirable delay during the PM peak hour in both the no-build and build scenarios in the 2031 horizon year. The signalized intersection is expected to operate with lower delays in the 2031 horizon year than in the opening year 2026. The increase in volumes from 2026 to 2031 likely caused a more even balance of volumes on each approach, which will allow an actuated signal to operate more efficiently.
  - The intersection of **Smoke Tree Driveway and Lincoln Drive** is expected to experience undesirable delay in the northbound shared approach. The northbound shared approach experiences undesirable delay during the PM peak hour in both the no-build and build scenarios in the 2031 horizon year.
  - The intersection of **Scottsdale Road and Lincoln Drive** is expected to experience undesirable delay in the eastbound and westbound approaches in both the no-build and build scenarios. The eastbound approach experiences undesirable delay during the PM peak hour in both the no-build and build scenarios in the 2031 horizon year. The westbound approach experiences undesirable delay in the AM and PM peak hours in both the no-build and build scenarios in the 2031 horizon



year. It is possible to mitigate the eastbound and overall delay slightly, by adjusting green times to allow for more through time in the eastbound approach. With the mitigation measures, the intersection is expected to operate with an acceptable overall intersection delay.

- Adjusting the timing by no greater than 10 seconds during the AM peak hour results in a decrease in eastbound delay from 55.1 sec/veh (LOS E) to 43.6 sec/veh (LOS D) and the overall intersection delay decreases from 35.9 sec/veh (LOS D) to 34.4 sec/veh (LOS C). With the decrease in delay in the eastbound approach there are marginal increases (<10 sec/veh) in delay in the northbound and southbound approaches.
- During the PM peak hour, increasing cycle length to 125 seconds is able to decrease the eastbound delay from 73.0 sec/veh (LOS E) to 62.5 sec/veh (LOS E) and the overall intersection delay from 62.5 sec/veh (LOS E) to 54.1 sec/veh (LOS D). With the decrease in delay in the eastbound approach, there is a marginal increase (<10 sec/veh) in delay in the northbound approach, and an increase in delay in the westbound approach from 59.9 sec/veh (LOS E) to 72.3 sec/veh (LOS E).
- In order to mitigate the delays at this intersection, the initial green time could be changed to allow for more vehicles to pass through the intersection without the light changing from green to yellow, however, this change will be at the discretion of the City of Scottsdale as this intersection is owned and operated by the City.

#### QUEUE STORAGE

- A DO NOT BLOCK pavement marking and striping at the private internal drive intersection, south of Smoke Tree Driveway East & Lincoln Drive, is recommended to prevent conflicts due to onsite queue stacking.
- The recommended storage lengths in **Table 9** are provided for horizon year 2031 using the total traffic projections.

#### SIGHT DISTANCE

- Adequate sight distance must be provided at the intersections to allow safe left and right turning movements from the development.
  - The developer should ensure that sight visibility is provided at all proposed intersections according to the distances and that sight triangles at public intersections are maintained according to the Town Code. All vegetation and trees should be maintained according to Town of Paradise Valley regulations.



## LIST OF REFERENCES

*Highway Capacity Manual.* Transportation Research Board, Washington, D.C., 2000.

*Manual on Uniform Traffic Control Devices.* U.S. Department of Transportation, Federal Highways Administration, Washington, D.C., 2009.

*Roadway Design Manual,* Maricopa County Department of Transportation, Phoenix, Arizona, Revised April 2004.

*Trip Generation Manual, 11<sup>th</sup> Edition,* Institute of Transportation Engineers, Washington, D.C., 2016.

*Trip Generation Handbook, 3<sup>rd</sup> Edition,* Institute of Transportation Engineers, Washington, D.C., 2016.

Ritz Carlton Master Plan, Paradise Valley Traffic Impact Analysis (TIA), CivTech, Scottsdale, AZ, March 2016.

Lincoln Medical Center, Paradise Valley Traffic Impact Analysis (TIA), CivTech, Scottsdale, AZ, November 2018.



## **TECHNICAL APPENDIX**

<b>APPENDIX A:</b>	<b>REVIEW COMMENTS AND RESPONSES</b>
<b>APPENDIX B:</b>	<b>EXISTING TRAFFIC COUNTS</b>
<b>APPENDIX C:</b>	<b>EXISTING PEAK HOUR ANALYSIS</b>
<b>APPENDIX D:</b>	<b>TRIP GENERATION</b>
<b>APPENDIX E:</b>	<b>TRIP DISTRIBUTION</b>
<b>APPENDIX F:</b>	<b>BACKGROUND TRAFFIC</b>
<b>APPENDIX G:</b>	<b>2026 NO-BUILD PEAK HOUR ANALYSIS</b>
<b>APPENDIX H:</b>	<b>2031 NO-BUILD PEAK HOUR ANALYSIS</b>
<b>APPENDIX I:</b>	<b>2026 BUILD PEAK HOUR ANALYSIS</b>
<b>APPENDIX J:</b>	<b>2031 BUILD PEAK HOUR ANALYSIS</b>
<b>APPENDIX K:</b>	<b>QUEUE STORAGE ANALYSIS</b>
<b>APPENDIX L:</b>	<b>SIGHT DISTANCE ANALYSIS</b>



## **APPENDIX A**

### **REVIEW COMMENTS AND RESPONSES**



**Smoketree Resort****CivTech, Inc.****Review Comments & Responses****7th Submittal**

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

Reviewer Name, Agency: **Zack Handy, P.E., PTOE Traffic Engineer Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
1.	<b>General – The comment response for Item 1 indicates that a northbound left turn lane can be striped with the development. However, this improvement is not reflected in the traffic study. It is recommended that the study include this improvement in the analysis, figures, and overall recommendations for documentation.</b>	(1) Capacity and queue storage analysis has been updated in the 2026 Total, 2031 Background, and 2031 Total (Unmitigated and Mitigated) scenarios have been updated to include northbound and southbound left-turn lanes. Proposed lane configuration figure has been updated to include northbound and southbound left-turn lanes.
2.	<b>Page 28 – The report indicates that “Do Not Block” pavement markings are recommended for the internal intersection near Access B. This should be reiterated in the Executive Summary and Conclusions sections as it is a principal finding of the study.</b>	(1) Recommendation included in Conclusions and Executive Summary.





**Smoketree Resort**  
**6th Submittal**

**CivTech, Inc.**

**Review Comments & Responses**

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

Reviewer Name, Agency: **Zack Handy, P.E., PTOE Traffic Engineer Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
1.	<b>General – It is recommended to stripe a northbound left turn lane at Quail Run Road/Lincoln Drive. A southbound left turn lane at this intersection will be provided by the Ritz Carlton development. A northbound left turn lane would align with the southbound left turn lane and will avoid future split phasing operations at the intersection.</b>	(1) The reconstruction of Quail Run Road at Lincoln Drive will be wide enough to allow for a northbound left-turn lane.
2.	<b>General – The 3-meal restaurant and the private dining area should be combined uses. The private dining area is an extension of the restaurant.</b>	(3) CivTech agrees that the two uses mentioned could be analyzed as a single land use. The current method of analyzing them as separate land uses provides a more conservative trip generation estimate as well as making clear which trips and internal capture rates apply to which uses.
3.	<b>General – Rename intersection “3” to “3/B” for applicable figures in the TIA.</b>	(1) Figures updated to reflect Intersection 3/B.
4.	<b>Page 13, Table 3 – Fix the trip generation numbers in the PM peak hour for “Hotel Restaurant”</b>	(1) Table has been updated to show the correct inbound PM peak hour trips for Hotel Restaurant. This values was again adjusted based on Comment 6.
5.	<b>Page 13, Table 3 – Revise the LUC for the Grab &amp; Go land use to 930 (Fast Casual Restaurant). This land use is more representative of the expected use of this market, since it is expected that patrons will order at the front instead of being sat by restaurant staff.</b>	(3) The Fast Casual Land Use (LUC 930) provides a less conservative and unrealistic trip generation rate for a use of only 928 square feet. Values of 1 trip in each peak hour are calculated. For that reason the High Turnover Sit Down Restaurant Land Use (LUC 932) was retained.
6.	<b>Page 17, Table 6 – Verify the values in this table, specifically for “Hotel Restaurant”. The TIA should apply GSF of the restaurant, which includes kitchen SF. The parking study should apply dining room SF, which should also include the large outdoor dining area.</b>	(1) The TIA trip generation, volumes, and analysis have been updated to reflect the 8,577 GSF of the hotel restaurant. The Parking Study has been updated to include the area of the outside dining. Table 6 has been updated to reflect this.
7.	<b>Page 28, Table 9 – The available on-site stacking for Access B is about 40 feet before conflicting with the adjacent drive aisle. On-site mitigation should be recommended to ensure that conflicts will not occur that could create back-up onto Lincoln Drive.</b>	(1) Client will utilize a Valet plan durring peak operations which can account for onsite circulation and direction. CivTech will recommend the use of DO NOT BLOCK pavement markings and striping at the private intersections of internal drive aisles.





**Smoketree Resort**  
**4th Submittal**

**CivTech, Inc.**

**Review Comments & Responses**

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

Reviewer Name, Agency: **Zack Handy, P.E., PTOE Traffic Engineer Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
1.	<b>Appendix D, Trip Generation – Revise the trip generation calculations shown in the Appendix to match the results shown in Table 3 of the TIA.</b>	Appendix D Trip Generation has been replaced with the latest Trip Generation calculations. These calculations are unchanged from the 4th submittal.
2.	<b>Appendix K, Queue Storage Analysis – Revise the queue storage calculations shown in the Appendix to match the results shown in Table 9 of the TIA.</b>	Appendix K Queue Storage Analysis has been replaced with the latest Queue Storage analysis. These calculations are unchanged from the 4th submittal.





**Smoketree Resort**  
**3rd Submittal**

**CivTech, Inc.**

**Review Comments & Responses**

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

Reviewer Name, Agency: **Zack Handy, P.E., PTOE Traffic Engineer Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
1.	<b>General – Revise the date on the footer to match the date the traffic study was finalized.</b>	(1) Headers and footers have been updated.
2.	<b>Page 12, Trip Generation – Per previous comments, the 50% internal capture should only be applied to the 3-meal restaurant. The speakeasy bar and standalone restaurant should only apply a 20% internal capture.</b>	(1) Trip Generation, volumes, and all subsequent analysis have been updated with new internal capture to provide a more conservative analysis. The internal capture requested by the reviewer does not account for activity at the speakeasy from patrons already considered offsite to both the internal and external restaurant. The speakeasy will have some offsite patrons but 80% grossly exaggerates that volume, many of the speakeasy patrons will come from the 80% already considered at the French Cowboy and the 50% already considered from the internal 3-meal restaurant.
3.	<b>Page 12, Trip Generation – Per previous comments, the outward facing 3-meal restaurant should be considered as a High Turnover Sit Down Restaurant (LUC 932) and a 50% internal capture should be applied. The 3-meal restaurant does not match the description for LUC 931 – Fine Dining.</b>	(1) Trip Generation, volumes, and all subsequent analysis have been updated with new land use.
4.	<b>Page 22, Turn Lane Warranting Analysis – Please expand on the right turn deceleration lane section to detail what criteria needs to be provided and what criteria is not met for the driveway.</b>	(1) More detailed analysis has been included.





**Smoketree Resort**  
**3rd Submittal**

**CivTech, Inc.**

**Review Comments & Responses**

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

Reviewer Name, Agency: **Zack Handy, P.E., PTOE Traffic Engineer Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
5.	<p><b>Appendix K, Queue Storage Analysis – Per previous comments, the value for V0 is not calculated correctly when evaluating minor street left turn movements. For example, the northbound shared movement at Smoke Tree Driveway and Lincoln Drive should include eastbound thru, westbound thru, and westbound left turn movements as conflicting volume. The current value is set at 0. This should be applied to similar occurrences. Additionally, the northbound approach should be evaluated as a single shared lane as shown in the study, not separated as shown in Appendix K.</b></p>	<p>(1) Queue storage calculations and explanations updated in the report and appendices.</p>





# Smoketree Resort TIA 2nd Submittal

CivTech, Inc.

## Review Comments & Responses

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

Reviewer Name, Agency: **Zack Handy, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
1.	<b>General – (Repeat Comment) The Parking Study and Narrative notes 77 lodge rooms and 5 casita rooms, which does not match what is described in the TIA. Please revise accordingly.</b>	(1) The Land Use values are updated to be consistent through all sections and documents. CivTech verified values and, because the actual values are similar to the previous trip gen, volumes were not changed. A note was added explaining the difference.
2.	<b>General – Please split out the square footages for each land use identified. I am not able to verify the 17,222 SF number looking at the site plan and narrative documents. Verify that the values for restaurants/bar are in GSF as indicated as the required unit of measurement in the Trip Generation Manual.</b>	(1) The Land Use values are updated to be consistent through all sections and documents. CivTech verified values and, because the actual values are similar to the previous trip gen, volumes were not changed. The site plan has been updated.
3.	<b>General – The trip generation numbers in the executive summary do not match the results in Table 3 of the TIA. Please revise.</b>	(1) The Executive Summary has been updated to match the values used in the Trip Generation and reported in the Trip Generation section of the report.
4.	<b>Page 4, Existing Intersection Configuration – Quail Run Road/Lincoln Drive – Please note that the westbound approach is equipped for permitted/protected left turn phasing, but not implemented according to signal timing information.</b>	(1) The text has been updated in the Existing Intersection Configuration section.
5.	<b>Page 9, Table 2 – The results of the LOS in the table do not correspond with the discussion in the succeeding paragraphs.</b>	(1) Text and table have been updated.
6.	<b>Page 10, Site Access – Per feedback from the local community, please coordinate internally for Intersection A to restrict left turns out of the site, either through signage or raised features.</b>	(1) Text added to the report indicating this restriction.
7.	<b>Page 12, Trip Generation – Suggest adding a sentence within the internal capture discussion to document the 50% internal capture of the outward facing restaurant/market.</b>	(1) Text explaining IC added to report.





**Smoketree Resort TIA  
2nd Submittal**

**CivTech, Inc.**

**Review Comments & Responses**

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

Reviewer Name, Agency: **Zack Handy, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
8.	<b>Page 13, Trip Generation – (Repeat Comment) The proposed speakeasy bar is located below ground level beneath the standalone restaurant. Because of this, it is expected that this bar will generate external trips, with some trips likely captured within the hotel land use. Suggest adding this to the trip generation calculations and applying the same internal capture for the French Cowboy (20%).</b>	(1) The bar is considered its own land use with 50% internal capture.
9.	<b>Page 13, Table 3 – Recommend using LUC 932 (High Turnover Sit Down Restaurant) for the 3-Meal Restaurant, which fits more closely to what is described in the narrative.</b>	(1) The 3-meal restaurant is now considered quality restaurant along with the French Cowboy. Also with 50% internal capture.
10.	<b>Page 16, Future Background Traffic – Quail Run 8 – Change “West” to “Southwest”.</b>	(1) Text updated.
11.	<b>Page 16, Future Background Traffic – Add site-generated traffic from Quail Run 8 to Appendix F.</b>	(1) Included in Appendix F
12.	<b>Page 18-21, Figures 7-10 – (Repeat Comment) Verify volumes are adding correctly for Total. Figure 7 (2024 BG) needs to be revised.</b>	(1) Figure has been corrected.
13.	<b>Page 22, Turn Lane Warranting Analysis – I do not agree that deceleration lanes for driveways are dependent on the capacity analysis. Recommend using criteria provided in the Town’s TIA criteria document to determine if a right turn deceleration lane is warranted.</b>	(2) They do not meet based on the deceleration lane criteria. Will update section to note that it isn't met based on the criteria and will be reviewed based on LOS only then.





**Smoketree Resort TIA  
2nd Submittal**

**CivTech, Inc.**

**Review Comments & Responses**

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

Reviewer Name, Agency: **Zack Handy, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
14.	<b>Page 23, 2024 Capacity Analysis – Mockingbird Lane and Lincoln Drive – Provide a discussion on potential mitigation measures to reduce delay for the SB approach. One mitigation measure that could be explored for the SBR movement is an overlap phase. This may mitigate the SBR delay and queueing identified in the TIA. Carry through to 2029 Analysis.</b>	(1) Discussion added.
15.	<b>Page 23, 2024 Capacity Analysis – Smoketree Driveway East and Lincoln Drive – The results of the LOS in Table 6 indicate that site traffic degrades the LOS for the NB movement from C to E in the PM peak hour. Revise language in the TIA and provide a mitigation discussion on this deficient movement. Carry through to 2029 Analysis.</b>	(1) Discussion of potential mitigation has been included.
16.	<b>Page 27, Table 7 – Intersection 2 – It appears that the recommended lengthening of the WBR at this intersection is due to the miscoded approach in Synchro as a shared thru/right turn lane. Revising the model to a dedicated right turn lane would result in a lower 95th percentile calculation. Revise report and Synchro models as needed.</b>	(1) Configuration and Queue analysis has been revised.





**Smoketree Resort TIA  
2nd Submittal**

**CivTech, Inc.**

**Review Comments & Responses**

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

Reviewer Name, Agency: **Zack Handy, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
17.	<b>Page 27, Table 7 – Intersection 3/B – I’m concerned about the potential blockage of on-site circulation due to the proposed throat length of 50-feet and the 95th queue length of 130-feet. The site plan shows approximately 40 feet of storage before conflicting with the on site drive aisle. The site plan should be evaluated to lengthen the proposed throat length at this driveway.</b>	(4) A valet firm is expected to provide a circulation plan that will manage vehicle access even during peak hours when queue is at maximum. No effect on the TIA.
18.	<b>Page 27, Table 7 – Intersection A – The recommended WB on-site storage is 50-feet but the site plan shows about 30 feet of available storage before conflicting with an on site drive aisle. This should be discussed in the traffic study. Due to the low volumes on Quail Run Rd, the on-site stacking is not as much of a concern as the other driveway. However, the site plan should still be evaluated to lengthen the proposed throat length of this driveway to 50-feet if feasible</b>	(4) A valet firm is expected to provide a circulation plan that will manage vehicle access even during peak hours when queue is at maximum. No effect on the TIA.
19.	<b>Appendix K, Queue Storage Analysis – Please check methodology for AASHTO queue storage calculations for left turn movements. For minor street left turn movements, the conflicting major street volume should be accounted for.</b>	(2) The conflicting volumes are accounted for. They are represented by the variable V0 in the 3rd equation on page 27. This value is given in Appendix K, 7th column from the left.





# Smoke Tree Resort TIA

CivTech, Inc.

# Review Comments & Responses

## 1st Submittal

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

Reviewer Name, Agency: **Zack Handy, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
1.	<b>General</b> - The TIA should be sent to the City of Scottsdale for review and approval for impacts to study intersections within their jurisdiction.	Acknowledged.
2.	<b>General</b> - The Parking Study and Narrative notes 75 lodge rooms and 7 casita rooms, which does not match what is described in the TIA. Please revise accordingly.	Parking Study and TIA both show 75 lodge rooms and 5 casitas rooms.
3.	<b>General</b> - The TIA should analyze the need for an eastbound right turn deceleration lane at Intersection 4/B.	Turn Lane Warrant section has been added to the TIA.
4.	<b>Page 1</b> - Study notes that 6 intersections are identified in the study area, but only 5 intersections are evaluated. Please revise accordingly.	TIA notes that 5 intersections are identified and analyzed.
5.	<b>Page 1</b> - Please provide additional information to identify driveways listed as "Smoke Tree Driveway", "Apartment Driveway", and "AJ's Driveway".	Smoke Tree Driveway is now identified as "SmokeTree Driveway East" and AJ's Driveway is now identified as "AJ's Center Driveway"
6.	<b>Page 3</b> - Add roadway classification for each study roadway.	Roadway classifications have been added.
7.	<b>Page 3</b> - Mockingbird Lane/Lincoln Drive - Verify left turn phasing. It appears it is protected/permitted left turns for southbound and eastbound approaches.	Intersection description has been updated with permitted/protected left-turn phasing for southbound and eastbound approaches.
8.	<b>Page 4</b> - Quail Run Road/Lincoln Drive - Revise description of lanes provided for eastbound and westbound approaches. Also, add the word "intersection" after "signalized".	Intersection description has been updated.
9.	<b>Page 4</b> - AJ's Driveway/Lincoln Drive - Add a note that this intersection is maintained by the City of Scottsdale.	Note has been added.
10.	<b>Page 4</b> - Scottsdale Road/Lincoln Drive - Add a note that this intersection is maintained by the City of Scottsdale.	Note has been added.
11.	<b>Page 5</b> - Intersection 1 needs to show dedicated southbound right turn lane. Intersection 2 needs to show dedicated westbound right turn lane.	Figure has been updated.





# Smoke Tree Resort TIA

CivTech, Inc.

# Review Comments & Responses

## 1st Submittal

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

Reviewer Name, Agency: **Zack Handy, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
12.	<b>Page 6</b> - TIA notes 6 study intersections, but only analyzes 5. Revise accordingly. Renumber intersections if 3 has been removed.	Intersections have been renumbered accordingly.
13.	<b>Page 8</b> - Is the study utilizing existing signal timing at Quail Run Rd/Lincoln Dr? If so, add language to this section. If not, the data needs to be requested to the Town and included in the Appendix.	Existing signal timing is being utilized and has been added to this section as well as the Appendix.
14.	<b>Page 8</b> - Add language discussing what is considered acceptable LOS for the study and what standards were followed.	HCM 6th LOS standards were utilized as defomed in "Existing Capacity Analysis" report section. It is reccomneded that the acceptability of LOS should be reviewed on a case by case basis.
15.	<b>Page 13</b> - The proposed outward facing market and lobby restaurant should not be considered included in the hotel land use. The narrative states that these land uses will be shared by the local community and guests. Due to the relative location of these uses to Lincoln Drive, I would believe that external trips from local residents would be generated by these land uses. Recommend adding this land use to the calculations with appropriate internal capture.	The trip generation has been updated to show the 3 - meal restaurant and market in their own land use. It is anticipated that at least 50% of the trips are from resort patrons, and therefore a 50% internal capture percentage has been applied to the hotel restaurant.
16.	<b>Page 13</b> - I believe the proposed speakeasy bar is located below ground level beneath the standalone restaurant. If this is true, I do not agree that this land use is incidental to the hotel land use. Please verify and revise trip generation calculations accordingly.	External trips are not expected to make up many of the trips generated by the Speakeasy. It is expected that the Speakeasy, acting as a hotel bar facility, will be occupied mostly by resort patrons. CivTech maintains that the Speakeasy bar is included in the hotel land use.
17.	<b>Page 13</b> - 50% internal capture for the standalone restaurant seems excessive. Suggest a lower rate such as 20%. Percentage should correlate to Parking Study.	20% internal capture for French Cowboy applied.
18.	<b>Page 17</b> - Show documentation for the 1.7% growth rate. Was this rate applied to all existing traffic, or just for certain movements?	Background growth calculations are presented in Appendix F. The growth rate was applied to all existing counts.





# Smoke Tree Resort TIA

CivTech, Inc.

# Review Comments & Responses

## 1st Submittal

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

Reviewer Name, Agency: **Zack Handy, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
19.	<b>Page 17</b> - Under the Ritz Carlton discussion, it appears that no traffic was considered by this development by opening year 2024. From research, it appears that this development may be open as soon as this year. Please add site-generated traffic to year 2024 background volumes.	Based on aerial images from July 2022, an estimated 50% of the Ritz Carlton Resort traffic was added to the 2024 background volumes. CivTech believes this to be conservative given that the single-family home portion of the site, "Section B" within the Ritz Carlton study, is the only one currently partially occupied.
20.	<b>Page 17</b> - Under the Ritz Carlton discussion, reword the second paragraph to note that the signal is already constructed and operational. Analysis should consider this intersection signalized under existing conditions. Also, the Ritz Carlton TIA does not recommend a 300-foot SBR at Quail Run Road/Lincoln Drive. Please review and update accordingly.	Signal operation now clarified as currently operational. SBR turn lane discussion has been removed.
21.	<b>Page 17</b> - Add anticipated traffic volumes from the adjacent "Quail Run 8" development to the south, TIA completed by CivTech.	Quail Run 8 site traffic included within background traffic.
22.	<b>Figures 7-10</b> - Verify volumes are adding correctly for Total. For example, Intersection 2, WB thru does not calculate correctly when adding site traffic (2 AM, 5 PM) and 2024 BG (635 AM, 1050 PM) to get 2024 Total (586 AM, 970 PM).	Volumes, based on updates, all add up correctly.
23.	<b>Page 22</b> - What approach will be restriped in the future at the intersection of Scottsdale Road and Lincoln Drive?	Eastbound approach, sentence has been clarified.
24.	<b>Figure 11</b> - Revise to match existing lane geometry comments. Also, the TIA notes that the southbound approach at Quail Run Rd/Lincoln Dr will include a southbound right turn lane. This should be reflected in this figure as a future improvement by others.	Existing lane geometry updates have been carried through. The SBR turn lane discussion has been removed and not included within the figure.
25.	<b>Page 27</b> - Intersection 4 should be evaluated for the NB approach to determine if sufficient on-site storage is provided per the site plan.	Northbound approach added to analysis.





**Smoke Tree Resort TIA****CivTech, Inc.****Review Comments & Responses****1st Submittal**

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

Reviewer Name, Agency: **Zack Handy, Kimley-Horn and Associates, Inc.**

Item	Review Comment	(Code) & Response
26.	<b>Page 27</b> - The table notes that the westbound right turn lane should be extended at Intersection 2 from 155' to 275'. Verify this calculation is correct since the Ritz Carlton calculated a much shorter queue. This should be discussed in the executive summary and noted in this section.	Discussion about the queue storage at this intersection is added. Volumes from Ritz Carlton Resort TIA do not compare to those from the proposed development which explains the increase in storage recommendation.
27.	<b>Page 27</b> - Intersection A should be evaluated for the WB approach to determine if sufficient on-site storage is provided per the site plan.	Westbound approach is included in analysis.
28.	<b>Page 31</b> - Suggest stating what queue storage recommendations are instead of referencing the table.	Queue storage recommendations that differ from existing are mentioned in executive summary and conclusions.
29.	<b>Appendix C</b> - Appendix C is missing.	Appendix C now included.
30.	<b>Appendix D</b> - Revise to match report.	Revised.
31.	<b>Appendix G</b> - Synchro needs to show protected/permitted EB/WB lefts at Quail Run Rd/Lincoln Dr (Typical for all Synchro analysis).	Existing signal timing sheets shows the only EBL as permitted/protected phasing. Signal timing sheets provided by the Town of Paradise Valley are included within Appendix C.





## **APPENDIX B**

### **EXISTING TRAFFIC COUNTS**

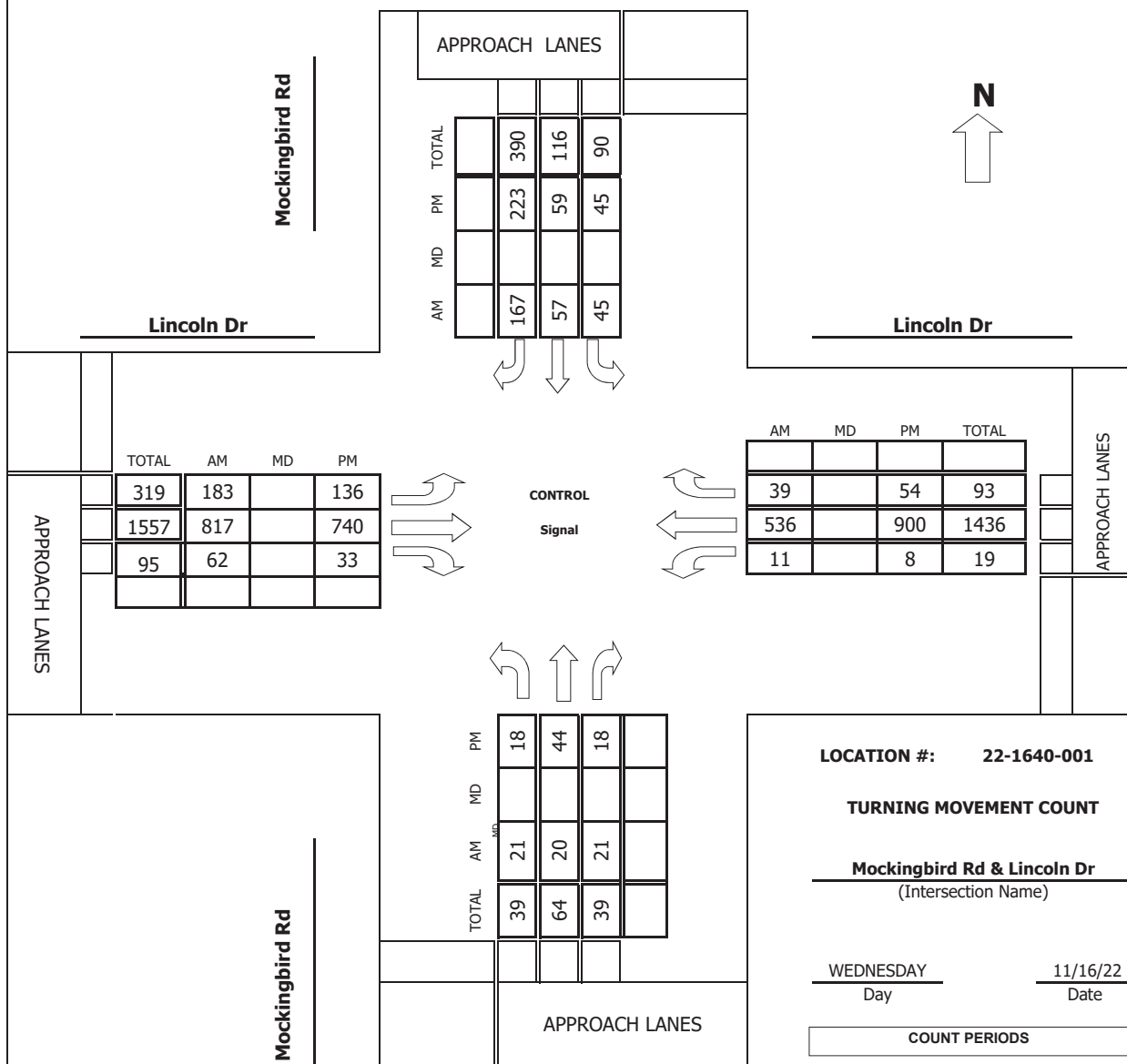


**Prepared by:**



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745

**TMC SUMMARY OF Mockingbird Rd & Lincoln Dr**



PM PEAK HOUR 415 PM



Project #: 22-1640-002

**TMC SUMMARY OF Quail Run Rd & Lincoln Dr**

**Quail Run Rd**

**Lincoln Dr**

APPROACH LANES				
	AM	MD	PM	TOTAL
Left	6		0	6
Thru	0		0	0
Right	8		6	14

**Lincoln Dr**

N  
↑

	TOTAL	AM	MD	PM
Left	11	9		2
Thru	1724	892		832
Right	4	3		1

**CONTROL**

**2-Way Stop**

**NB & SB**

	AM	MD	PM	TOTAL
Left	16		3	19
Thru	574		949	1523
Right	1		1	2

**Quail Run Rd**

	TOTAL	AM	MD	PM
Left	2	2		0
Thru	0	0		0
Right	6	3		3

**LOCATION #:** 22-1640-002

**TURNING MOVEMENT COUNT**

**Quail Run Rd & Lincoln Dr**  
(Intersection Name)

WEDNESDAY      11/16/22  
Day                      Date

COUNT PERIODS		
<b>AM</b>	700AM	- 900AM
<b>NOON</b>		-
<b>PM</b>	400PM	- 600PM

AM PEAK HOUR

NOON PEAK HOUR

PM PEAK HOUR

800 AM

430 PM



Project #: 22-1640-003

**TMC SUMMARY OF Smoketree Driveway & Lincoln Dr**

**Smoketree Driveway**

**Lincoln Dr**

APPROACH LANES

TOTAL	0	0	0
PM	0	0	0
MD			
AM	0	0	0

← ↓ →

**N**

↑

**Lincoln Dr**

APPROACH LANES

TOTAL	0	0	0
AM	1744	903	841
MD			
PM	0	0	0

→

**CONTROL**

**1-Way Stop**

**NB**

← ↓ →

APPROACH LANES

AM	MD	PM	TOTAL
0		0	0
591		953	1544
0		0	0

←

**Smoketree Driveway**

APPROACH LANES

PM	0	0	0
MD			
AM	0	0	0
TOTAL	0	0	0

← ↓ →

**LOCATION #:** 22-1640-003

**TURNING MOVEMENT COUNT**

**Smoketree Driveway & Lincoln Dr**  
(Intersection Name)

WEDNESDAY      11/16/22  
Day                      Date

COUNT PERIODS		
<b>AM</b>	700AM -	900AM
<b>NOON</b>	-	
<b>PM</b>	400PM -	600PM

AM PEAK HOUR      800 AM

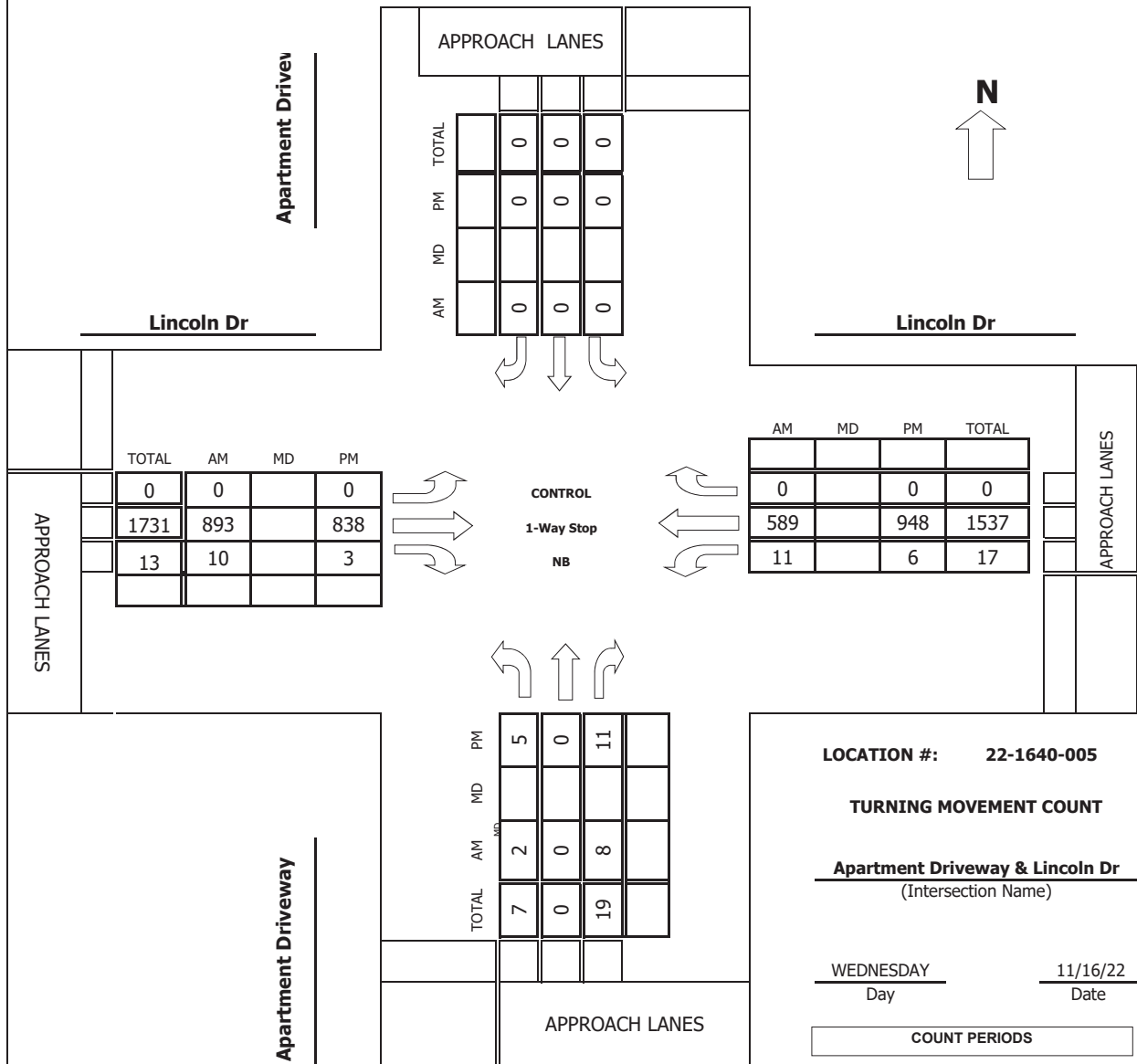
NOON PEAK HOUR                

PM PEAK HOUR      430 PM



Project #: 22-1640-005

**TMC SUMMARY OF Apartment Driveway & Lincoln Dr**



LOCATION #: **22-1640-005**

**TURNING MOVEMENT COUNT**

**Apartment Driveway & Lincoln Dr**  
(Intersection Name)

WEDNESDAY      11/16/22  
Day      Date

**COUNT PERIODS**

<b>AM</b>	700AM	-	900AM
<b>NOON</b>		-	
<b>PM</b>	400PM	-	600PM

AM PEAK HOUR      800 AM

NOON PEAK HOUR     

PM PEAK HOUR      430 PM



Project #: 22-1640-006

**TMC SUMMARY OF AJ's Driveway & Lincoln Dr**

**AJ's Driveway**

**Lincoln Dr**

APPROACH LANES

	AM	MD	PM	TOTAL
Left	10		19	29
Thru	0		0	0
Right	4		3	7

**N**

**Lincoln Dr**

APPROACH LANES

	TOTAL	AM	MD	PM
Left	29	21		8
Thru	1593	816		777
Right	129	68		61

CONTROL

2-Way Stop

NB & SB

APPROACH LANES

	AM	MD	PM	TOTAL
Left	9		9	18
Thru	542		857	1399
Right	12		6	18

**AJ's Driveway**

APPROACH LANES

	AM	MD	PM	TOTAL
Left	43		79	122
Thru	5		2	7
Right	59		71	130

**LOCATION #:** 22-1640-006

**TURNING MOVEMENT COUNT**

**AJ's Driveway & Lincoln Dr**  
(Intersection Name)

WEDNESDAY      11/16/22  
Day                      Date

COUNT PERIODS

	700AM	-	900AM
<b>AM</b>			
<b>NOON</b>			
<b>PM</b>	400PM	-	600PM

AM PEAK HOUR      800 AM

NOON PEAK HOUR      \_\_\_\_\_

PM PEAK HOUR      430 PM



**Prepared by:**



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745

**TMC SUMMARY OF Scottsdale Rd & Lincoln Dr**





## **APPENDIX C**

### **EXISTING PEAK HOUR ANALYSIS**



18-0555 SmokeTree Resort  
Existing AM Mitigated

1: Mockingbird Ln & Lincoln Dr  
Timings

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↰	↰↱	↰	↰↱	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	183	817	11	536	39	21	20	45	57	167
Future Volume (vph)	183	817	11	536	39	21	20	45	57	167
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm
Protected Phases	1	6		2				3		
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	2	2	2	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	3.5	15.0	15.0	15.0	15.0	7.0		3.5	7.0	7.0
Minimum Split (s)	8.0	27.0	27.0	27.0	27.0	33.5		8.0	33.5	33.5
Total Split (s)	27.0	77.0	50.0	50.0	50.0	44.0		9.0	53.0	53.0
Total Split (%)	20.8%	59.2%	38.5%	38.5%	38.5%	33.8%		6.9%	40.8%	40.8%
Yellow Time (s)	3.0	4.5	4.5	4.5	4.5	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.5	1.5	1.5	1.5	2.5		1.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0	6.0	6.5		4.0	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None		None	None	None
Act Effct Green (s)	103.9	101.9	88.8	88.8	88.8	8.4		8.4	18.1	15.6
Actuated g/C Ratio	0.80	0.78	0.68	0.68	0.68	0.06		0.14	0.12	0.12
v/c Ratio	0.31	0.32	0.03	0.23	0.04	0.28		0.33	0.30	0.57
Control Delay	4.7	4.7	6.6	6.1	0.1	66.2		39.9	55.2	53.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	4.7	4.7	6.6	6.1	0.1	66.2		39.9	55.2	53.9
LOS	A	A	A	A	A	E		D	E	B
Approach Delay		4.7		5.7			48.8		28.8	
Approach LOS		A		A			D		C	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 35 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 10.1

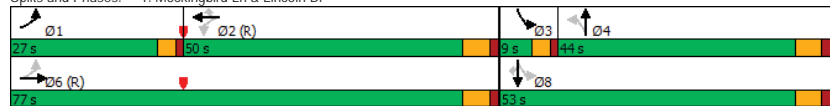
Intersection LOS: B

Intersection Capacity Utilization 60.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Mockingbird Ln & Lincoln Dr



18-0555 SmokeTree Resort  
Existing PM Mitigated

1: Mockingbird Ln & Lincoln Dr  
Timings

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↰	↰↱	↰	↰↱	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	136	740	8	900	54	18	44	45	59	223
Future Volume (vph)	136	740	8	900	54	18	44	45	59	223
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm
Protected Phases	1	6		2				3		
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	2	2	2	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	3.5	15.0	15.0	15.0	15.0	7.0		3.5	7.0	7.0
Minimum Split (s)	8.0	27.0	27.0	27.0	27.0	33.5		8.0	33.5	33.5
Total Split (s)	31.0	88.0	57.0	57.0	57.0	34.0		8.0	42.0	42.0
Total Split (%)	23.8%	67.7%	43.8%	43.8%	43.8%	26.2%		6.2%	32.3%	32.3%
Yellow Time (s)	3.0	4.5	4.5	4.5	4.5	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.5	1.5	1.5	1.5	2.5		1.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0	6.0	6.5		4.0	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None		None	None	None
Act Effct Green (s)	103.6	101.6	89.5	89.5	89.5	9.5		9.5	18.4	15.9
Actuated g/C Ratio	0.80	0.78	0.69	0.69	0.69	0.07		0.14	0.12	0.12
v/c Ratio	0.34	0.28	0.02	0.38	0.05	0.22		0.45	0.38	0.65
Control Delay	5.6	4.6	8.5	8.9	0.4	61.4		54.4	55.2	53.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	5.6	4.6	8.5	8.9	0.4	61.4		54.4	55.2	53.7
LOS	A	A	A	A	A	E		D	E	B
Approach Delay		4.7		8.4			56.0		26.4	
Approach LOS		A		A			E		C	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 11.6

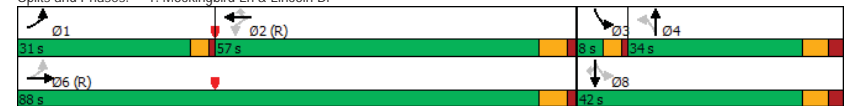
Intersection LOS: B

Intersection Capacity Utilization 59.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Mockingbird Ln & Lincoln Dr





18-0555 SmokeTree Resort  
Existing AM Mitigated

1: Mockingbird Ln & Lincoln Dr  
HCM 6th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱	↰	↰	↰		↰	↰	↰
Traffic Volume (veh/h)	183	817	62	11	536	39	21	20	21	45	57	167
Future Volume (veh/h)	183	817	62	11	536	39	21	20	21	45	57	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1772	1969	1772	1772	1969	1772	1772	1969	1772	1772	1969	1772
Adj Flow Rate, veh/h	195	869	66	12	576	42	23	22	23	56	70	206
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	554	2629	200	431	2474	993	148	78	81	204	310	237
Arrive On Green	0.05	0.75	0.75	0.22	0.22	0.22	0.09	0.09	0.09	0.04	0.16	0.16
Sat Flow, veh/h	1688	3523	268	567	3741	1502	1045	881	921	1688	1969	1502
Grp Volume(v), veh/h	195	461	474	12	576	42	23	0	45	56	70	206
Grp Sat Flow(s), veh/h/ln	1688	1870	1921	567	1870	1502	1045	0	1803	1688	1969	1502
Q Serve(g_s), s	4.6	10.8	10.8	2.2	16.5	2.9	2.7	0.0	3.0	3.8	4.0	17.4
Cycle Q Clear(g_c), s	4.6	10.8	10.8	2.2	16.5	2.9	2.7	0.0	3.0	3.8	4.0	17.4
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	554	1396	1433	431	2474	993	148	0	159	204	310	237
V/C Ratio(X)	0.35	0.33	0.33	0.03	0.23	0.04	0.16	0.00	0.28	0.27	0.23	0.87
Avail Cap(c_a), veh/h	762	1396	1433	431	2474	993	357	0	520	204	704	537
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.1	5.6	5.6	18.1	23.7	18.3	55.2	0.0	55.4	49.6	47.8	53.5
Incr Delay (d2), s/veh	0.4	0.6	0.6	0.1	0.2	0.1	0.5	0.0	1.0	0.7	0.4	9.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	2.8	7.3	7.5	0.5	13.0	1.8	1.3	0.0	2.6	3.0	3.7	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.5	6.2	6.2	18.2	23.9	18.4	55.7	0.0	56.4	50.3	48.2	63.0
LnGrp LOS	A	A	A	B	C	B	E	A	E	D	D	E
Approach Vol, veh/h	1130			630			68			332		
Approach Delay, s/veh	6.4			23.4			56.1			57.7		
Approach LOS	A			C			E			E		
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	11.0	92.0	9.0	18.0	103.0	27.0						
Change Period (Y+Rc), s	4.0	6.0	4.0	6.5	6.0	6.5						
Max Green Setting (Gmax), s	23.0	44.0	5.0	37.5	71.0	46.5						
Max Q Clear Time (g_c+I), s	6.6	18.5	5.8	5.0	12.8	19.4						
Green Ext Time (p_c), s	0.5	4.4	0.0	0.3	7.6	1.1						
Intersection Summary												
HCM 6th Ctrl Delay	20.8											
HCM 6th LOS	C											

18-0555 SmokeTree Resort  
Existing PM Mitigated

1: Mockingbird Ln & Lincoln Dr  
HCM 6th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱	↰	↰	↰		↰	↰	↰
Traffic Volume (veh/h)	136	740	33	8	900	54	18	44	18	45	59	223
Future Volume (veh/h)	136	740	33	8	900	54	18	44	18	45	59	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1772	1969	1772	1772	1969	1772	1772	1969	1772	1772	1969	1772
Adj Flow Rate, veh/h	145	787	35	9	968	58	20	48	20	56	73	275
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	460	2561	114	446	2334	937	193	185	77	244	397	303
Arrive On Green	0.05	0.70	0.70	1.00	1.00	1.00	0.14	0.14	0.14	0.03	0.20	0.20
Sat Flow, veh/h	1688	3648	162	631	3741	1502	978	1320	550	1688	1969	1502
Grp Volume(v), veh/h	145	403	419	9	968	58	20	0	68	56	73	275
Grp Sat Flow(s), veh/h/ln	1688	1870	1940	631	1870	1502	978	0	1870	1688	1969	1502
Q Serve(g_s), s	3.8	10.7	10.7	0.0	0.0	0.0	2.3	0.0	4.2	3.6	4.0	23.3
Cycle Q Clear(g_c), s	3.8	10.7	10.7	0.5	0.0	0.0	2.3	0.0	4.2	3.6	4.0	23.3
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	460	1313	1362	446	2334	937	193	0	262	244	397	303
V/C Ratio(X)	0.32	0.31	0.31	0.02	0.41	0.06	0.10	0.00	0.26	0.23	0.18	0.91
Avail Cap(c_a), veh/h	731	1313	1362	446	2334	937	262	0	396	244	538	410
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	7.4	7.4	0.0	0.0	0.0	49.0	0.0	49.8	44.6	43.0	50.7
Incr Delay (d2), s/veh	0.4	0.6	0.6	0.1	0.5	0.1	0.2	0.0	0.5	0.5	0.2	19.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	2.5	7.7	7.9	0.0	0.3	0.1	1.1	0.0	3.6	2.8	3.6	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.4	8.0	7.9	0.1	0.5	0.1	49.3	0.0	50.4	45.1	43.2	69.9
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	D	E
Approach Vol, veh/h	967			1035			88			404		
Approach Delay, s/veh	7.9			0.5			50.1			61.7		
Approach LOS	A			A			D			E		
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	10.2	87.1	8.0	24.7	97.3	32.7						
Change Period (Y+Rc), s	4.0	6.0	4.0	6.5	6.0	6.5						
Max Green Setting (Gmax), s	27.0	51.0	4.0	27.5	82.0	35.5						
Max Q Clear Time (g_c+I), s	5.8	2.5	5.6	6.2	12.7	25.3						
Green Ext Time (p_c), s	0.4	9.3	0.0	0.4	6.3	1.0						
Intersection Summary												
HCM 6th Ctrl Delay	15.0											
HCM 6th LOS	B											



18-0555 SmokeTree Resort  
Existing AM Mitigated

2: Quail Run Rd & Lincoln Dr  
Timings

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↰	↰↱	↰	↰↱	↰	↰	↰	↰	↰
Traffic Volume (vph)	9	862	1	574	16	2	0	8	0
Future Volume (vph)	9	862	1	574	16	2	0	8	0
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	1	6		2			4		8
Permitted Phases	6		2		2	4		8	
Detector Phase	1	6	2	2	2	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	24.0	24.0	24.0	24.0	26.5	26.5	26.5	26.5
Total Split (s)	18.0	96.0	78.0	78.0	78.0	34.0	34.0	34.0	34.0
Total Split (%)	13.8%	73.8%	60.0%	60.0%	60.0%	26.2%	26.2%	26.2%	26.2%
Yellow Time (s)	3.0	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.5	1.5	1.5	1.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	92.0	90.0	88.0	88.0	88.0	27.5	26.5	27.5	27.5
Actuated g/C Ratio	0.71	0.69	0.68	0.68	0.68	0.21	0.21	0.21	0.21
v/c Ratio	0.02	0.41	0.00	0.26	0.02	0.02	0.02	0.05	0.05
Control Delay	5.3	7.9	8.0	9.0	0.0	0.0	0.0	0.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	7.9	8.0	9.0	0.0	0.0	0.0	0.3	0.3
LOS	A	A	A	A	A	A	A	A	A
Approach Delay		7.9		8.7				0.3	
Approach LOS		A		A				A	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 8.1

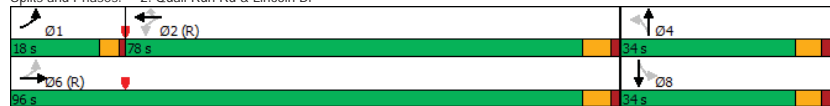
Intersection LOS: A

Intersection Capacity Utilization 38.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Quail Run Rd & Lincoln Dr



18-0555 SmokeTree Resort  
Existing PM Mitigated

2: Quail Run Rd & Lincoln Dr  
Timings

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↰	↰↱	↰	↰↱	↰	↰	↰	↰	↰
Traffic Volume (vph)	2	832	1	949	3	0	6	0	0
Future Volume (vph)	2	832	1	949	3	0	6	0	0
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases	1	6		2			4		8
Permitted Phases	6		2		2		8		
Detector Phase	1	6	2	2	2	4	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	24.0	24.0	24.0	24.0	26.5	26.5	26.5	26.5
Total Split (s)	23.0	93.0	70.0	70.0	70.0	37.0	37.0	37.0	37.0
Total Split (%)	17.7%	71.5%	53.8%	53.8%	53.8%	28.5%	28.5%	28.5%	28.5%
Yellow Time (s)	3.0	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.5	1.5	1.5	1.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	89.0	87.0	85.1	85.1	85.1	30.5	30.5	30.5	30.5
Actuated g/C Ratio	0.68	0.67	0.65	0.65	0.65	0.23	0.23	0.23	0.23
v/c Ratio	0.01	0.41	0.00	0.45	0.00	0.01	0.01	0.03	0.03
Control Delay	5.5	8.3	9.0	12.2	0.0	0.0	0.0	38.8	38.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	8.3	9.0	12.2	0.0	0.0	0.0	38.8	38.8
LOS	A	A	A	B	A	A	A	D	D
Approach Delay		8.3		12.1				38.8	
Approach LOS		A		B				D	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 10.4

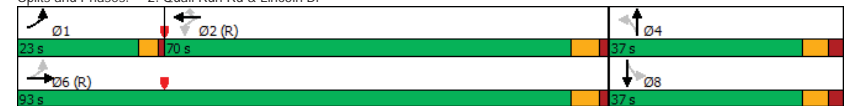
Intersection LOS: B

Intersection Capacity Utilization 41.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Quail Run Rd & Lincoln Dr





18-0555 SmokeTree Resort  
Existing AM Mitigated

2: Quail Run Rd & Lincoln Dr  
HCM 6th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱	↰		↰↱		↰	↰↱	
Traffic Volume (veh/h)	9	862	3	1	574	16	2	0	3	8	0	6
Future Volume (veh/h)	9	862	3	1	574	16	2	0	3	8	0	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1002	3	1	631	18	3	0	5	11	0	9
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.62	0.62	0.70	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	525	2516	8	312	2309	1030	144	16	203	205	12	143
Arrive On Green	0.00	0.23	0.23	0.65	0.65	0.65	0.21	0.00	0.21	0.21	0.00	0.21
Sat Flow, veh/h	1781	3634	11	561	3554	1585	499	76	958	768	57	675
Grp Volume(v), veh/h	10	490	515	1	631	18	8	0	0	20	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1868	561	1777	1585	1533	0	0	1499	0	0
Q Serve(g_s), s	0.2	30.4	30.4	0.1	9.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	30.4	30.4	25.0	9.8	0.5	0.5	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.37		0.62	0.55		0.45
Lane Grp Cap(c), veh/h	525	1230	1294	312	2309	1030	362	0	0	360	0	0
V/C Ratio(X)	0.02	0.40	0.40	0.00	0.27	0.02	0.02	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	697	1230	1294	312	2309	1030	362	0	0	360	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	27.2	27.2	19.1	9.7	8.1	40.6	0.0	0.0	40.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.0	0.3	0.0	0.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	0.2	21.0	21.9	0.0	6.9	0.3	0.4	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.4	28.1	28.0	19.1	10.0	8.1	40.7	0.0	0.0	41.2	0.0	0.0
LnGrp LOS	A	C	C	B	A	A	D	A	A	D	A	A
Approach Vol, veh/h		1015			650			8			20	
Approach Delay, s/veh		27.9			9.9			40.7			41.2	
Approach LOS		C			A			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.5	90.5		34.0		96.0		34.0				
Change Period (Y+Rc), s	4.0	6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s	14.0	72.0		27.5		90.0		27.5				
Max Q Clear Time (g_c+I), s	2.2	27.0		2.5		32.4		3.2				
Green Ext Time (p_c), s	0.0	5.1		0.0		8.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				21.2								
HCM 6th LOS				C								

18-0555 SmokeTree Resort  
Existing PM Mitigated

2: Quail Run Rd & Lincoln Dr  
HCM 6th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱	↰		↰↱		↰	↰↱	
Traffic Volume (veh/h)	2	832	1	1	949	3	0	0	3	6	0	0
Future Volume (veh/h)	2	832	1	1	949	3	0	0	3	6	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	967	1	1	1043	3	0	0	5	9	0	0
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.62	0.62	0.70	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	2438	3	418	2259	1008	0	0	372	383	0	0
Arrive On Green	0.00	0.89	0.89	0.64	0.64	0.64	0.00	0.00	0.23	0.23	0.00	0.00
Sat Flow, veh/h	1781	3643	4	581	3554	1585	0	0	1585	1397	0	0
Grp Volume(v), veh/h	2	472	496	1	1043	3	0	0	5	9	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1870	581	1777	1585	0	0	1585	1397	0	0
Q Serve(g_s), s	0.1	5.9	5.9	0.1	19.7	0.1	0.0	0.0	0.3	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.1	5.9	5.9	1.6	19.7	0.1	0.0	0.0	0.3	1.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	321	1189	1251	418	2259	1008	0	0	372	383	0	0
V/C Ratio(X)	0.01	0.40	0.40	0.00	0.46	0.00	0.00	0.00	0.01	0.02	0.00	0.00
Avail Cap(c_a), veh/h	577	1189	1251	418	2259	1008	0	0	372	383	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	2.7	2.7	9.2	12.2	8.6	0.0	0.0	38.2	38.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.9	0.0	0.7	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	0.0	3.4	3.5	0.0	12.4	0.1	0.0	0.0	0.2	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.6	3.6	3.6	9.2	12.9	8.6	0.0	0.0	38.3	38.7	0.0	0.0
LnGrp LOS	A	A	A	A	B	A	A	A	D	D	A	A
Approach Vol, veh/h		970			1047			5			9	
Approach Delay, s/veh		3.6			12.9			38.3			38.7	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	4.3	88.7		37.0		93.0		37.0				
Change Period (Y+Rc), s	4.0	6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s	19.0	64.0		30.5		87.0		30.5				
Max Q Clear Time (g_c+I), s	2.1	21.7		2.3		7.9		3.0				
Green Ext Time (p_c), s	0.0	9.8		0.0		8.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				8.6								
HCM 6th LOS				A								



18-0555 SmokeTree Resort  
Existing AM Mitigated

3: Shared Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	893	10	11	589	2	8
Future Vol, veh/h	893	10	11	589	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1038	12	12	647	4	16

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1050
Stage 1	-	-	1044
Stage 2	-	-	348
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	1029	*133
Stage 1	-	-	*647
Stage 2	-	-	*794
Platoon blocked, %	-	1	1
Mov Cap-1 Maneuver	-	1029	*131
Mov Cap-2 Maneuver	-	-	*131
Stage 1	-	-	*647
Stage 2	-	-	*784

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	378	-	-	1029	-
HCM Lane V/C Ratio	0.053	-	-	0.012	-
HCM Control Delay (s)	15.1	-	-	8.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

18-0555 SmokeTree Resort  
Existing PM Mitigated

3: Shared Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	838	3	6	948	5	11
Future Vol, veh/h	838	3	6	948	5	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	974	3	7	1042	10	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	977
Stage 1	-	-	976
Stage 2	-	-	535
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	1073	*111
Stage 1	-	-	*670
Stage 2	-	-	*646
Platoon blocked, %	-	1	1
Mov Cap-1 Maneuver	-	1073	*110
Mov Cap-2 Maneuver	-	-	*110
Stage 1	-	-	*670
Stage 2	-	-	*642

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	265	-	-	1073	-
HCM Lane V/C Ratio	0.121	-	-	0.006	-
HCM Control Delay (s)	20.4	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



18-0555 SmokeTree Resort  
Existing AM Mitigated

4: AJ's Drwy/Apartment Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection													
Int Delay, s/veh	1.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↰	↰		↰	↰			↰		↰	↰	↰	
Traffic Vol, veh/h	21	816	68	12	542	9	43	5	59	4	0	10	
Future Vol, veh/h	21	816	68	12	542	9	43	5	59	4	0	10	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	60	-	-	25	-	-	-	-	-	0	-	0	
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	88	88	88	95	95	95	76	76	76	70	70	70	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	24	927	77	13	571	9	57	7	78	6	0	14	

Major/Minor	Major1	Major2	Minor1	Minor2									
Conflicting Flow All	580	0	0	1004	0	0	1326	1620	502	1117	-	290	
Stage 1	-	-	-	-	-	-	1014	1014	-	602	-	-	
Stage 2	-	-	-	-	-	-	312	606	-	515	-	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	-	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	-	3.32	
Pot Cap-1 Maneuver	*1297	-	-	1038	-	-	*114	102	*739	*162	0	*867	
Stage 1	-	-	-	-	-	-	*619	559	-	*813	0	-	
Stage 2	-	-	-	-	-	-	*817	710	-	*697	0	-	
Platoon blocked, %	1	-	-	1	-	-	-	1	-	-	-	1	
Mov Cap-1 Maneuver	*1297	-	-	1038	-	-	*109	99	*739	*139	-	*867	
Mov Cap-2 Maneuver	-	-	-	-	-	-	*359	321	-	*372	-	-	
Stage 1	-	-	-	-	-	-	*607	549	-	*798	-	-	
Stage 2	-	-	-	-	-	-	*794	701	-	*605	-	-	

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	15.1	10.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	497	*1297	-	-	1038	-	-	372	867
HCM Lane V/C Ratio	0.283	0.018	-	-	0.012	-	-	0.015	0.016
HCM Control Delay (s)	15.1	7.8	-	-	8.5	-	-	14.8	9.2
HCM Lane LOS	C	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0	-	-	0	0.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

18-0555 SmokeTree Resort  
Existing PM Mitigated

4: AJ's Drwy/Apartment Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection													
Int Delay, s/veh	2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↰	↰		↰	↰			↰		↰	↰	↰	
Traffic Vol, veh/h	8	777	61	6	857	9	79	2	71	3	0	19	
Future Vol, veh/h	8	777	61	6	857	9	79	2	71	3	0	19	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	60	-	-	25	-	-	-	-	-	0	-	0	
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	88	88	88	95	95	95	76	76	76	70	70	70	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	9	883	69	6	902	9	104	3	93	4	0	27	

Major/Minor	Major1	Major2	Minor1	Minor2									
Conflicting Flow All	911	0	0	952	0	0	1399	1859	476	1380	-	456	
Stage 1	-	-	-	-	-	-	936	936	-	919	-	-	
Stage 2	-	-	-	-	-	-	463	923	-	461	-	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	-	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	-	3.32	
Pot Cap-1 Maneuver	*1102	-	-	1055	-	-	*100	*73	*763	*104	0	*737	
Stage 1	-	-	-	-	-	-	*655	*588	-	*695	0	-	
Stage 2	-	-	-	-	-	-	*695	*609	-	*720	0	-	
Platoon blocked, %	1	-	-	1	-	-	-	1	-	-	-	1	
Mov Cap-1 Maneuver	*1102	-	-	1055	-	-	*95	*72	*763	*90	-	*737	
Mov Cap-2 Maneuver	-	-	-	-	-	-	*341	*302	-	*338	-	-	
Stage 1	-	-	-	-	-	-	*650	*583	-	*689	-	-	
Stage 2	-	-	-	-	-	-	*665	*605	-	*624	-	-	

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	18.8	10.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	459	*1102	-	-	1055	-	-	338	737
HCM Lane V/C Ratio	0.436	0.008	-	-	0.006	-	-	0.013	0.037
HCM Control Delay (s)	18.8	8.3	-	-	8.4	-	-	15.8	10.1
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	2.2	0	-	-	0	-	-	0	0.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

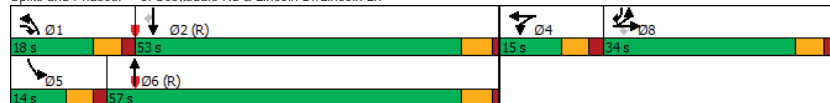


18-0555 SmokeTree Resort  
Existing AM Mitigated

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	520	36	313	21	33	211	882	20	941	372
Future Volume (vph)	520	36	313	21	33	211	882	20	941	372
Turn Type	Split	NA	pm+ov	Split	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	8	8	1	4	4	1	6	5	2	8
Permitted Phases			8							2
Detector Phase	8	8	1	4	4	1	6	5	2	8
Switch Phase										
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	5.0	10.0	5.0	10.0	7.0
Minimum Split (s)	34.0	34.0	11.0	13.0	13.0	11.0	30.7	11.0	30.7	34.0
Total Split (s)	34.0	34.0	18.0	15.0	15.0	18.0	57.0	14.0	53.0	34.0
Total Split (%)	28.3%	28.3%	15.0%	12.5%	12.5%	15.0%	47.5%	11.7%	44.2%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.7	4.0	4.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.7	6.0	5.7	6.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None
Act Effct Green (s)	26.5	26.5	43.7	7.3	7.3	11.2	63.4	6.2	53.9	81.3
Actuated g/C Ratio	0.22	0.22	0.36	0.06	0.06	0.09	0.53	0.05	0.45	0.68
v/c Ratio	0.82	0.84	0.52	0.22	0.31	0.72	0.38	0.24	0.45	0.35
Control Delay	63.0	64.0	19.4	58.7	35.8	66.2	19.4	60.6	25.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	64.0	19.4	58.7	35.8	66.2	19.4	60.6	25.2	1.9
LOS	E	E	B	E	D	E	B	E	C	A
Approach Delay		47.6			41.7		28.2		19.2	
Approach LOS		D			D		C		B	
<b>Intersection Summary</b>										
Cycle Length: 120										
Actuated Cycle Length: 120										
Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBT, Start of Green										
Natural Cycle: 90										
Control Type: Actuated-Coordinated										
Maximum v/c Ratio: 0.84										
Intersection Signal Delay: 30.0										
Intersection Capacity Utilization 61.0%										
ICU Level of Service B										
Analysis Period (min) 15										

Splits and Phases: 5: Scottsdale Rd & Lincoln Dr/Lincoln Ln

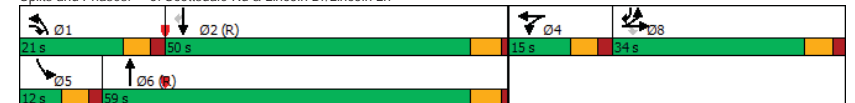


18-0555 SmokeTree Resort  
Existing PM Mitigated

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	515	35	341	38	39	313	1292	35	1433	585
Future Volume (vph)	515	35	341	38	39	313	1292	35	1433	585
Turn Type	Split	NA	pm+ov	Split	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	8	8	1	4	4	1	6	5	2	8
Permitted Phases			8							2
Detector Phase	8	8	1	4	4	1	6	5	2	8
Switch Phase										
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	5.0	10.0	5.0	10.0	7.0
Minimum Split (s)	34.0	34.0	11.0	13.0	13.0	11.0	30.7	11.0	30.7	34.0
Total Split (s)	34.0	34.0	21.0	15.0	15.0	21.0	59.0	12.0	50.0	34.0
Total Split (%)	28.3%	28.3%	17.5%	12.5%	12.5%	17.5%	49.2%	10.0%	41.7%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.7	4.0	4.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.7	6.0	5.7	6.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None
Act Effct Green (s)	26.3	26.3	46.8	7.8	7.8	14.4	63.6	5.8	50.4	77.6
Actuated g/C Ratio	0.22	0.22	0.39	0.06	0.06	0.12	0.53	0.05	0.42	0.65
v/c Ratio	0.82	0.83	0.56	0.38	0.34	0.83	0.54	0.45	0.74	0.57
Control Delay	63.0	63.5	24.5	63.1	33.8	69.5	21.9	72.4	33.5	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	63.5	24.5	63.1	33.8	69.5	21.9	72.4	33.5	6.1
LOS	E	E	C	E	C	E	C	E	C	A
Approach Delay		48.4			43.6		31.0		26.4	
Approach LOS		D			D		C		C	
<b>Intersection Summary</b>										
Cycle Length: 120										
Actuated Cycle Length: 120										
Offset: 62 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Green										
Natural Cycle: 100										
Control Type: Actuated-Coordinated										
Maximum v/c Ratio: 0.83										
Intersection Signal Delay: 32.6										
Intersection Capacity Utilization 73.2%										
ICU Level of Service D										
Analysis Period (min) 15										

Splits and Phases: 5: Scottsdale Rd & Lincoln Dr/Lincoln Ln





18-0555 SmokeTree Resort  
Existing AM Mitigated

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
HCM 6th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↱	↰	↱	↱	↰	↱	↱	↰	↱	↱
Traffic Volume (veh/h)	520	36	313	21	33	28	211	882	32	20	941	372
Future Volume (veh/h)	520	36	313	21	33	28	211	882	32	20	941	372
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	607	0	348	24	38	32	232	969	35	22	1034	409
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	779	0	479	99	108	81	288	2562	92	39	2270	1051
Arrive On Green	0.22	0.00	0.22	0.06	0.06	0.06	0.08	0.51	0.51	0.02	0.44	0.44
Sat Flow, veh/h	3563	0	1585	1781	1936	1450	3456	5059	183	1781	5106	1585
Grp Volume(v), veh/h	607	0	348	24	34	36	232	652	352	22	1034	409
Grp Sat Flow(s), veh/h/ln	1781	0	1585	1781	1777	1609	1728	1702	1838	1781	1702	1585
Q Serve(g_s), s	19.3	0.0	23.6	1.5	2.2	2.6	7.9	14.0	14.1	1.5	16.9	14.1
Cycle Q Clear(g_c), s	19.3	0.0	23.6	1.5	2.2	2.6	7.9	14.0	14.1	1.5	16.9	14.1
Prop In Lane	1.00		1.00	1.00		0.90	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	779	0	479	99	99	90	288	1724	930	39	2270	1051
V/C Ratio(X)	0.78	0.00	0.73	0.24	0.35	0.40	0.80	0.38	0.38	0.57	0.46	0.39
Avail Cap(c_a), veh/h	831	0	502	134	133	121	346	1724	930	119	2270	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	0.0	37.4	54.2	54.6	54.7	54.0	18.1	18.1	58.1	23.2	9.2
Incr Delay (d2), s/veh	3.9	0.0	4.2	0.5	0.8	1.0	9.2	0.6	1.2	4.8	0.7	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	13.8	0.0	14.7	1.3	1.8	1.9	6.9	9.5	10.3	1.3	11.2	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	0.0	41.7	54.7	55.3	55.7	63.3	18.7	19.3	63.0	23.9	10.3
LnGrp LOS	D	A	D	D	E	E	E	B	B	E	C	B
Approach Vol, veh/h		955			94			1236			1465	
Approach Delay, s/veh		45.7			55.3			27.2			20.7	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	59.1		12.7	8.6	66.5		32.2				
Change Period (Y+Rc), s	6.0	5.7		6.0	6.0	5.7		6.0				
Max Green Setting (Gmax), s	12.0	47.3		9.0	8.0	51.3		28.0				
Max Q Clear Time (g_c+I), s	9.9	18.9		4.6	3.5	16.1		25.6				
Green Ext Time (p_c), s	0.1	6.6		0.1	0.0	5.0		0.7				

Intersection Summary

HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.

18-0555 SmokeTree Resort  
Existing PM Mitigated

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
HCM 6th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↱	↰	↱	↱	↰	↱	↱	↰	↱	↱
Traffic Volume (veh/h)	515	35	341	38	39	36	313	1292	29	35	1433	585
Future Volume (veh/h)	515	35	341	38	39	36	313	1292	29	35	1433	585
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	600	0	379	43	44	41	344	1420	32	38	1575	643
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	807	0	542	102	106	88	399	2509	57	53	2058	998
Arrive On Green	0.23	0.00	0.23	0.06	0.06	0.06	0.12	0.49	0.49	0.03	0.40	0.40
Sat Flow, veh/h	3563	0	1585	1781	1851	1522	3456	5138	116	1781	5106	1585
Grp Volume(v), veh/h	600	0	379	43	42	43	344	941	111	38	1575	643
Grp Sat Flow(s), veh/h/ln	1781	0	1585	1781	1777	1596	1728	1702	1850	1781	1702	1585
Q Serve(g_s), s	18.8	0.0	24.8	2.8	2.7	3.1	11.7	23.4	23.4	2.5	32.0	30.3
Cycle Q Clear(g_c), s	18.8	0.0	24.8	2.8	2.7	3.1	11.7	23.4	23.4	2.5	32.0	30.3
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	807	0	542	102	102	92	399	1663	903	53	2058	998
V/C Ratio(X)	0.74	0.00	0.70	0.42	0.41	0.47	0.86	0.57	0.57	0.71	0.77	0.64
Avail Cap(c_a), veh/h	831	0	553	134	133	120	432	1663	903	89	2058	998
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	0.0	34.1	54.6	54.6	54.8	52.1	21.7	21.7	57.7	30.9	13.8
Incr Delay (d2), s/veh	3.1	0.0	3.2	1.0	1.0	1.4	14.4	1.4	2.6	6.4	2.8	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	13.4	0.0	15.1	2.3	2.3	2.3	9.9	14.6	16.0	2.2	19.5	26.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.2	0.0	37.3	55.6	55.6	56.1	66.5	23.1	24.3	64.1	33.7	17.1
LnGrp LOS	D	A	D	E	E	E	E	C	C	E	C	B
Approach Vol, veh/h		979			128			1796			2256	
Approach Delay, s/veh		42.8			55.8			31.8			29.5	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.8	54.1		12.9	9.6	64.3		33.2				
Change Period (Y+Rc), s	6.0	5.7		6.0	6.0	5.7		6.0				
Max Green Setting (Gmax), s	15.0	44.3		9.0	6.0	53.3		28.0				
Max Q Clear Time (g_c+I), s	13.7	34.0		5.1	4.5	25.4		26.8				
Green Ext Time (p_c), s	0.1	6.8		0.1	0.0	8.0		0.4				

Intersection Summary

HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.



## **APPENDIX D**

### **TRIP GENERATION**



**Methodology Overview**

This form facilitates trip generation estimation using data within the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition and methodology described within ITE's Trip Generation Handbook, 3rd Edition. These references will be referred to as Manual and Handbook, respectively. The Manual contains data collected by various transportation professionals for a wide range of different land uses, with each land use category represented by a land use code (LUC). Average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized LUC in various settings and time periods. The Handbook indicates an established methodology for how to use data contained within the Manual when to use the fitted curve instead of the average rate and when to adjustments to the volume of trips are appropriate and how to do so. The methodology steps are represented visually in boxes in Figure 3.1. This worksheet applies calculations for each box if applicable.

**Box 1 - Define Study Site Land Use Type & Site Characteristics**

The analyst is to pick an appropriate LUC(s) based on the subject's zoning/land use(s)/future land use(s). The size of the land use(s) is described in reference to an independent variable(s) specific to (each) the land use (example: 1,000 square feet of building area is relatively common).

**Land Use Types and Size**

Proposed Use	Amount Units	ITE LUC	ITE Land Use Name
Hotel	82 Rooms	310	Hotel
Hotel Restaurant	8,577 1,000 square feet	931	Fine Dining Restaurant
Private Dining	0.608 1,000 square feet	931	Fine Dining Restaurant
Grab & Go	0.928 1,000 square feet	932	High Turnover(Sit Down) Restaurant
Bar	0.448 1,000 square feet	931	Fine Dining Restaurant

**Box 2 - Define Site Context**

Context assessment is to "simply determine whether the study sites is in a multimodal setting" and "could have persons accessing the site by walking, bicycling, or riding transit." This assessment is used in Box 4. The Manual separates data into 4 setting categories - Rural, General Urban/Suburban, Dense Multi-Urban Use and Center City Core. This worksheet uses the following abbreviations, respectively: R, G, D, and C. The Manual does not have data for all settings of all land use codes. See the table on the next page titled "Site Context and Time Periods" - if this table is not provided, the "General Urban/Suburban" setting is used by default.

**Box 3 - Define Analysis Objectives Types of Trips & Time Period**

This tool will focus on vehicular trips for a 24-hour period on a typical weekday as well as its AM peak hour and PM peak hour. Other time period(s) may be of interest.

**Site Context and Time Periods - Actual Setting, Setting Data Available for LUC, Setting Used in Analyses**

Proposed Use	Setting	ADT		AM Peak Hour		PM Peak Hour		(not used)	
		Available	Used	Available	Used	Available	Used		
Hotel	General Urban/Suburban G	G C	G	G D C	G	G D C	G		
Hotel Restaurant	General Urban/Suburban G	G	G	G	G	G	G		
Private Dining	General Urban/Suburban G	G	G	G	G	G	G		
Grab & Go	General Urban/Suburban G	G	G	G	G	G D	G		
Bar	General Urban/Suburban G	G	G	G	G	G	G		

If the desired setting is not available within the *Manual*, adjustments may be made in Boxes 6 through 8.

**Box 4 - Is Study Site Multimodal?**

Per the Handbook, "if the objective is to establish a local trip generation rate for a particular land use or study site, the simplified approach (Box 9) may be acceptable but the Box 5 through 8 approach is required if the study site is located in an infill setting, contains a mix of uses on-site, or is near significant transit service."

**Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Determine Equation)**

Vehicular trips are estimated using rates/equations applicable to each LUC. When the appropriate graph has a fitted curve, the Handbook has a process (Figure 4.2) to determine when to use it versus using the weighted average rate or collecting local data. The methodology requires for engineering judgement in some circumstances and permits engineering judgement to override or make adjustments when appropriate to best project (example 1: study site is expected to operate differently than data in the applicable land use code - such as restaurant that is closed in the morning or in the evening; example 2: LUC data in a localized area fails to be represented by the typically selected fitted curve/weighted average rate - a small shop/LUC 820, AM peak hour is skewed by the high y-intercept).

**Equation Type: Equation Used [Equated Rate] (Type Abbreviations: Weighted Average Rate ("WA"), Fitted Curve ("FC"), or Custom ("C"))**

Proposed Use	ADT	AM Peak Hour	PM Peak Hour	(not used)
Hotel	FC: $T=10.84 \times X-423.51$ [5.68]	FC: $T=0.5 \times X-7.45$ [0.41]	FC: $T=0.74 \times X-27.89$ [0.40]	
Hotel Restaurant	WA: $T=X \times 83.84$ [83.84]	WA: $T=X \times 0.73$ [0.73]	WA: $T=X \times 7.8$ [7.80]	
Private Dining	WA: $T=X \times 83.84$ [83.84]	WA: $T=X \times 0.73$ [0.73]	WA: $T=X \times 7.8$ [7.80]	
Grab & Go	WA: $T=X \times 107.2$ [107.20]	WA: $T=X \times 9.57$ [9.57]	WA: $T=X \times 9.05$ [9.05]	
Bar	WA: $T=X \times 83.84$ [83.84]	WA: $T=X \times 0.73$ [0.73]	WA: $T=X \times 7.8$ [7.80]	

**Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Apply Equations and in/out Distributions)****Baseline Vehicular Trips**

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total				
Hotel	50%	233	233	466	56%	19	15	34	51%	17	16	33				
Hotel Restaurant	50%	360	360	720	80%	5	1	6	67%	45	22	67				
Private Dining	50%	25	25	50	80%	0	0	0	67%	3	2	5				
Grab & Go	50%	50	50	100	55%	5	4	9	61%	5	3	8				
Bar	50%	19	19	38	80%	0	0	0	67%	2	1	3				
<b>Totals</b>		<b>687</b>	<b>687</b>	<b>1,374</b>		<b>29</b>	<b>20</b>	<b>49</b>		<b>72</b>	<b>44</b>	<b>116</b>				



If vehicle trip reductions are not applied for internal capture and alternative mode, vehicle trips may be separated into vehicle trip subsets (pass-by trips, diverted trips, truck trips, new passenger vehicle trips) as part of Box 10. If vehicle trip reductions are to be applied, continue to Box 6.

#### Box 6 - Convert Baseline Vehicle Trips to Person Trips

If no vehicle trip reductions are to be applied, this portion may be ignored. The Handbook states "There are not enough samples to derive precise percentages by mode...however, for all but one,...the motor vehicle percentage of total person trips is at least 96 percent." and "[vehicle occupancy for] many of the most commonly analyzed land use codes are not [available]." This form assumes that the total baseline vehicle trips for all land use codes accounts for 90% of total person trips. Unless otherwise specified, this form later reverses the conversion in Box 8.

#### Box 7 - Estimate Internal Person Trips, External Walk/Bike Trips, Transit Person Trips, External Person Trips (Internal Capture)

Internal capture occurs for mixed-use developments when a portion of the trips generated by the site are expected to have the both the origin and destination within the site. Internal capture is not dependent on mode choice. The table below presents the internal capture percentages and trips in units of vehicle trips. CivTech can provide trips in units of persons if requested.

##### Adjustments for Internal Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
	Percent	In	Out	Total	Percent	In	Out	Total	Percent	In	Out	Total				
Hotel	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Hotel Restaurant	50%	180	180	360	50%	3	0	3	50%	23	11	34				
Private Dining	50%	13	13	26	50%	0	0	0	50%	2	1	3				
Grab & Go	50%	25	25	50	50%	3	2	5	50%	3	1	4				
Bar	50%	10	10	20	50%	0	0	0	50%	1	1	2				
<b>Totals</b>		<b>228</b>	<b>228</b>	<b>456</b>		<b>6</b>	<b>2</b>	<b>8</b>		<b>29</b>	<b>14</b>	<b>43</b>				

#### Box 7 - Estimate Internal Person Trips, External Walk/Bike Trips, Transit Person Trips, External Person Trips (Alternative Mode)

Alternate mode reductions are applied to account for trips to/from the study site made any means except as the driver of a personal vehicle (though carpooling is separate in Box 9). Alternate mode reductions, with respect to trips entering/exiting the site, include trips where more than one mode is used as long as the trip is not in a vehicle when crossing the boundary of the study site. The reduction is applied as a percent of vehicular trips removed from total external trips. The reduction percentage used does not include any amount of alternate mode trips that are accounted for in the baseline rates; the Dense Multi-Urban Use and City Core settings already account for alternate mode trips, though further reduction may still be reasonable in specific circumstances. The table below presents the alternative mode percentages and trips in units of vehicle trips. CivTech can provide trips in units of persons if requested.

##### Adjustments for Alternate Mode Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
	Percent	In	Out	Total	Percent	In	Out	Total	Percent	In	Out	Total				
Hotel	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Hotel Restaurant	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Private Dining	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Grab & Go	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Bar	0%	0	0	0	0%	0	0	0	0%	0	0	0				
<b>Totals</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0</b>				

#### Box 8 - Convert Person Trips to Final Vehicle Trips

The vehicle occupancy and baseline alternate mode are now factored out from the external trips in vehicles, after any adjustments for internal capture and additional alternate mode from Box 7. In Box 6, vehicle trips were considered to account for 90% of total person trips. Alternate mode trips in addition to the baseline, if any, are accounted for in Box 7. It is estimated that vehicle trips should be reduced by an additional 0% due to carpooling. The final external trips in vehicles is multiplied by 90% (= 90% - 0%) to produce the external vehicle trips.

##### External Vehicular Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
		In	Out	Total		In	Out	Total		In	Out	Total				
Hotel		233	233	466	56%	19	15	34	52%	17	16	33				
Hotel Restaurant		180	180	360	67%	2	1	3	67%	22	11	33				
Private Dining		12	12	24	0%	0	0	0	50%	1	1	2				
Grab & Go		25	25	50	50%	2	2	4	50%	2	2	4				
Bar		9	9	18	0%	0	0	0	100%	1	0	1				
<b>Totals</b>		<b>459</b>	<b>459</b>	<b>918</b>		<b>23</b>	<b>18</b>	<b>41</b>		<b>43</b>	<b>30</b>	<b>73</b>				



## **APPENDIX E**

### **TRIP DISTRIBUTION**

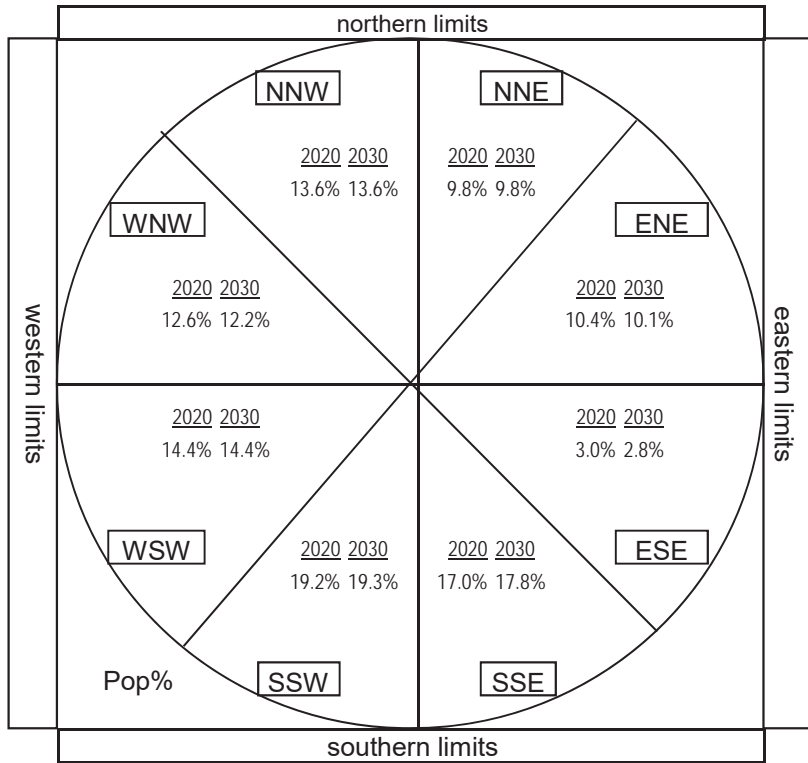


Quadrant	2020				2030			
	Population	Percent			Population	Percent		
North Northwest	65,355	13.6%			70,346	13.6%		
North Northeast	46,994	9.8%			50,587	9.8%		
North	112,348	23.4%			120,934	<b>23.4%</b>		
East Northeast	49,891	10.4%			52,124	10.1%		
East Southeast	14,233	3.0%			14,712	2.8%		
East	64,123	13.4%			66,836	<b>12.9%</b>		
South Southeast	81,730	17.0%			92,480	17.8%		
South Southwest	92,361	19.2%			99,928	19.3%		
South	174,091	36.2%			192,407	<b>37.1%</b>		
West Southwest	69,372	14.4%			74,834	14.4%		
West Northwest	60,317	12.6%			63,387	12.2%		
West	129,689	27.0%			138,221	<b>26.6%</b>		
Totals	480,252	100.0%			518,398	100.0%		

### Radius

Population radius: 10 miles

Select Analysis Year (2020, 2030, 2040,2050)  
2020





## **APPENDIX F**

### **BACKGROUND TRAFFIC**



**Location of counts:***Source(s):* City of Scottsdale Traffic Counts Map

	Year	Volume
Start	2015	10,484
End	2019	10,744
AAGR		0.60%
Exp Factor		1.025

Growth Rate Used 1.7%  
 Per-Year Multiplier 1.017

Year	Expansion Factor(s)	
<b>2022</b>	<b>1.000</b>	<b>Existing</b>
2023	1.017	
2024	1.034	
2025	1.052	
<b>2026</b>	<b>1.070</b>	<b>Opening</b>
2027	1.088	
2028	1.106	
2029	1.125	
2030	1.144	
<b>2031</b>	<b>1.164</b>	<b>Horizon</b>
2032	1.184	
2033	1.204	
2034	1.224	
2035	1.245	
2036	1.266	
2037	1.288	
2038	1.310	
2039	1.332	
2040	1.354	
2041	1.378	
2042	1.401	
2043	1.425	
2044	1.449	
2045	1.474	
2046	1.499	
2047	1.524	
2048	1.550	
2049	1.576	
2050	1.603	
2051	1.630	
2052	1.658	
2053	1.686	
2054	1.715	









## **APPENDIX G**

### **2026 NO-BUILD PEAK HOUR ANALYSIS**

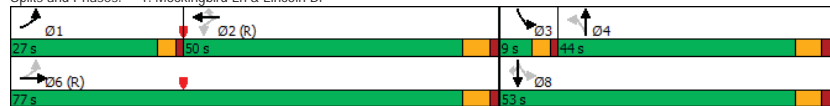


18-0555 SmokeTree Resort  
2026 Background AM

1: Mockingbird Ln & Lincoln Dr  
Timing Report, Sorted By Phase







						
Phase Number	1	2	3	4	6	8
Movement	EBL	WBTL	SBL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	27	50	9	44	77	53
Maximum Split (%)	20.8%	38.5%	6.9%	33.8%	59.2%	40.8%
Minimum Split (s)	8	27	8	33.5	27	33.5
Yellow Time (s)	3	4.5	3	4	4.5	4
All-Red Time (s)	1	1.5	1	2.5	1.5	2.5
Minimum Initial (s)	3.5	15	3.5	7	15	7
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7		7	7	7
Flash Dont Walk (s)		14		20	14	20
Dual Entry	No	No	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8	35	85	94	8	85
End Time (s)	35	85	94	8	85	8
Yield/Force Off (s)	31	79	90	1.5	79	1.5
Yield/Force Off 170(s)	31	65	90	111.5	65	111.5
Local Start Time (s)	103	0	50	59	103	50
Local Yield (s)	126	44	55	96.5	44	96.5
Local Yield 170(s)	126	30	55	76.5	30	76.5
Intersection Summary						
Cycle Length	130					
Control Type	Actuated-Coordinated					
Natural Cycle	80					
Offset: 35 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green						

Splits and Phases: 1: Mockingbird Ln & Lincoln Dr

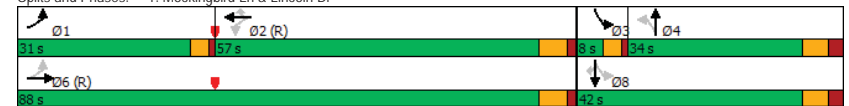


18-0555 SmokeTree Resort  
2026 Background PM

1: Mockingbird Ln & Lincoln Dr  
Timing Report, Sorted By Phase

						
Phase Number	1	2	3	4	6	8
Movement	EBL	WBTL	SBL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	31	57	8	34	88	42
Maximum Split (%)	23.8%	43.8%	6.2%	26.2%	67.7%	32.3%
Minimum Split (s)	8	27	8	33.5	27	33.5
Yellow Time (s)	3	4.5	3	4	4.5	4
All-Red Time (s)	1	1.5	1	2.5	1.5	2.5
Minimum Initial (s)	3.5	15	3.5	7	15	7
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7		7	7	7
Flash Dont Walk (s)		14		20	14	20
Dual Entry	No	No	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	99	0	57	65	99	57
End Time (s)	0	57	65	99	57	99
Yield/Force Off (s)	126	51	61	92.5	51	92.5
Yield/Force Off 170(s)	126	37	61	72.5	37	72.5
Local Start Time (s)	99	0	57	65	99	57
Local Yield (s)	126	51	61	92.5	51	92.5
Local Yield 170(s)	126	37	61	72.5	37	72.5
Intersection Summary						
Cycle Length	130					
Control Type	Actuated-Coordinated					
Natural Cycle	90					
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green						

Splits and Phases: 1: Mockingbird Ln & Lincoln Dr





18-0555 SmokeTree Resort  
2026 Background AM

1: Mockingbird Ln & Lincoln Dr  
HCM 6th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱	↰	↰	↰↱	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	210	927	66	15	626	46	22	22	25	53	63	198
Future Volume (veh/h)	210	927	66	15	626	46	22	22	25	53	63	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1772	1969	1772	1772	1969	1772	1772	1969	1772	1772	1969	1772
Adj Flow Rate, veh/h	223	986	70	16	673	49	24	24	27	65	78	244
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	492	2552	181	366	2339	939	170	97	109	233	361	275
Arrive On Green	0.06	0.72	0.72	0.21	0.21	0.21	0.11	0.11	0.11	0.04	0.18	0.18
Sat Flow, veh/h	1688	3542	251	506	3741	1502	1002	846	952	1688	1969	1502
Grp Volume(v), veh/h	223	521	535	16	673	49	24	0	51	65	78	244
Grp Sat Flow(s), veh/h/ln	1688	1870	1924	506	1870	1502	1002	0	1798	1688	1969	1502
Q Serve(g_s), s	5.8	14.0	14.0	3.3	19.7	3.4	2.8	0.0	3.4	4.3	4.4	20.6
Cycle Q Clear(g_c), s	5.8	14.0	14.0	5.0	19.7	3.4	2.8	0.0	3.4	4.3	4.4	20.6
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	492	1348	1386	366	2339	939	170	0	205	233	361	275
V/C Ratio(X)	0.45	0.39	0.39	0.04	0.29	0.05	0.14	0.00	0.25	0.28	0.22	0.89
Avail Cap(c_a), veh/h	682	1348	1386	366	2339	939	344	0	519	233	704	537
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.2	7.0	7.0	22.0	27.2	20.7	52.3	0.0	52.5	46.9	45.1	51.8
Incr Delay (d2), s/veh	0.7	0.8	0.8	0.2	0.3	0.1	0.4	0.0	0.6	0.6	0.3	9.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	3.7	9.4	9.6	0.8	15.1	2.2	1.3	0.0	2.8	3.4	3.9	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	7.9	7.9	22.2	27.5	20.8	52.6	0.0	53.1	47.6	45.4	61.1
LnGrp LOS	A	A	A	C	C	C	D	A	D	D	D	E
Approach Vol, veh/h	1279			738			75		387			
Approach Delay, s/veh	8.2			26.9			53.0		55.6			
Approach LOS	A			C			D		E			

<b>Timer - Assigned Phs</b>												
Phs Duration (G+Y+Rc), s	12.4	87.3	9.0	21.3	99.7		30.3					
Change Period (Y+Rc), s	4.0	6.0	4.0	6.5	6.0		6.5					
Max Green Setting (Gmax), s	23.0	44.0	5.0	37.5	71.0		46.5					
Max Q Clear Time (g_c+I1), s	7.8	21.7	6.3	5.4	16.0		22.6					
Green Ext Time (p_c), s	0.5	5.2	0.0	0.4	9.1		1.2					

<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	22.5											
HCM 6th LOS	C											

Notes  
User approved pedestrian interval to be less than phase max green.

18-0555 SmokeTree Resort  
2026 Background PM

1: Mockingbird Ln & Lincoln Dr  
HCM 6th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱	↰	↰	↰↱	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	192	908	35	11	1061	61	19	49	22	52	64	277
Future Volume (veh/h)	192	908	35	11	1061	61	19	49	22	52	64	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1772	1969	1772	1772	1969	1772	1772	1969	1772	1772	1969	1772
Adj Flow Rate, veh/h	204	966	37	12	1141	66	21	54	24	64	79	342
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	2424	93	342	2098	842	222	236	105	291	480	366
Arrive On Green	0.07	0.66	0.66	1.00	1.00	1.00	0.18	0.18	0.18	0.03	0.24	0.24
Sat Flow, veh/h	1688	3673	141	532	3741	1502	915	1291	574	1688	1969	1502
Grp Volume(v), veh/h	204	492	511	12	1141	66	21	0	78	64	79	342
Grp Sat Flow(s), veh/h/ln	1688	1870	1943	532	1870	1502	915	0	1865	1688	1969	1502
Q Serve(g_s), s	6.4	15.8	15.8	0.1	0.0	0.0	2.5	0.0	4.6	4.0	4.1	29.0
Cycle Q Clear(g_c), s	6.4	15.8	15.8	3.0	0.0	0.0	2.5	0.0	4.6	4.0	4.1	29.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	417	1234	1282	342	2098	842	222	0	340	291	480	366
V/C Ratio(X)	0.49	0.40	0.40	0.04	0.54	0.08	0.09	0.00	0.23	0.22	0.16	0.93
Avail Cap(c_a), veh/h	652	1234	1282	342	2098	842	249	0	395	291	538	410
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	10.2	10.2	0.1	0.0	0.0	44.5	0.0	45.3	40.4	38.7	48.1
Incr Delay (d2), s/veh	0.9	1.0	0.9	0.2	0.8	0.1	0.2	0.0	0.3	0.4	0.2	26.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	4.3	10.8	11.1	0.0	0.4	0.1	1.1	0.0	4.0	3.0	3.7	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	11.2	11.1	0.2	0.8	0.1	44.7	0.0	45.7	40.8	38.9	75.0
LnGrp LOS	B	B	B	A	A	A	D	A	D	D	D	E
Approach Vol, veh/h	1207			1219			99		485			
Approach Delay, s/veh	11.0			0.8			45.5		64.6			
Approach LOS	B			A			D		E			

<b>Timer - Assigned Phs</b>												
Phs Duration (G+Y+Rc), s	12.9	78.9	8.0	30.2	91.8		38.2					
Change Period (Y+Rc), s	4.0	6.0	4.0	6.5	6.0		6.5					
Max Green Setting (Gmax), s	27.0	51.0	4.0	27.5	82.0		35.5					
Max Q Clear Time (g_c+I1), s	8.4	5.0	6.0	6.6	17.8		31.0					
Green Ext Time (p_c), s	0.5	11.9	0.0	0.4	8.4		0.7					

<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	16.6											
HCM 6th LOS	B											

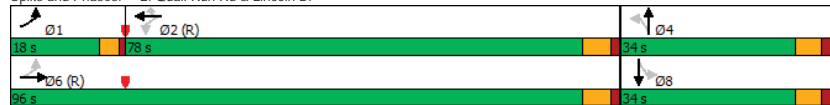


18-0555 SmokeTree Resort  
2026 Background AM

2: Quail Run Rd & Lincoln Dr  
Timing Report, Sorted By Phase






Phase Number	1	2	4	6	8
Movement	EBL	WBTL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	Max	C-Max	Max
Maximum Split (s)	18	78	34	96	34
Maximum Split (%)	13.8%	60.0%	26.2%	73.8%	26.2%
Minimum Split (s)	8	21	26.5	21	26.5
Yellow Time (s)	3	4.5	4	4.5	4
All-Red Time (s)	1	1.5	2.5	1.5	2.5
Minimum Initial (s)	4	15	7	15	7
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7	7	7
Flash Dont Walk (s)		7	13	7	13
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	112	0	78	112	78
End Time (s)	0	78	112	78	112
Yield/Force Off (s)	126	72	105.5	72	105.5
Yield/Force Off 170(s)	126	65	92.5	65	92.5
Local Start Time (s)	112	0	78	112	78
Local Yield (s)	126	72	105.5	72	105.5
Local Yield 170(s)	126	65	92.5	65	92.5
Intersection Summary					
Cycle Length	130				
Control Type	Actuated-Coordinated				
Natural Cycle	60				
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green					

Splits and Phases: 2: Quail Run Rd & Lincoln Dr



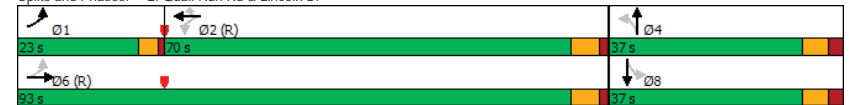
18-0555 SmokeTree Resort  
2026 Background PM

2: Quail Run Rd & Lincoln Dr  
Timing Report, Sorted By Phase

Phase Number	1	2	4	6	8
Movement	EBL	WBTL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	Max	C-Max	Max
Maximum Split (s)	23	70	37	93	37
Maximum Split (%)	17.7%	53.8%	28.5%	71.5%	28.5%
Minimum Split (s)	9.5	24	26.5	24	26.5
Yellow Time (s)	3	4.5	4	4.5	4
All-Red Time (s)	1	1.5	2.5	1.5	2.5
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7	7	7
Flash Dont Walk (s)		7	13	7	13
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	107	0	70	107	70
End Time (s)	0	70	107	70	107
Yield/Force Off (s)	126	64	100.5	64	100.5
Yield/Force Off 170(s)	126	57	87.5	57	87.5
Local Start Time (s)	107	0	70	107	70
Local Yield (s)	126	64	100.5	64	100.5
Local Yield 170(s)	126	57	87.5	57	87.5
Intersection Summary					
Cycle Length	130				
Control Type	Actuated-Coordinated				
Natural Cycle	65				
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green					

Splits and Phases: 2: Quail Run Rd & Lincoln Dr





18-0555 SmokeTree Resort  
2026 Background AM

2: Quail Run Rd & Lincoln Dr  
HCM 6th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱	↰		↰↱		↰	↰↱	
Traffic Volume (veh/h)	44	949	4	1	644	55	5	0	6	33	0	37
Future Volume (veh/h)	44	949	4	1	644	55	5	0	6	33	0	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	1103	5	1	708	60	8	0	10	47	0	53
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.62	0.62	0.62	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	483	2512	11	275	2259	1008	170	15	181	177	14	170
Arrive On Green	0.01	0.23	0.23	0.64	0.64	0.64	0.21	0.00	0.21	0.21	0.00	0.21
Sat Flow, veh/h	1781	3628	16	509	3554	1585	614	69	854	645	66	802
Grp Volume(v), veh/h	51	540	568	1	708	60	18	0	0	100	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1867	509	1777	1585	1537	0	0	1512	0	0
Q Serve(g_s), s	1.2	33.9	33.9	0.1	11.8	1.9	0.0	0.0	0.0	4.7	0.0	0.0
Cycle Q Clear(g_c), s	1.2	33.9	33.9	26.7	11.8	1.9	1.1	0.0	0.0	7.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.44		0.56	0.47		0.53
Lane Grp Cap(c), veh/h	483	1230	1293	275	2259	1008	365	0	0	361	0	0
V/C Ratio(X)	0.11	0.44	0.44	0.00	0.31	0.06	0.05	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	629	1230	1293	275	2259	1008	365	0	0	361	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	28.5	28.5	21.0	10.8	9.0	40.8	0.0	0.0	43.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.1	1.0	0.0	0.4	0.1	0.3	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	0.9	23.0	24.0	0.0	8.2	1.2	0.9	0.0	0.0	5.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.0	29.6	29.5	21.1	11.1	9.1	41.1	0.0	0.0	45.0	0.0	0.0
LnGrp LOS	A	C	C	C	B	A	D	A	A	D	A	A
Approach Vol, veh/h		1159			769			18			100	
Approach Delay, s/veh		28.6			11.0			41.1			45.0	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.4	88.6		34.0		96.0		34.0				
Change Period (Y+Rc), s	4.0	6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s	14.0	72.0		27.5		90.0		27.5				
Max Q Clear Time (g_c+I), s	3.2	28.7		3.1		35.9		9.0				
Green Ext Time (p_c), s	0.1	6.0		0.0		9.7		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				22.9								
HCM 6th LOS				C								

18-0555 SmokeTree Resort  
2026 Background PM

2: Quail Run Rd & Lincoln Dr  
HCM 6th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱	↰		↰↱		↰	↰↱	
Traffic Volume (veh/h)	33	983	4	4	1095	28	2	0	4	30	0	25
Future Volume (veh/h)	33	983	4	4	1095	28	2	0	4	30	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1143	5	4	1203	31	3	0	6	43	0	36
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.62	0.62	0.62	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2428	11	309	2167	966	140	17	241	222	12	160
Arrive On Green	0.03	0.67	0.67	0.61	0.61	0.61	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1781	3628	16	490	3554	1585	441	73	1028	764	52	683
Grp Volume(v), veh/h	38	560	588	4	1203	31	9	0	0	79	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1868	490	1777	1585	1543	0	0	1498	0	0
Q Serve(g_s), s	1.0	19.8	19.8	0.5	26.0	1.0	0.0	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	1.0	19.8	19.8	12.6	26.0	1.0	0.5	0.0	0.0	5.3	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.33		0.67	0.54		0.46
Lane Grp Cap(c), veh/h	292	1189	1250	309	2167	966	399	0	0	394	0	0
V/C Ratio(X)	0.13	0.47	0.47	0.01	0.56	0.03	0.02	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	501	1189	1250	309	2167	966	399	0	0	394	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.2	10.4	10.4	15.3	15.0	10.1	38.3	0.0	0.0	40.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.3	1.2	0.1	1.0	0.1	0.1	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	0.7	12.2	12.7	0.1	15.8	0.7	0.4	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.4	11.6	11.6	15.4	16.0	10.2	38.4	0.0	0.0	41.2	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	D	A	A	D	A	A
Approach Vol, veh/h		1186			1238			9			79	
Approach Delay, s/veh		11.6			15.8			38.4			41.2	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.7	85.3		37.0		93.0		37.0				
Change Period (Y+Rc), s	4.0	6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s	19.0	64.0		30.5		87.0		30.5				
Max Q Clear Time (g_c+I), s	3.0	28.0		2.5		21.8		7.3				
Green Ext Time (p_c), s	0.0	11.8		0.0		10.5		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				14.7								
HCM 6th LOS				B								



18-0555 SmokeTree Resort  
2026 Background AM

3: Smoke Tree Drwy East & Lincoln Dr  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1006	11	12	698	2	9
Future Vol, veh/h	1006	11	12	698	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1170	13	13	767	4	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1183
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	957
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	1
Mov Cap-1 Maneuver	-	-	957
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	324	-	-	957	-
HCM Lane V/C Ratio	0.068	-	-	0.014	-
HCM Control Delay (s)	16.9	-	-	8.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

18-0555 SmokeTree Resort  
2026 Background PM

3: Smoke Tree Drwy East & Lincoln Dr  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1013	3	6	1118	5	12
Future Vol, veh/h	1013	3	6	1118	5	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1178	3	7	1229	10	24

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1181
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	960
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	1
Mov Cap-1 Maneuver	-	-	960
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	28
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	190	-	-	960	-
HCM Lane V/C Ratio	0.179	-	-	0.007	-
HCM Control Delay (s)	28	-	-	8.8	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



18-0555 SmokeTree Resort  
2026 Background AM

4: AJ's Center Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗		↖ ↗	↖ ↗			↖ ↗		↖ ↗	↖ ↗	↖ ↗
Traffic Vol, veh/h	22	924	73	13	648	10	46	5	63	4	0	11
Future Vol, veh/h	22	924	73	13	648	10	46	5	63	4	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	25	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	95	95	95	76	76	76	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	1050	83	14	682	11	61	7	83	6	0	16

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	693	0	0	1133
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	*1219	-	-	972
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	1	-	-	1
Mov Cap-1 Maneuver	*1219	-	-	972
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	16.7	11.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	456	*1219	-	-	972	-	-	332	815
HCM Lane V/C Ratio	0.329	0.021	-	-	0.014	-	-	0.017	0.019
HCM Control Delay (s)	16.7	8	-	-	8.8	-	-	16	9.5
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0	-	-	0.1	0.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

18-0555 SmokeTree Resort  
2026 Background PM

4: AJ's Center Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗		↖ ↗	↖ ↗			↖ ↗		↖ ↗	↖ ↗	↖ ↗
Traffic Vol, veh/h	9	948	65	6	1021	10	85	2	76	3	0	20
Future Vol, veh/h	9	948	65	6	1021	10	85	2	76	3	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	25	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	95	95	95	76	76	76	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1077	74	6	1075	11	112	3	100	4	0	29

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1086	0	0	1151
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	*985	-	-	949
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	1	-	-	1
Mov Cap-1 Maneuver	*985	-	-	949
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	24	11.6
HCM LOS			C	B







Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	399	*985	-	-	949	-	-	288	659
HCM Lane V/C Ratio	0.538	0.01	-	-	0.007	-	-	0.015	0.043
HCM Control Delay (s)	24	8.7	-	-	8.8	-	-	17.7	10.7
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	3.1	0	-	-	0	-	-	0	0.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

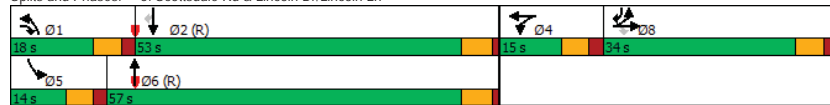


18-0555 SmokeTree Resort  
2026 Background AM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
Timing Report, Sorted By Phase







						
Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBTL	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	18	53	15	14	57	34
Maximum Split (%)	15.0%	44.2%	12.5%	11.7%	47.5%	28.3%
Minimum Split (s)	11	23.7	13	11	20.7	34
Yellow Time (s)	4	4.7	4	4	4.7	4
All-Red Time (s)	2	1	2	2	1	2
Minimum Initial (s)	5	10	7	5	10	7
Vehicle Extension (s)	2	2	2	2	2	2
Minimum Gap (s)	1	1	1	1	1	1
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		4			4	4
Flash Dont Walk (s)		14			11	24
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	100	118	51	100	114	66
End Time (s)	118	51	66	114	51	100
Yield/Force Off (s)	112	45.3	60	108	45.3	94
Yield/Force Off 170(s)	112	31.3	60	108	34.3	70
Local Start Time (s)	102	0	53	102	116	68
Local Yield (s)	114	47.3	62	110	47.3	96
Local Yield 170(s)	114	33.3	62	110	36.3	72
Intersection Summary						
Cycle Length	120					
Control Type	Actuated-Coordinated					
Natural Cycle	85					
Offset: 118 (98%), Referenced to phase 2:SBT and 6:NBT, Start of Green						

Splits and Phases: 5: Scottsdale Rd & Lincoln Dr/Lincoln Ln

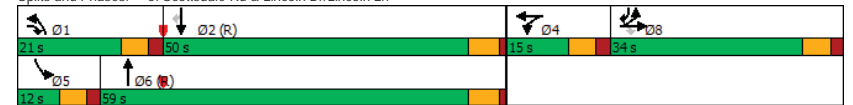


18-0555 SmokeTree Resort  
2026 Background PM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
Timing Report, Sorted By Phase

						
Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBTL	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	21	50	15	12	59	34
Maximum Split (%)	17.5%	41.7%	12.5%	10.0%	49.2%	28.3%
Minimum Split (s)	11	23.7	13	11	20.7	34
Yellow Time (s)	4	4.7	4	4	4.7	4
All-Red Time (s)	2	1	2	2	1	2
Minimum Initial (s)	5	10	7	5	10	7
Vehicle Extension (s)	2	0.2	2	2	0.2	2
Minimum Gap (s)	1	1	1	1	1	1
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		4			4	4
Flash Dont Walk (s)		14			11	24
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	41	62	112	41	53	7
End Time (s)	62	112	7	53	112	41
Yield/Force Off (s)	56	106.3	1	47	106.3	35
Yield/Force Off 170(s)	56	92.3	1	47	95.3	11
Local Start Time (s)	99	0	50	99	111	65
Local Yield (s)	114	44.3	59	105	44.3	93
Local Yield 170(s)	114	30.3	59	105	33.3	69
Intersection Summary						
Cycle Length	120					
Control Type	Actuated-Coordinated					
Natural Cycle	105					
Offset: 62 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Green						

Splits and Phases: 5: Scottsdale Rd & Lincoln Dr/Lincoln Ln





18-0555 SmokeTree Resort  
2026 Background AM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
HCM 6th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	593	42	346	22	38	35	245	994	34	26	1068	445
Future Volume (veh/h)	593	42	346	22	38	35	245	994	34	26	1068	445
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	693	0	384	25	43	40	269	1092	37	29	1174	489
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	829	0	517	101	105	86	323	2472	84	46	2142	1034
Arrive On Green	0.23	0.00	0.23	0.06	0.06	0.06	0.09	0.49	0.49	0.03	0.42	0.42
Sat Flow, veh/h	3563	0	1585	1781	1853	1521	3456	5072	172	1781	5106	1585
Grp Volume(v), veh/h	693	0	384	25	41	42	269	733	396	29	1174	489
Grp Sat Flow(s), veh/h/ln	1781	0	1585	1781	1777	1597	1728	1702	1839	1781	1702	1585
Q Serve(g_s), s	22.2	0.0	25.9	1.6	2.7	3.1	9.2	16.9	16.9	1.9	20.8	18.6
Cycle Q Clear(g_c), s	22.2	0.0	25.9	1.6	2.7	3.1	9.2	16.9	16.9	1.9	20.8	18.6
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	829	0	517	101	101	91	323	1659	896	46	2142	1034
V/C Ratio(X)	0.84	0.00	0.74	0.25	0.41	0.46	0.83	0.44	0.44	0.63	0.55	0.47
Avail Cap(c_a), veh/h	831	0	518	134	133	120	346	1659	896	119	2142	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	0.0	36.0	54.1	54.6	54.8	53.5	20.1	20.1	57.9	26.2	10.5
Incr Delay (d2), s/veh	7.0	0.0	5.0	0.5	1.0	1.4	13.8	0.9	1.6	5.2	1.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	15.9	0.0	16.0	1.3	2.2	2.3	8.1	11.1	12.1	1.7	13.4	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.9	0.0	41.0	54.6	55.6	56.2	67.2	20.9	21.7	63.1	27.3	12.1
LnGrp LOS	D	A	D	D	E	E	E	C	C	E	C	B
Approach Vol, veh/h	1077			108			1398			1692		
Approach Delay, s/veh	47.4			55.6			30.1			23.5		
Approach LOS	D			E			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.2	56.0		12.8	9.1	64.2		33.9				
Change Period (Y+Rc), s	6.0	5.7		6.0	6.0	5.7		6.0				
Max Green Setting (Gmax), s	12.0	47.3		9.0	8.0	51.3		28.0				
Max Q Clear Time (g_c+I1), s	11.2	22.8		5.1	3.9	18.9		27.9				
Green Ext Time (p_c), s	0.1	7.7		0.1	0.0	5.8		0.1				

Intersection Summary

HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.

11/21/2023  
CivTech Inc. -MZA

Synchro 11 Report  
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18-0555 SmokeTree Resort  
2026 Background PM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
HCM 6th Signalized Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	654	40	376	41	46	53	346	1540	31	49	1666	716
Future Volume (veh/h)	654	40	376	41	46	53	346	1540	31	49	1666	716
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	758	0	418	47	52	60	380	1692	34	54	1831	787
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	831	0	568	103	103	92	431	2433	49	69	1973	982
Arrive On Green	0.23	0.00	0.23	0.06	0.06	0.06	0.12	0.47	0.47	0.04	0.39	0.39
Sat Flow, veh/h	3563	0	1585	1781	1777	1585	3456	5152	104	1781	5106	1585
Grp Volume(v), veh/h	758	0	418	47	52	60	380	1118	608	54	1831	787
Grp Sat Flow(s), veh/h/ln	1781	0	1585	1781	1777	1585	1728	1702	1852	1781	1702	1585
Q Serve(g_s), s	24.9	0.0	27.6	3.1	3.4	4.4	13.0	31.0	31.0	3.6	41.2	45.0
Cycle Q Clear(g_c), s	24.9	0.0	27.6	3.1	3.4	4.4	13.0	31.0	31.0	3.6	41.2	45.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	831	0	568	103	103	92	431	1607	874	69	1973	982
V/C Ratio(X)	0.91	0.00	0.74	0.45	0.50	0.65	0.88	0.70	0.70	0.78	0.93	0.80
Avail Cap(c_a), veh/h	831	0	568	134	133	119	432	1607	874	89	1973	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	0.0	33.6	54.7	54.8	55.3	51.6	24.9	24.9	57.1	35.2	17.2
Incr Delay (d2), s/veh	13.9	0.0	4.4	1.2	1.4	3.2	18.0	2.5	4.6	20.7	9.2	6.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	18.3	0.0	16.7	2.5	2.8	3.3	10.9	18.7	20.7	3.6	25.4	34.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.7	0.0	38.0	55.8	56.3	58.5	69.6	27.4	29.5	77.8	44.4	24.1
LnGrp LOS	E	A	D	E	E	E	E	C	C	E	D	C
Approach Vol, veh/h	1176			159			2106			2672		
Approach Delay, s/veh	51.3			57.0			35.6			39.1		
Approach LOS	D			E			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	52.1		13.0	10.7	62.4		34.0				
Change Period (Y+Rc), s	6.0	5.7		6.0	6.0	5.7		6.0				
Max Green Setting (Gmax), s	15.0	44.3		9.0	6.0	53.3		28.0				
Max Q Clear Time (g_c+I1), s	15.0	47.0		6.4	5.6	33.0		29.6				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	2.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.

11/21/2023  
CivTech Inc. -MZA

Synchro 11 Report  
Page 8



## **APPENDIX H**

### **2031 NO-BULD PEAK HOUR ANALYSIS**



18-0555 SmokeTree Resort  
2031 Background AM

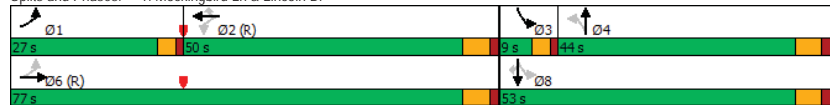
1: Mockingbird Ln & Lincoln Dr  
Timing Report, Sorted By Phase

	1	2	3	4	6	8
Phase Number	1	2	3	4	6	8
Movement	EBL	WBTL	SBL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	27	50	9	44	77	53
Maximum Split (%)	20.8%	38.5%	6.9%	33.8%	59.2%	40.8%
Minimum Split (s)	8	27	8	33.5	27	33.5
Yellow Time (s)	3	4.5	3	4	4.5	4
All-Red Time (s)	1	1.5	1	2.5	1.5	2.5
Minimum Initial (s)	3.5	15	3.5	7	15	7
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7		7	7	7
Flash Dont Walk (s)		14		20	14	20
Dual Entry	No	No	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8	35	85	94	8	85
End Time (s)	35	85	94	8	85	8
Yield/Force Off (s)	31	79	90	1.5	79	1.5
Yield/Force Off 170(s)	31	65	90	111.5	65	111.5
Local Start Time (s)	103	0	50	59	103	50
Local Yield (s)	126	44	55	96.5	44	96.5
Local Yield 170(s)	126	30	55	76.5	30	76.5

Intersection Summary

Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 35 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: Mockingbird Ln & Lincoln Dr



18-0555 SmokeTree Resort  
2031 Background AM

1: Mockingbird Ln & Lincoln Dr  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩↩		↩	↩↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	231	1022	72	17	695	50	24	24	28	58	68	219
Future Volume (veh/h)	231	1022	72	17	695	50	24	24	28	58	68	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1772	1969	1772	1772	1969	1772	1772	1969	1772	1772	1969	1772
Adj Flow Rate, veh/h	246	1087	77	18	747	54	26	26	31	72	84	270
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	454	2490	176	316	2240	899	184	108	128	252	396	302
Arrive On Green	0.07	0.70	0.70	0.20	0.20	0.20	0.13	0.13	0.13	0.04	0.20	0.20
Sat Flow, veh/h	1688	3543	251	457	3741	1502	973	818	975	1688	1969	1502
Grp Volume(v), veh/h	246	574	590	18	747	54	26	0	57	72	84	270
Grp Sat Flow(s),veh/h/ln	1688	1870	1924	457	1870	1502	973	0	1793	1688	1969	1502
Q Serve(g_s), s	6.9	17.1	17.1	4.2	22.3	3.8	3.1	0.0	3.7	4.7	4.6	22.8
Cycle Q Clear(g_c), s	6.9	17.1	17.1	7.8	22.3	3.8	3.1	0.0	3.7	4.7	4.6	22.8
Prop In Lane	1.00		0.13	1.00		1.00			0.54	1.00		1.00
Lane Grp Cap(c), veh/h	454	1315	1352	316	2240	899	184	0	236	252	396	302
V/C Ratio(X)	0.54	0.44	0.44	0.06	0.33	0.06	0.14	0.00	0.24	0.29	0.21	0.89
Avail Cap(c_a), veh/h	629	1315	1352	316	2240	899	336	0	517	252	704	537
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.1	8.3	8.3	25.5	29.9	22.4	50.3	0.0	50.6	45.2	43.4	50.6
Incr Delay (d2), s/veh	1.0	1.1	1.0	0.3	0.4	0.1	0.3	0.0	0.5	0.6	0.3	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	11.2	11.4	0.9	16.7	2.5	1.4	0.0	3.1	3.7	4.2	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.1	9.3	9.3	25.8	30.2	22.6	50.7	0.0	51.1	45.8	43.6	59.9
LnGrp LOS	B	A	A	C	C	C	D	A	D	D	D	E
Approach Vol, veh/h	1410			819			83			426		
Approach Delay, s/veh	9.8			29.6			51.0			54.3		
Approach LOS	A			C			D			D		
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	13.5	83.9	9.0	23.6		97.4		32.6				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.5		6.0		6.5				
Max Green Setting (Gmax), s	23.0	44.0	5.0	37.5		71.0		46.5				
Max Q Clear Time (g_c+I1), s	8.9	24.3	6.7	5.7		19.1		24.8				
Green Ext Time (p_c), s	0.6	5.6	0.0	0.4		10.6		1.4				

Intersection Summary

HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



18-0555 SmokeTree Resort  
2031 Background PM

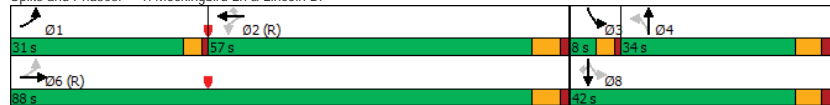
1: Mockingbird Ln & Lincoln Dr  
Timing Report, Sorted By Phase

	1	2	3	4	6	8
Phase Number	1	2	3	4	6	8
Movement	EBL	WBTL	SBL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	31	57	8	34	88	42
Maximum Split (%)	23.8%	43.8%	6.2%	26.2%	67.7%	32.3%
Minimum Split (s)	8	27	8	33.5	27	33.5
Yellow Time (s)	3	4.5	3	4	4.5	4
All-Red Time (s)	1	1.5	1	2.5	1.5	2.5
Minimum Initial (s)	3.5	15	3.5	7	15	7
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7		7	7	7
Flash Dont Walk (s)		14		20	14	20
Dual Entry	No	No	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	99	0	57	65	99	57
End Time (s)	0	57	65	99	57	99
Yield/Force Off (s)	126	51	61	92.5	51	92.5
Yield/Force Off 170(s)	126	37	61	72.5	37	72.5
Local Start Time (s)	99	0	57	65	99	57
Local Yield (s)	126	51	61	92.5	51	92.5
Local Yield 170(s)	126	37	61	72.5	37	72.5

Intersection Summary

Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: Mockingbird Ln & Lincoln Dr



18-0555 SmokeTree Resort  
2031 Background PM

1: Mockingbird Ln & Lincoln Dr  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	220	1016	38	12	1178	67	21	53	25	57	70	311
Future Volume (veh/h)	220	1016	38	12	1178	67	21	53	25	57	70	311
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1772	1969	1772	1772	1969	1772	1772	1969	1772	1772	1969	1772
Adj Flow Rate, veh/h	234	1081	40	13	1267	72	23	58	27	70	86	384
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	2338	87	286	1959	786	236	263	122	317	528	403
Arrive On Green	0.08	0.64	0.64	1.00	1.00	1.00	0.21	0.21	0.21	0.03	0.27	0.27
Sat Flow, veh/h	1688	3679	136	476	3741	1502	875	1271	592	1688	1969	1502
Grp Volume(v), veh/h	234	550	571	13	1267	72	23	0	85	70	86	384
Grp Sat Flow(s),veh/h/ln	1688	1870	1944	476	1870	1502	875	0	1862	1688	1969	1502
Q Serve(g_s), s	7.9	19.7	19.7	0.3	0.0	0.0	2.8	0.0	4.9	4.0	4.3	32.7
Cycle Q Clear(g_c), s	7.9	19.7	19.7	5.5	0.0	0.0	2.8	0.0	4.9	4.0	4.3	32.7
Prop In Lane	1.00	0.07	1.00	1.00	1.00	1.00	0.32	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	395	1189	1236	286	1959	786	236	0	385	317	528	403
V/C Ratio(X)	0.59	0.46	0.46	0.05	0.65	0.09	0.10	0.00	0.22	0.22	0.16	0.95
Avail Cap(c_a), veh/h	608	1189	1236	286	1959	786	240	0	394	317	538	410
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	12.2	12.2	0.2	0.0	0.0	42.0	0.0	42.9	38.3	36.4	46.8
Incr Delay (d2), s/veh	1.4	1.3	1.2	0.2	1.2	0.2	0.2	0.0	0.3	0.3	0.1	32.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	13.2	13.6	0.0	0.6	0.1	1.1	0.0	4.2	3.2	3.8	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	13.5	13.5	0.4	1.2	0.2	42.2	0.0	43.1	38.7	36.5	79.1
LnGrp LOS	B	B	B	A	A	A	D	A	D	D	D	E
Approach Vol, veh/h	1355			1352			108			540		
Approach Delay, s/veh	13.3			1.2			42.9			67.1		
Approach LOS	B			A			D			E		
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	14.5	74.1	8.0	33.4		88.6		41.4				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.5		6.0		6.5				
Max Green Setting (Gmax), s	27.0	51.0	4.0	27.5		82.0		35.5				
Max Q Clear Time (g_c+I1), s	9.9	7.5	6.0	6.9		21.7		34.7				
Green Ext Time (p_c), s	0.6	13.9	0.0	0.5		10.1		0.2				

Intersection Summary

HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

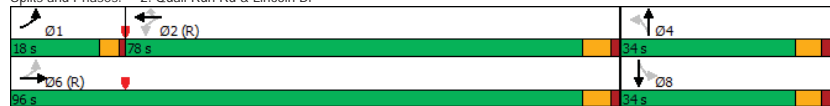


18-0555 SmokeTree Resort  
2031 Background AM

2: Quail Run Rd & Lincoln Dr  
Timing Report, Sorted By Phase

	1	2	4	6	8
Phase Number	1	2	4	6	8
Movement	EBL	WBTL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	Max	C-Max	Max
Maximum Split (s)	18	78	34	96	34
Maximum Split (%)	13.8%	60.0%	26.2%	73.8%	26.2%
Minimum Split (s)	8	21	26.5	21	26.5
Yellow Time (s)	3	4.5	4	4.5	4
All-Red Time (s)	1	1.5	2.5	1.5	2.5
Minimum Initial (s)	4	15	7	15	7
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7	7	7
Flash Dont Walk (s)		7	13	7	13
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	112	0	78	112	78
End Time (s)	0	78	112	78	112
Yield/Force Off (s)	126	72	105.5	72	105.5
Yield/Force Off 170(s)	126	65	92.5	65	92.5
Local Start Time (s)	112	0	78	112	78
Local Yield (s)	126	72	105.5	72	105.5
Local Yield 170(s)	126	65	92.5	65	92.5
<b>Intersection Summary</b>					
Cycle Length	130				
Control Type	Actuated-Coordinated				
Natural Cycle	60				
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green					

Splits and Phases: 2: Quail Run Rd & Lincoln Dr



18-0555 SmokeTree Resort  
2031 Background AM






2: Quail Run Rd & Lincoln Dr  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	55	1039	4	1	708	69	5	0	6	41	0	48
Future Volume (veh/h)	55	1039	4	1	708	69	5	0	6	41	0	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	1208	5	1	778	76	8	0	10	59	0	69
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.62	0.62	0.62	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	448	2513	10	241	2252	1005	289	0	335	346	0	335
Arrive On Green	0.01	0.23	0.23	0.63	0.63	0.63	0.21	0.00	0.21	0.21	0.00	0.21
Sat Flow, veh/h	1781	3629	15	460	3554	1585	1332	0	1585	1405	0	1585
Grp Volume(v), veh/h	64	591	622	1	778	76	8	0	10	59	0	69
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	460	1777	1585	1332	0	1585	1405	0	1585
Q Serve(g_s), s	1.6	37.5	37.5	0.2	13.3	2.4	0.6	0.0	0.7	4.5	0.0	4.7
Cycle Q Clear(g_c), s	1.6	37.5	37.5	30.1	13.3	2.4	5.3	0.0	0.7	5.2	0.0	4.7
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	448	1230	1293	241	2252	1005	289	0	335	346	0	335
V/C Ratio(X)	0.14	0.48	0.48	0.00	0.35	0.08	0.03	0.00	0.03	0.17	0.00	0.21
Avail Cap(c_a), veh/h	590	1230	1293	241	2252	1005	289	0	335	346	0	335
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	29.9	29.9	23.2	11.2	9.2	44.4	0.0	40.7	42.7	0.0	42.2
Incr Delay (d2), s/veh	0.1	1.2	1.2	0.0	0.4	0.1	0.2	0.0	0.2	1.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	25.0	26.1	0.0	9.1	1.6	0.4	0.0	0.5	3.0	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	31.1	31.1	23.2	11.6	9.3	44.6	0.0	40.8	43.8	0.0	43.6
LnGrp LOS	A	C	C	C	B	A	D	A	D	D	A	D
Approach Vol, veh/h	1277			855			18			128		
Approach Delay, s/veh	30.0			11.4			42.5			43.7		
Approach LOS	C			B			D			D		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.6	88.4		34.0		96.0		34.0				
Change Period (Y+Rc), s	4.0	6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s	14.0	72.0		27.5		90.0		27.5				
Max Q Clear Time (g_c+I1), s	3.6	32.1		7.3		39.5		7.2				
Green Ext Time (p_c), s	0.1	6.8		0.0		11.3		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	23.9											
HCM 6th LOS	C											



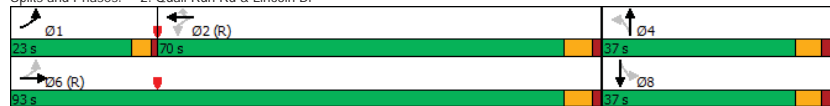
18-0555 SmokeTree Resort  
2031 Background PM

2: Quail Run Rd & Lincoln Dr  
Timing Report, Sorted By Phase

Phase Number	1	2	4	6	8
Movement	EBL	WBTL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	Max	C-Max	Max
Maximum Split (s)	23	70	37	93	37
Maximum Split (%)	17.7%	53.8%	28.5%	71.5%	28.5%
Minimum Split (s)	9.5	24	26.5	24	26.5
Yellow Time (s)	3	4.5	4	4.5	4
All-Red Time (s)	1	1.5	2.5	1.5	2.5
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7	7	7
Flash Dont Walk (s)		7	13	7	13
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	107	0	70	107	70
End Time (s)	0	70	107	70	107
Yield/Force Off (s)	126	64	100.5	64	100.5
Yield/Force Off 170(s)	126	57	87.5	57	87.5
Local Start Time (s)	107	0	70	107	70
Local Yield (s)	126	64	100.5	64	100.5
Local Yield 170(s)	126	57	87.5	57	87.5
Intersection Summary					
Cycle Length	130				
Control Type	Actuated-Coordinated				
Natural Cycle	70				
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green					

Splits and Phases: 2: Quail Run Rd & Lincoln Dr



18-0555 SmokeTree Resort  
2031 Background PM

2: Quail Run Rd & Lincoln Dr  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	43	1092	4	4	1210	36	2	0	4	39	0	33
Future Volume (veh/h)	43	1092	4	4	1210	36	2	0	4	39	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	1270	5	4	1330	40	3	0	6	56	0	47
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.62	0.62	0.62	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	2430	10	269	2155	961	342	0	372	382	0	372
Arrive On Green	0.03	0.67	0.67	0.61	0.61	0.61	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1781	3630	14	434	3554	1585	1359	0	1585	1410	0	1585
Grp Volume(v), veh/h	50	622	653	4	1330	40	3	0	6	56	0	47
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	434	1777	1585	1359	0	1585	1410	0	1585
Q Serve(g_s), s	1.3	23.1	23.1	0.6	30.6	1.3	0.2	0.0	0.4	4.1	0.0	3.0
Cycle Q Clear(g_c), s	1.3	23.1	23.1	15.6	30.6	1.3	3.3	0.0	0.4	4.5	0.0	3.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	1189	1250	269	2155	961	342	0	372	382	0	372
V/C Ratio(X)	0.19	0.52	0.52	0.01	0.62	0.04	0.01	0.00	0.02	0.15	0.00	0.13
Avail Cap(c_a), veh/h	463	1189	1250	269	2155	961	342	0	372	382	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	10.9	10.9	17.0	16.1	10.3	40.5	0.0	38.2	40.0	0.0	39.2
Incr Delay (d2), s/veh	0.3	1.5	1.5	0.1	1.3	0.1	0.0	0.0	0.1	0.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	13.9	14.5	0.1	18.2	0.9	0.1	0.0	0.3	2.8	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	12.5	12.4	17.1	17.4	10.4	40.6	0.0	38.3	40.8	0.0	39.9
LnGrp LOS	B	B	B	B	B	B	D	A	D	D	A	D
Approach Vol, veh/h	1325			1374			9			103		
Approach Delay, s/veh	12.5			17.2			39.1			40.4		
Approach LOS	B			B			D			D		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.2	84.8		37.0		93.0		37.0				
Change Period (Y+Rc), s	4.0	6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s	19.0	64.0		30.5		87.0		30.5				
Max Q Clear Time (g_c+I1), s	3.3	32.6		5.3		25.1		6.5				
Green Ext Time (p_c), s	0.1	13.0		0.0		12.6		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	15.9											
HCM 6th LOS	B											



18-0555 SmokeTree Resort  
2031 Background AM

3: Smoke Tree Drwy East & Lincoln Dr  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1107	12	13	775	2	9
Future Vol, veh/h	1107	12	13	775	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1287	14	14	852	4	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1301
Stage 1	-	-	1294
Stage 2	-	-	454
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	906	*77
Stage 1	-	-	*574
Stage 2	-	-	*720
Platoon blocked, %	-	1	1
Mov Cap-1 Maneuver	-	906	*76
Mov Cap-2 Maneuver	-	-	*76
Stage 1	-	-	*574
Stage 2	-	-	*709

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	269	-	-	906	-
HCM Lane V/C Ratio	0.082	-	-	0.016	-
HCM Control Delay (s)	19.6	-	-	9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

18-0555 SmokeTree Resort  
2031 Background PM

3: Smoke Tree Drwy East & Lincoln Dr  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1131	3	7	1242	6	13
Future Vol, veh/h	1131	3	7	1242	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1315	3	8	1365	12	26

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1318
Stage 1	-	-	1317
Stage 2	-	-	699
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	883	*51
Stage 1	-	-	*549
Stage 2	-	-	*523
Platoon blocked, %	-	1	1
Mov Cap-1 Maneuver	-	883	*51
Mov Cap-2 Maneuver	-	-	*51
Stage 1	-	-	*549
Stage 2	-	-	*518

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	41.1
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	137	-	-	883	-
HCM Lane V/C Ratio	0.277	-	-	0.009	-
HCM Control Delay (s)	41.1	-	-	9.1	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



18-0555 SmokeTree Resort  
2031 Background AM

4: AJ's Center Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱	↱		↱	↱			↱		↱	↱	↱
Traffic Vol, veh/h	24	1018	79	14	721	10	50	6	69	5	0	12
Future Vol, veh/h	24	1018	79	14	721	10	50	6	69	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	25	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	95	95	95	76	76	76	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	1157	90	15	759	11	66	8	91	7	0	17

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	770	0	0	1247
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	*1180	-	-	877
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	1	-	-	1
Mov Cap-1 Maneuver	*1180	-	-	877
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	19.1	11.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	417	*1180	-	-	877	-	-	307	789
HCM Lane V/C Ratio	0.394	0.023	-	-	0.017	-	-	0.023	0.022
HCM Control Delay (s)	19.1	8.1	-	-	9.2	-	-	17	9.7
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	1.8	0.1	-	-	0.1	-	-	0.1	0.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

18-0555 SmokeTree Resort  
2031 Background PM

4: AJ's Center Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱	↱		↱	↱			↱		↱	↱	↱
Traffic Vol, veh/h	9	1060	71	7	1136	10	92	2	83	3	0	22
Future Vol, veh/h	9	1060	71	7	1136	10	92	2	83	3	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	25	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	95	95	95	76	76	76	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1205	81	7	1196	11	121	3	109	4	0	31

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1207	0	0	1286
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	*907	-	-	875
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	1	-	-	1
Mov Cap-1 Maneuver	*907	-	-	875
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	31.2	12.3
HCM LOS			D	B







Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	362	*907	-	-	875	-	-	256	607
HCM Lane V/C Ratio	0.643	0.011	-	-	0.008	-	-	0.017	0.052
HCM Control Delay (s)	31.2	9	-	-	9.1	-	-	19.3	11.3
HCM Lane LOS	D	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	4.3	0	-	-	0	-	-	0.1	0.2

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

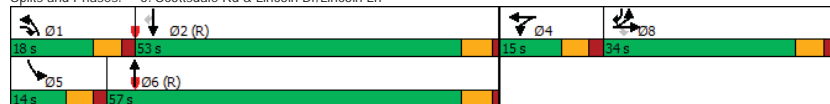


18-0555 SmokeTree Resort  
2031 Background AM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
Timing Report, Sorted By Phase

























						
Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBT	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	18	53	15	14	57	34
Maximum Split (%)	15.0%	44.2%	12.5%	11.7%	47.5%	28.3%
Minimum Split (s)	11	23.7	13	11	20.7	34
Yellow Time (s)	4	4.7	4	4	4.7	4
All-Red Time (s)	2	1	2	2	1	2
Minimum Initial (s)	5	10	7	5	10	7
Vehicle Extension (s)	2	2	2	2	2	2
Minimum Gap (s)	1	1	1	1	1	1
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		4			4	4
Flash Dont Walk (s)		14			11	24
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	100	118	51	100	114	66
End Time (s)	118	51	66	114	51	100
Yield/Force Off (s)	112	45.3	60	108	45.3	94
Yield/Force Off 170(s)	112	31.3	60	108	34.3	70
Local Start Time (s)	102	0	53	102	116	68
Local Yield (s)	114	47.3	62	110	47.3	96
Local Yield 170(s)	114	33.3	62	110	36.3	72
<b>Intersection Summary</b>						
Cycle Length	120					
Control Type	Actuated-Coordinated					
Natural Cycle	85					
Offset: 118 (98%), Referenced to phase 2:SBT and 6:NBT, Start of Green						

Splits and Phases: 5: Scottsdale Rd & Lincoln Dr/Lincoln Ln



18-0555 SmokeTree Resort  
2031 Background AM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
HCM 6th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	654	46	379	24	42	39	271	1092	37	30	1176	495
Future Volume (veh/h)	654	46	379	24	42	39	271	1092	37	30	1176	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	763	0	421	27	48	44	298	1200	41	33	1292	544
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	831	0	528	102	107	87	346	2455	84	50	2103	1023
Arrive On Green	0.23	0.00	0.23	0.06	0.06	0.06	0.10	0.48	0.48	0.03	0.41	0.41
Sat Flow, veh/h	3563	0	1585	1781	1862	1513	3456	5070	173	1781	5106	1585
Grp Volume(v), veh/h	763	0	421	27	46	46	298	806	435	33	1292	544
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1777	1598	1728	1702	1839	1781	1702	1585
Q Serve(g_s), s	25.1	0.0	28.0	1.7	3.0	3.4	10.2	19.2	19.2	2.2	23.9	22.2
Cycle Q Clear(g_c), s	25.1	0.0	28.0	1.7	3.0	3.4	10.2	19.2	19.2	2.2	23.9	22.2
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	831	0	528	102	102	91	346	1648	890	50	2103	1023
V/C Ratio(X)	0.92	0.00	0.80	0.26	0.45	0.51	0.86	0.49	0.49	0.67	0.61	0.53
Avail Cap(c_a), veh/h	831	0	528	134	133	120	346	1648	890	119	2103	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	36.3	54.1	54.7	54.9	53.2	20.9	20.9	57.8	27.8	11.5
Incr Delay (d2), s/veh	14.7	0.0	7.7	0.5	1.1	1.6	18.7	1.0	1.9	5.6	1.4	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.5	0.0	17.9	1.4	2.5	2.5	9.1	12.4	13.5	1.9	15.1	20.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	0.0	44.0	54.7	55.9	56.5	71.9	22.0	22.8	63.4	29.1	13.5
LnGrp LOS	E	A	D	D	E	E	E	C	C	E	C	B
Approach Vol, veh/h	1184			119			1539			1869		
Approach Delay, s/veh	54.0			55.9			31.9			25.2		
Approach LOS	D			E			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	55.1		12.9	9.3	63.8		34.0				
Change Period (Y+Rc), s	6.0	5.7		6.0	6.0	5.7		6.0				
Max Green Setting (Gmax), s	12.0	47.3		9.0	8.0	51.3		28.0				
Max Q Clear Time (g_c+I1), s	12.2	25.9		5.4	4.2	21.2		30.0				
Green Ext Time (p_c), s	0.0	8.3		0.1	0.0	6.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D
Notes	
User approved pedestrian interval to be less than phase max green.	
User approved volume balancing among the lanes for turning movement.	



18-0555 SmokeTree Resort  
2031 Background PM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
Timing Report, Sorted By Phase

	1	2	4	5	6	8
Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBT	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	21	50	15	12	59	34
Maximum Split (%)	17.5%	41.7%	12.5%	10.0%	49.2%	28.3%
Minimum Split (s)	11	23.7	13	11	20.7	34
Yellow Time (s)	4	4.7	4	4	4.7	4
All-Red Time (s)	2	1	2	2	1	2
Minimum Initial (s)	5	10	7	5	10	7
Vehicle Extension (s)	2	0.2	2	2	0.2	2
Minimum Gap (s)	1	1	1	1	1	1
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		4			4	4
Flash Dont Walk (s)		14			11	24
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	41	62	112	41	53	7
End Time (s)	62	112	7	53	112	41
Yield/Force Off (s)	56	106.3	1	47	106.3	35
Yield/Force Off 170(s)	56	92.3	1	47	95.3	11
Local Start Time (s)	99	0	50	99	111	65
Local Yield (s)	114	44.3	59	105	44.3	93
Local Yield 170(s)	114	30.3	59	105	33.3	69

Intersection Summary

Cycle Length	120
Control Type	Actuated-Coordinated
Natural Cycle	135
Offset: 62 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Green	

Splits and Phases: 5: Scottsdale Rd & Lincoln Dr/Lincoln Ln

Ø1	Ø2 (R)	Ø4	Ø8
21 s	50 s	15 s	34 s
Ø5	Ø6 (R)		
12 s	59 s		

18-0555 SmokeTree Resort  
2031 Background PM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	736	45	412	44	50	61	379	1715	34	57	1845	801
Future Volume (veh/h)	736	45	412	44	50	61	379	1715	34	57	1845	801
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	854	0	458	50	57	69	416	1885	37	63	2027	880
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	831	0	568	107	107	95	432	2391	47	81	1961	979
Arrive On Green	0.23	0.00	0.23	0.06	0.06	0.06	0.13	0.46	0.46	0.05	0.38	0.38
Sat Flow, veh/h	3563	0	1585	1781	1777	1585	3456	5155	101	1781	5106	1585
Grp Volume(v), veh/h	854	0	458	50	57	69	416	1244	678	63	2027	880
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1777	1585	1728	1702	1852	1781	1702	1585
Q Serve(g_s), s	28.0	0.0	28.0	3.3	3.7	5.1	14.4	37.1	37.1	4.2	46.1	46.1
Cycle Q Clear(g_c), s	28.0	0.0	28.0	3.3	3.7	5.1	14.4	37.1	37.1	4.2	46.1	46.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	831	0	568	107	107	95	432	1579	859	81	1961	979
V/C Ratio(X)	1.03	0.00	0.81	0.47	0.53	0.73	0.96	0.79	0.79	0.78	1.03	0.90
Avail Cap(c_a), veh/h	831	0	568	134	133	119	432	1579	859	89	1961	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	34.7	54.5	54.8	55.4	52.2	27.2	27.2	56.7	37.0	17.6
Incr Delay (d2), s/veh	38.4	0.0	7.8	1.2	1.5	10.5	33.5	4.1	7.3	28.4	29.5	12.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.8	0.0	19.1	2.7	3.1	4.2	12.9	22.1	24.7	4.5	32.9	39.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.4	0.0	42.5	55.7	56.3	65.9	85.8	31.3	34.5	85.0	66.4	30.4
LnGrp LOS	F	A	D	E	E	E	F	C	C	F	F	C
Approach Vol, veh/h	1312			176			2338			2970		
Approach Delay, s/veh	69.8			59.9			41.9			56.2		
Approach LOS	E			E			D			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	51.8		13.2	11.4	61.4		34.0				
Change Period (Y+Rc), s	6.0	5.7		6.0	6.0	5.7		6.0				
Max Green Setting (Gmax), s	15.0	44.3		9.0	6.0	53.3		28.0				
Max Q Clear Time (g_c+I), s	16.4	48.1		7.1	6.2	39.1		30.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	2.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.



18-0555 SmokeTree Resort  
2031 Background AM

6: Quail Run Rd & Access A  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	6	0	0	4
Future Vol, veh/h	0	0	6	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	7	0	0	4

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	11	7	0
Stage 1	7	-	-
Stage 2	4	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	1009	1075	-
Stage 1	1016	-	-
Stage 2	1019	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1009	1075	-
Mov Cap-2 Maneuver	1009	-	-
Stage 1	1016	-	-
Stage 2	1019	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1614	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

18-0555 SmokeTree Resort  
2031 Background PM

6: Quail Run Rd & Access A  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	3	0	0	2
Future Vol, veh/h	0	0	3	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	3	0	0	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	5	3	0
Stage 1	3	-	-
Stage 2	2	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	1017	1081	-
Stage 1	1020	-	-
Stage 2	1021	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1017	1081	-
Mov Cap-2 Maneuver	1017	-	-
Stage 1	1020	-	-
Stage 2	1021	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1619	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-



## **APPENDIX I**

### **2026 BUILD PEAK HOUR ANALYSIS**



18-0555 SmokeTree Resort  
2026 Total AM

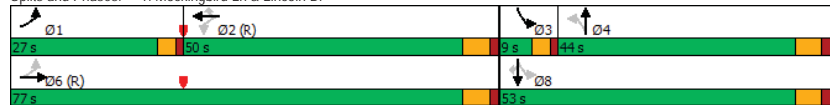
1: Mockingbird Ln & Lincoln Dr  
Timing Report, Sorted By Phase

	1	2	3	4	6	8
Phase Number	1	2	3	4	6	8
Movement	EBL	WBTL	SBL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	27	50	9	44	77	53
Maximum Split (%)	20.8%	38.5%	6.9%	33.8%	59.2%	40.8%
Minimum Split (s)	8	27	8	33.5	27	33.5
Yellow Time (s)	3	4.5	3	4	4.5	4
All-Red Time (s)	1	1.5	1	2.5	1.5	2.5
Minimum Initial (s)	3.5	15	3.5	7	15	7
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7		7	7	7
Flash Dont Walk (s)		14		20	14	20
Dual Entry	No	No	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8	35	85	94	8	85
End Time (s)	35	85	94	8	85	8
Yield/Force Off (s)	31	79	90	1.5	79	1.5
Yield/Force Off 170(s)	31	65	90	111.5	65	111.5
Local Start Time (s)	103	0	50	59	103	50
Local Yield (s)	126	44	55	96.5	44	96.5
Local Yield 170(s)	126	30	55	76.5	30	76.5

Intersection Summary

Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 35 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: Mockingbird Ln & Lincoln Dr



18-0555 SmokeTree Resort  
2026 Total AM

1: Mockingbird Ln & Lincoln Dr  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	210	933	66	16	631	47	22	22	26	54	63	198
Future Volume (veh/h)	210	933	66	16	631	47	22	22	26	54	63	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1772	1969	1772	1772	1969	1772	1772	1969	1772	1772	1969	1772
Adj Flow Rate, veh/h	223	993	70	17	678	51	24	24	29	67	78	244
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	489	2554	180	363	2339	939	170	93	112	232	361	275
Arrive On Green	0.06	0.72	0.72	0.21	0.21	0.21	0.11	0.11	0.11	0.04	0.18	0.18
Sat Flow, veh/h	1688	3544	250	503	3741	1502	1002	812	981	1688	1969	1502
Grp Volume(v), veh/h	223	524	539	17	678	51	24	0	53	67	78	244
Grp Sat Flow(s),veh/h/ln	1688	1870	1924	503	1870	1502	1002	0	1792	1688	1969	1502
Q Serve(g_s), s	5.8	14.1	14.1	3.5	19.9	3.5	2.8	0.0	3.5	4.5	4.4	20.6
Cycle Q Clear(g_c), s	5.8	14.1	14.1	5.3	19.9	3.5	2.8	0.0	3.5	4.5	4.4	20.6
Prop In Lane	1.00	0.13	1.00	1.00	1.00	1.00	1.00	0.55	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	489	1348	1386	363	2339	939	170	0	205	232	361	275
V/C Ratio(X)	0.46	0.39	0.39	0.05	0.29	0.05	0.14	0.00	0.26	0.29	0.22	0.89
Avail Cap(c_a), veh/h	679	1348	1386	363	2339	939	344	0	517	232	704	537
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.2	7.1	7.1	22.2	27.2	20.7	52.3	0.0	52.6	47.0	45.1	51.8
Incr Delay (d2), s/veh	0.7	0.8	0.8	0.2	0.3	0.1	0.4	0.0	0.7	0.7	0.3	9.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	3.7	9.4	9.6	0.8	15.2	2.3	1.3	0.0	2.9	3.5	3.9	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.9	7.9	7.9	22.4	27.5	20.8	52.6	0.0	53.2	47.7	45.4	61.1
LnGrp LOS	A	A	A	C	C	C	D	A	D	D	D	E
Approach Vol, veh/h	1286			746			77			389		
Approach Delay, s/veh	8.2			27.0			53.0			55.6		
Approach LOS	A			C			D			E		
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	12.4	87.3	9.0	21.3	99.7	30.3						
Change Period (Y+Rc), s	4.0	6.0	4.0	6.5	6.0	6.5						
Max Green Setting (Gmax), s	23.0	44.0	5.0	37.5	71.0	46.5						
Max Q Clear Time (g_c+I1), s	7.8	21.9	6.5	5.5	16.1	22.6						
Green Ext Time (p_c), s	0.5	5.2	0.0	0.4	9.2	1.2						

Intersection Summary

HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



18-0555 SmokeTree Resort  
2026 Total PM

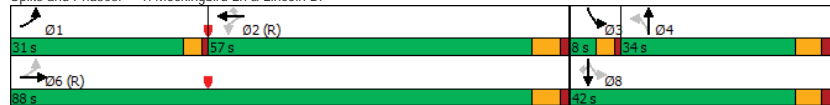
1: Mockingbird Ln & Lincoln Dr  
Timing Report, Sorted By Phase

	1	2	3	4	6	8
Phase Number	1	2	3	4	6	8
Movement	EBL	WBTL	SBL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	31	57	8	34	88	42
Maximum Split (%)	23.8%	43.8%	6.2%	26.2%	67.7%	32.3%
Minimum Split (s)	8	27	8	33.5	27	33.5
Yellow Time (s)	3	4.5	3	4	4.5	4
All-Red Time (s)	1	1.5	1	2.5	1.5	2.5
Minimum Initial (s)	3.5	15	3.5	7	15	7
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7		7	7	7
Flash Dont Walk (s)		14		20	14	20
Dual Entry	No	No	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	99	0	57	65	99	57
End Time (s)	0	57	65	99	57	99
Yield/Force Off (s)	126	51	61	92.5	51	92.5
Yield/Force Off 170(s)	126	37	61	72.5	37	72.5
Local Start Time (s)	99	0	57	65	99	57
Local Yield (s)	126	51	61	92.5	51	92.5
Local Yield 170(s)	126	37	61	72.5	37	72.5

Intersection Summary

Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: Mockingbird Ln & Lincoln Dr



18-0555 SmokeTree Resort  
2026 Total PM

1: Mockingbird Ln & Lincoln Dr  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	192	919	35	12	1069	63	19	49	24	55	64	277
Future Volume (veh/h)	192	919	35	12	1069	63	19	49	24	55	64	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1772	1969	1772	1772	1969	1772	1772	1969	1772	1772	1969	1772
Adj Flow Rate, veh/h	204	978	37	13	1149	68	21	54	26	68	79	342
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	2425	92	338	2098	842	222	229	110	289	480	366
Arrive On Green	0.07	0.66	0.66	1.00	1.00	1.00	0.18	0.18	0.18	0.03	0.24	0.24
Sat Flow, veh/h	1688	3675	139	526	3741	1502	915	1255	604	1688	1969	1502
Grp Volume(v), veh/h	204	498	517	13	1149	68	21	0	80	68	79	342
Grp Sat Flow(s),veh/h/ln	1688	1870	1944	526	1870	1502	915	0	1860	1688	1969	1502
Q Serve(g_s), s	6.4	16.0	16.0	0.1	0.0	0.0	2.5	0.0	4.8	4.0	4.1	29.0
Cycle Q Clear(g_c), s	6.4	16.0	16.0	3.3	0.0	0.0	2.5	0.0	4.8	4.0	4.1	29.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	414	1234	1283	338	2098	842	222	0	339	289	480	366
V/C Ratio(X)	0.49	0.40	0.40	0.04	0.55	0.08	0.09	0.00	0.24	0.24	0.16	0.93
Avail Cap(c_a), veh/h	650	1234	1283	338	2098	842	249	0	393	289	538	410
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	10.2	10.2	0.1	0.0	0.0	44.5	0.0	45.4	40.8	38.7	48.1
Incr Delay (d2), s/veh	0.9	1.0	0.9	0.2	0.8	0.2	0.2	0.0	0.4	0.4	0.2	26.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	4.3	11.0	11.3	0.0	0.4	0.1	1.1	0.0	4.1	3.2	3.7	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	11.2	11.2	0.2	0.8	0.2	44.7	0.0	45.8	41.2	38.9	75.0
LnGrp LOS	B	B	B	A	A	A	D	A	D	D	D	E
Approach Vol, veh/h	1219				1230			101			489	
Approach Delay, s/veh	11.1				0.8			45.5			64.5	
Approach LOS	B				A			D			E	
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	12.9	78.9	8.0	30.2		91.8		38.2				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.5		6.0		6.5				
Max Green Setting (Gmax), s	27.0	51.0	4.0	27.5		82.0		35.5				
Max Q Clear Time (g_c+I1), s	8.4	5.3	6.0	6.8		18.0		31.0				
Green Ext Time (p_c), s	0.5	12.1	0.0	0.4		8.6		0.7				






Intersection Summary

HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B



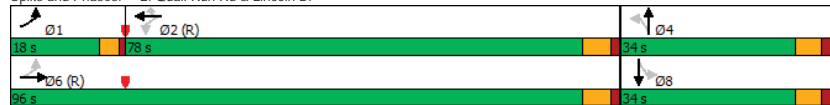
18-0555 SmokeTree Resort  
2026 Total AM

2: Quail Run Rd & Lincoln Dr  
Timing Report, Sorted By Phase
























Phase Number	1	2	4	6	8
Movement	EBL	WBTL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	Max	C-Max	Max
Maximum Split (s)	18	78	34	96	34
Maximum Split (%)	13.8%	60.0%	26.2%	73.8%	26.2%
Minimum Split (s)	8	21	26.5	21	26.5
Yellow Time (s)	3	4.5	4	4.5	4
All-Red Time (s)	1	1.5	2.5	1.5	2.5
Minimum Initial (s)	4	15	7	15	7
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7	7	7
Flash Dont Walk (s)		7	13	7	13
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	112	0	78	112	78
End Time (s)	0	78	112	78	112
Yield/Force Off (s)	126	72	105.5	72	105.5
Yield/Force Off 170(s)	126	65	92.5	65	92.5
Local Start Time (s)	112	0	78	112	78
Local Yield (s)	126	72	105.5	72	105.5
Local Yield 170(s)	126	65	92.5	65	92.5
Intersection Summary					
Cycle Length	130				
Control Type	Actuated-Coordinated				
Natural Cycle	60				
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green					

Splits and Phases: 2: Quail Run Rd & Lincoln Dr



18-0555 SmokeTree Resort  
2026 Total AM

2: Quail Run Rd & Lincoln Dr  
HCM 6th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	44	952	9	7	647	55	9	0	11	33	0	37
Future Volume (veh/h)	44	952	9	7	647	55	9	0	11	33	0	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	1107	10	8	711	60	15	0	18	47	0	53
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.62	0.62	0.62	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	482	2498	23	272	2259	1008	304	0	335	338	0	335
Arrive On Green	0.01	0.23	0.23	0.64	0.64	0.64	0.21	0.00	0.21	0.21	0.00	0.21
Sat Flow, veh/h	1781	3609	33	504	3554	1585	1351	0	1585	1395	0	1585
Grp Volume(v), veh/h	51	545	572	8	711	60	15	0	18	47	0	53
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	504	1777	1585	1351	0	1585	1395	0	1585
Q Serve(g_s), s	1.2	34.2	34.2	1.2	11.8	1.9	1.2	0.0	1.2	3.6	0.0	3.5
Cycle Q Clear(g_c), s	1.2	34.2	34.2	28.1	11.8	1.9	4.7	0.0	1.2	4.8	0.0	3.5
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	482	1230	1291	272	2259	1008	304	0	335	338	0	335
V/C Ratio(X)	0.11	0.44	0.44	0.03	0.31	0.06	0.05	0.00	0.05	0.14	0.00	0.16
Avail Cap(c_a), veh/h	627	1230	1291	272	2259	1008	304	0	335	338	0	335
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	28.6	28.6	21.5	10.8	9.0	43.7	0.0	40.9	42.8	0.0	41.8
Incr Delay (d2), s/veh	0.1	1.1	1.0	0.2	0.4	0.1	0.3	0.0	0.3	0.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	23.2	24.1	0.3	8.2	1.2	0.8	0.0	0.9	2.4	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	29.7	29.7	21.7	11.2	9.1	44.0	0.0	41.2	43.6	0.0	42.8
LnGrp LOS	A	C	C	C	B	A	D	A	D	D	A	D
Approach Vol, veh/h	1168			779			33			100		
Approach Delay, s/veh	28.8			11.1			42.5			43.2		
Approach LOS	C			B			D			D		
Timer - Assigned Phs	1	2	4			6			8			
Phs Duration (G+Y+Rc), s	7.4	88.6	34.0			96.0			34.0			
Change Period (Y+Rc), s	4.0	6.0	6.5			6.0			6.5			
Max Green Setting (Gmax), s	14.0	72.0	27.5			90.0			27.5			
Max Q Clear Time (g_c+I1), s	3.2	30.1	6.7			36.2			6.8			
Green Ext Time (p_c), s	0.1	6.2	0.1			9.9			0.3			
Intersection Summary												
HCM 6th Ctrl Delay	23.1											
HCM 6th LOS	C											

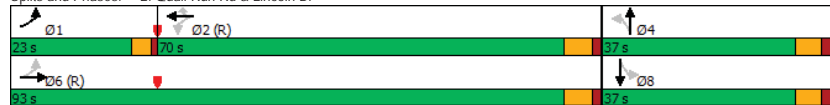


18-0555 SmokeTree Resort  
2026 Total PM

2: Quail Run Rd & Lincoln Dr  
Timing Report, Sorted By Phase

	1	2	4	6	8
Phase Number	1	2	4	6	8
Movement	EBL	WBTL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	Max	C-Max	Max
Maximum Split (s)	23	70	37	93	37
Maximum Split (%)	17.7%	53.8%	28.5%	71.5%	28.5%
Minimum Split (s)	9.5	24	26.5	24	26.5
Yellow Time (s)	3	4.5	4	4.5	4
All-Red Time (s)	1	1.5	2.5	1.5	2.5
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7	7	7
Flash Dont Walk (s)		7	13	7	13
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	107	0	70	107	70
End Time (s)	0	70	107	70	107
Yield/Force Off (s)	126	64	100.5	64	100.5
Yield/Force Off 170(s)	126	57	87.5	57	87.5
Local Start Time (s)	107	0	70	107	70
Local Yield (s)	126	64	100.5	64	100.5
Local Yield 170(s)	126	57	87.5	57	87.5
<b>Intersection Summary</b>					
Cycle Length	130				
Control Type	Actuated-Coordinated				
Natural Cycle	65				
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green					

Splits and Phases: 2: Quail Run Rd & Lincoln Dr



18-0555 SmokeTree Resort  
2026 Total PM

2: Quail Run Rd & Lincoln Dr  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩↩	↩	↩	↩↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	33	989	13	15	1099	28	8	0	12	30	0	25
Future Volume (veh/h)	33	989	13	15	1099	28	8	0	12	30	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1150	15	16	1208	31	13	0	19	43	0	36
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.62	0.62	0.62	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	2404	31	303	2167	966	353	0	372	369	0	372
Arrive On Green	0.03	0.67	0.67	0.61	0.61	0.61	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1781	3592	47	482	3554	1585	1372	0	1585	1393	0	1585
Grp Volume(v), veh/h	38	569	596	16	1208	31	13	0	19	43	0	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	482	1777	1585	1372	0	1585	1393	0	1585
Q Serve(g_s), s	1.0	20.2	20.3	2.2	26.1	1.0	1.0	0.0	1.2	3.2	0.0	2.3
Cycle Q Clear(g_c), s	1.0	20.2	20.3	14.7	26.1	1.0	3.3	0.0	1.2	4.4	0.0	2.3
Prop In Lane	1.00	0.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	290	1189	1246	303	2167	966	353	0	372	369	0	372
V/C Ratio(X)	0.13	0.48	0.48	0.05	0.56	0.03	0.04	0.00	0.05	0.12	0.00	0.10
Avail Cap(c_a), veh/h	499	1189	1246	303	2167	966	353	0	372	369	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	10.5	10.5	15.9	15.0	10.1	40.2	0.0	38.5	40.2	0.0	39.0
Incr Delay (d2), s/veh	0.2	1.3	1.2	0.3	1.0	0.1	0.2	0.0	0.3	0.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	12.5	13.0	0.5	15.9	0.7	0.6	0.0	0.9	2.1	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	11.8	11.7	16.2	16.0	10.2	40.4	0.0	38.8	40.9	0.0	39.5
LnGrp LOS	B	B	B	B	B	B	D	A	D	D	A	D
Approach Vol, veh/h	1203			1255			32			79		
Approach Delay, s/veh	11.7			15.9			39.5			40.2		
Approach LOS	B			B			D			D		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.7	85.3		37.0		93.0		37.0				
Change Period (Y+Rc), s	4.0	6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s	19.0	64.0		30.5		87.0		30.5				
Max Q Clear Time (g_c+I), s	3.0	28.1		5.3		22.3		6.4				
Green Ext Time (p_c), s	0.0	12.1		0.1		10.8		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	15.0											
HCM 6th LOS	B											



18-0555 SmokeTree Resort  
2026 Total AM

3: Smoke Tree Drwy East & Lincoln Dr  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	1011	14	21	704	5	16
Future Vol, veh/h	1011	14	21	704	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1176	16	23	774	10	32

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1192
Stage 1	-	-	1184
Stage 2	-	-	433
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	946	*94 *667
Stage 1	-	-	*594
Stage 2	-	-	*744
Platoon blocked, %	-	1	1
Mov Cap-1 Maneuver	-	946	*92 *667
Mov Cap-2 Maneuver	-	-	*92
Stage 1	-	-	*594
Stage 2	-	-	*727

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	268	-	-	946	-
HCM Lane V/C Ratio	0.157	-	-	0.024	-
HCM Control Delay (s)	20.9	-	-	8.9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

18-0555 SmokeTree Resort  
2026 Total PM

3: Smoke Tree Drwy East & Lincoln Dr  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	1021	9	23	1129	9	24
Future Vol, veh/h	1021	9	23	1129	9	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1187	10	25	1241	18	48

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1197
Stage 1	-	-	1192
Stage 2	-	-	671
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	939	*65 *667
Stage 1	-	-	*585
Stage 2	-	-	*572
Platoon blocked, %	-	1	1
Mov Cap-1 Maneuver	-	939	*63 *667
Mov Cap-2 Maneuver	-	-	*63
Stage 1	-	-	*585
Stage 2	-	-	*557

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	34.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	185	-	-	939	-
HCM Lane V/C Ratio	0.357	-	-	0.027	-
HCM Control Delay (s)	34.9	-	-	8.9	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	1.5	-	-	0.1	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



18-0555 SmokeTree Resort  
2026 Total AM

4: AJ's Center Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗		↖ ↗	↖ ↗			↖ ↗		↖ ↗	↖ ↗	↖ ↗
Traffic Vol, veh/h	22	936	73	13	663	10	46	5	63	4	0	11
Future Vol, veh/h	22	936	73	13	663	10	46	5	63	4	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	25	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	95	95	95	76	76	76	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	1064	83	14	698	11	61	7	83	6	0	16

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	709	0	0	1147
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	*1219	-	-	954
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	1	-	-	1
Mov Cap-1 Maneuver	*1219	-	-	954
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	16.9	11.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	450	*1219	-	-	954	-	-	330	815
HCM Lane V/C Ratio	0.333	0.021	-	-	0.014	-	-	0.017	0.019
HCM Control Delay (s)	16.9	8	-	-	8.8	-	-	16.1	9.5
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0	-	-	0.1	0.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

18-0555 SmokeTree Resort  
2026 Total PM

4: AJ's Center Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗		↖ ↗	↖ ↗			↖ ↗		↖ ↗	↖ ↗	↖ ↗
Traffic Vol, veh/h	9	968	65	6	1049	10	85	2	76	3	0	20
Future Vol, veh/h	9	968	65	6	1049	10	85	2	76	3	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	25	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	95	95	95	76	76	76	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1100	74	6	1104	11	112	3	100	4	0	29

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1115	0	0	1174
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	*946	-	-	920
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	1	-	-	1
Mov Cap-1 Maneuver	*946	-	-	920
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	25.5	11.9
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	385	*946	-	-	920	-	-	281	633
HCM Lane V/C Ratio	0.557	0.011	-	-	0.007	-	-	0.015	0.045
HCM Control Delay (s)	25.5	8.8	-	-	8.9	-	-	18	11
HCM Lane LOS	D	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	3.3	0	-	-	0	-	-	0	0.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

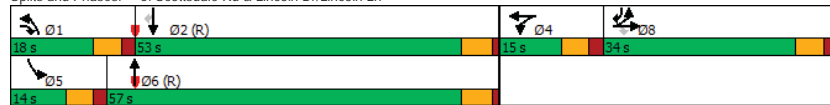


18-0555 SmokeTree Resort  
2026 Total AM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
Timing Report, Sorted By Phase

	1	2	4	5	6	8
Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBL	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	18	53	15	14	57	34
Maximum Split (%)	15.0%	44.2%	12.5%	11.7%	47.5%	28.3%
Minimum Split (s)	11	23.7	13	11	20.7	34
Yellow Time (s)	4	4.7	4	4	4.7	4
All-Red Time (s)	2	1	2	2	1	2
Minimum Initial (s)	5	10	7	5	10	7
Vehicle Extension (s)	2	2	2	2	2	2
Minimum Gap (s)	1	1	1	1	1	1
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		4			4	4
Flash Dont Walk (s)		14			11	24
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	100	118	51	100	114	66
End Time (s)	118	51	66	114	51	100
Yield/Force Off (s)	112	45.3	60	108	45.3	94
Yield/Force Off 170(s)	112	31.3	60	108	34.3	70
Local Start Time (s)	102	0	53	102	116	68
Local Yield (s)	114	47.3	62	110	47.3	96
Local Yield 170(s)	114	33.3	62	110	36.3	72
<b>Intersection Summary</b>						
Cycle Length	120					
Control Type	Actuated-Coordinated					
Natural Cycle	85					
Offset: 118 (98%), Referenced to phase 2:SBT and 6:NBT, Start of Green						

Splits and Phases: 5: Scottsdale Rd & Lincoln Dr/Lincoln Ln



18-0555 SmokeTree Resort  
2026 Total AM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	599	42	351	22	38	35	252	994	34	26	1068	453
Future Volume (veh/h)	599	42	351	22	38	35	252	994	34	26	1068	453
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	700	0	390	25	43	40	277	1092	37	29	1174	498
Peak Hour Factor	0.90	0.90	0.88	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	831	0	522	101	105	86	331	2468	84	46	2128	1030
Arrive On Green	0.23	0.00	0.23	0.06	0.06	0.06	0.10	0.49	0.49	0.03	0.42	0.42
Sat Flow, veh/h	3563	0	1585	1781	1853	1521	3456	5072	172	1781	5106	1585
Grp Volume(v), veh/h	700	0	390	25	41	42	277	733	396	29	1174	498
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1777	1597	1728	1702	1839	1781	1702	1585
Q Serve(g_s), s	22.5	0.0	26.3	1.6	2.7	3.1	9.5	16.9	16.9	1.9	20.9	19.2
Cycle Q Clear(g_c), s	22.5	0.0	26.3	1.6	2.7	3.1	9.5	16.9	16.9	1.9	20.9	19.2
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	831	0	522	101	101	91	331	1656	895	46	2128	1030
V/C Ratio(X)	0.84	0.00	0.75	0.25	0.41	0.46	0.84	0.44	0.44	0.63	0.55	0.48
Avail Cap(c_a), veh/h	831	0	522	134	133	120	346	1656	895	119	2128	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	0.0	35.8	54.1	54.6	54.8	53.3	20.2	20.2	57.9	26.5	10.7
Incr Delay (d2), s/veh	7.4	0.0	5.2	0.5	1.0	1.4	14.8	0.9	1.6	5.2	1.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.1	0.0	16.2	1.3	2.2	2.3	8.4	11.1	12.1	1.7	13.4	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	0.0	41.1	54.6	55.6	56.2	68.1	21.0	21.7	63.1	27.5	12.3
LnGrp LOS	D	A	D	D	E	E	E	C	C	E	C	B
Approach Vol, veh/h	1090		108		1406		1701					
Approach Delay, s/veh	47.6		55.6		30.5		23.7					
Approach LOS	D		E		C		C					
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.5	55.7		12.8	9.1	64.1		34.0				
Change Period (Y+Rc), s	6.0	5.7		6.0	6.0	5.7		6.0				
Max Green Setting (Gmax), s	12.0	47.3		9.0	8.0	51.3		28.0				
Max Q Clear Time (g_c+I), s	11.5	22.9		5.1	3.9	18.9		28.3				
Green Ext Time (p_c), s	0.0	7.7		0.1	0.0	5.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C
Notes	
User approved pedestrian interval to be less than phase max green.	
User approved volume balancing among the lanes for turning movement.	

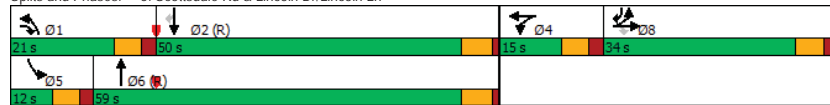


18-0555 SmokeTree Resort  
2026 Total PM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
Timing Report, Sorted By Phase

























	1	2	4	5	6	8
Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBL	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	21	50	15	12	59	34
Maximum Split (%)	17.5%	41.7%	12.5%	10.0%	49.2%	28.3%
Minimum Split (s)	11	23.7	13	11	20.7	34
Yellow Time (s)	4	4.7	4	4	4.7	4
All-Red Time (s)	2	1	2	2	1	2
Minimum Initial (s)	5	10	7	5	10	7
Vehicle Extension (s)	2	0.2	2	2	0.2	2
Minimum Gap (s)	1	1	1	1	1	1
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		4			4	4
Flash Dont Walk (s)		14			11	24
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	41	62	112	41	53	7
End Time (s)	62	112	7	53	112	41
Yield/Force Off (s)	56	106.3	1	47	106.3	35
Yield/Force Off 170(s)	56	92.3	1	47	95.3	11
Local Start Time (s)	99	0	50	99	111	65
Local Yield (s)	114	44.3	59	105	44.3	93
Local Yield 170(s)	114	30.3	59	105	33.3	69
<b>Intersection Summary</b>						
Cycle Length	120					
Control Type	Actuated-Coordinated					
Natural Cycle	105					
Offset: 62 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Green						

Splits and Phases: 5: Scottsdale Rd & Lincoln Dr/Lincoln Ln



18-0555 SmokeTree Resort  
2026 Total PM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
HCM 6th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	665	40	385	41	46	53	359	1540	31	49	1666	731
Future Volume (veh/h)	665	40	385	41	46	53	359	1540	31	49	1666	731
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	770	0	428	47	52	60	395	1692	34	54	1831	803
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	831	0	568	103	103	92	432	2433	49	69	1972	982
Arrive On Green	0.23	0.00	0.23	0.06	0.06	0.06	0.13	0.47	0.47	0.04	0.39	0.39
Sat Flow, veh/h	3563	0	1585	1781	1777	1585	3456	5152	104	1781	5106	1585
Grp Volume(v), veh/h	770	0	428	47	52	60	395	1118	608	54	1831	803
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1777	1585	1728	1702	1852	1781	1702	1585
Q Serve(g_s), s	25.4	0.0	28.0	3.1	3.4	4.4	13.6	31.0	31.0	3.6	41.2	46.3
Cycle Q Clear(g_c), s	25.4	0.0	28.0	3.1	3.4	4.4	13.6	31.0	31.0	3.6	41.2	46.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	831	0	568	103	103	92	432	1607	874	69	1972	982
V/C Ratio(X)	0.93	0.00	0.75	0.45	0.50	0.65	0.91	0.70	0.70	0.78	0.93	0.82
Avail Cap(c_a), veh/h	831	0	568	134	133	119	432	1607	874	89	1972	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	33.8	54.7	54.8	55.3	51.9	24.9	24.9	57.1	35.3	17.5
Incr Delay (d2), s/veh	15.9	0.0	5.1	1.2	1.4	3.2	23.4	2.5	4.6	20.7	9.2	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.9	0.0	17.2	2.5	2.8	3.3	11.7	18.7	20.7	3.6	25.4	34.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	0.0	38.9	55.8	56.3	58.5	75.2	27.4	29.5	77.8	44.5	25.0
LnGrp LOS	E	A	D	E	E	E	E	C	C	E	D	C
Approach Vol, veh/h	1198			159			2121			2688		
Approach Delay, s/veh	53.0			57.0			36.9			39.3		
Approach LOS	D			E			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	52.0		13.0	10.7	62.4		34.0				
Change Period (Y+Rc), s	6.0	5.7		6.0	6.0	5.7		6.0				
Max Green Setting (Gmax), s	15.0	44.3		9.0	6.0	53.3		28.0				
Max Q Clear Time (g_c+I1), s	15.6	48.3		6.4	5.6	33.0		30.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	2.6		0.0				

**Intersection Summary**

HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D

**Notes**

User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.



18-0555 SmokeTree Resort  
2026 Total AM

6: Quail Run Rd & Access A  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	8	5	0	11	4
Future Vol, veh/h	0	8	5	0	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	6	0	12	4

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	34	6	0	0	6
Stage 1	6	-	-	-	-
Stage 2	28	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	979	1077	-	-	1615
Stage 1	1017	-	-	-	-
Stage 2	995	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	972	1077	-	-	1615
Mov Cap-2 Maneuver	972	-	-	-	-
Stage 1	1017	-	-	-	-
Stage 2	988	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	5.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1077	1615	-
HCM Lane V/C Ratio	-	- 0.008	0.008	-
HCM Control Delay (s)	-	- 8.4	7.2	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

18-0555 SmokeTree Resort  
2026 Total PM

6: Quail Run Rd & Access A  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	6.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	14	3	0	20	2
Future Vol, veh/h	0	14	3	0	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	3	0	22	2

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	49	3	0	0	3
Stage 1	3	-	-	-	-
Stage 2	46	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	960	1081	-	-	1619
Stage 1	1020	-	-	-	-
Stage 2	976	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	947	1081	-	-	1619
Mov Cap-2 Maneuver	947	-	-	-	-
Stage 1	1020	-	-	-	-
Stage 2	962	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	6.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1081	1619	-
HCM Lane V/C Ratio	-	- 0.014	0.014	-
HCM Control Delay (s)	-	- 8.4	7.3	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-



## **APPENDIX J**

### **2031 BUILD PEAK HOUR ANALYSIS**



18-0555 SmokeTree Resort  
2031 Total AM

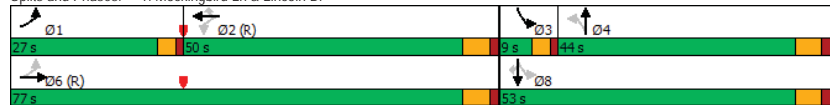
1: Mockingbird Ln & Lincoln Dr  
Timing Report, Sorted By Phase

	1	2	3	4	6	8
Phase Number	1	2	3	4	6	8
Movement	EBL	WBTL	SBL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	27	50	9	44	77	53
Maximum Split (%)	20.8%	38.5%	6.9%	33.8%	59.2%	40.8%
Minimum Split (s)	8	27	8	33.5	27	33.5
Yellow Time (s)	3	4.5	3	4	4.5	4
All-Red Time (s)	1	1.5	1	2.5	1.5	2.5
Minimum Initial (s)	3.5	15	3.5	7	15	7
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7		7	7	7
Flash Dont Walk (s)		14		20	14	20
Dual Entry	No	No	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8	35	85	94	8	85
End Time (s)	35	85	94	8	85	8
Yield/Force Off (s)	31	79	90	1.5	79	1.5
Yield/Force Off 170(s)	31	65	90	111.5	65	111.5
Local Start Time (s)	103	0	50	59	103	50
Local Yield (s)	126	44	55	96.5	44	96.5
Local Yield 170(s)	126	30	55	76.5	30	76.5

Intersection Summary

Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 35 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: Mockingbird Ln & Lincoln Dr



18-0555 SmokeTree Resort  
2031 Total AM

1: Mockingbird Ln & Lincoln Dr  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	231	1028	72	18	700	51	24	24	29	59	68	219
Future Volume (veh/h)	231	1028	72	18	700	51	24	24	29	59	68	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1772	1969	1772	1772	1969	1772	1772	1969	1772	1772	1969	1772
Adj Flow Rate, veh/h	246	1094	77	19	753	55	26	26	32	73	84	270
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	2492	175	314	2240	899	184	106	130	251	396	302
Arrive On Green	0.07	0.70	0.70	0.20	0.20	0.20	0.13	0.13	0.13	0.04	0.20	0.20
Sat Flow, veh/h	1688	3545	249	454	3741	1502	973	803	988	1688	1969	1502
Grp Volume(v), veh/h	246	577	594	19	753	55	26	0	58	73	84	270
Grp Sat Flow(s),veh/h/ln	1688	1870	1924	454	1870	1502	973	0	1791	1688	1969	1502
Q Serve(g_s), s	6.9	17.2	17.3	4.5	22.5	3.9	3.1	0.0	3.8	4.8	4.6	22.8
Cycle Q Clear(g_c), s	6.9	17.2	17.3	8.2	22.5	3.9	3.1	0.0	3.8	4.8	4.6	22.8
Prop In Lane	1.00	0.13	1.00	1.00	1.00	1.00	0.55	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	451	1315	1352	314	2240	899	184	0	236	251	396	302
V/C Ratio(X)	0.55	0.44	0.44	0.06	0.34	0.06	0.14	0.00	0.25	0.29	0.21	0.89
Avail Cap(c_a), veh/h	626	1315	1352	314	2240	899	336	0	517	251	704	537
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	8.3	8.3	25.7	29.9	22.5	50.3	0.0	50.6	45.2	43.4	50.6
Incr Delay (d2), s/veh	1.0	1.1	1.0	0.3	0.4	0.1	0.3	0.0	0.5	0.6	0.3	9.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	4.6	11.3	11.5	1.0	16.8	2.5	1.4	0.0	3.1	3.7	4.2	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	9.4	9.3	26.1	30.3	22.6	50.7	0.0	51.2	45.8	43.6	59.9
LnGrp LOS	B	A	A	C	C	C	D	A	D	D	D	E
Approach Vol, veh/h	1417			827			84			427		
Approach Delay, s/veh	9.8			29.7			51.0			54.3		
Approach LOS	A			C			D			D		
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	13.5	83.9	9.0	23.6		97.4		32.6				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.5		6.0		6.5				
Max Green Setting (Gmax), s	23.0	44.0	5.0	37.5		71.0		46.5				
Max Q Clear Time (g_c+I), s	8.9	24.5	6.8	5.8		19.3		24.8				
Green Ext Time (p_c), s	0.6	5.7	0.0	0.4		10.7		1.4				

Intersection Summary

HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



18-0555 SmokeTree Resort  
2031 Total PM

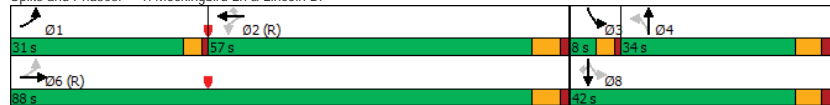
1: Mockingbird Ln & Lincoln Dr  
Timing Report, Sorted By Phase

	1	2	3	4	6	8
Phase Number	1	2	3	4	6	8
Movement	EBL	WBTL	SBL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	31	57	8	34	88	42
Maximum Split (%)	23.8%	43.8%	6.2%	26.2%	67.7%	32.3%
Minimum Split (s)	8	27	8	33.5	27	33.5
Yellow Time (s)	3	4.5	3	4	4.5	4
All-Red Time (s)	1	1.5	1	2.5	1.5	2.5
Minimum Initial (s)	3.5	15	3.5	7	15	7
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7		7	7	7
Flash Dont Walk (s)		14		20	14	20
Dual Entry	No	No	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	99	0	57	65	99	57
End Time (s)	0	57	65	99	57	99
Yield/Force Off (s)	126	51	61	92.5	51	92.5
Yield/Force Off 170(s)	126	37	61	72.5	37	72.5
Local Start Time (s)	99	0	57	65	99	57
Local Yield (s)	126	51	61	92.5	51	92.5
Local Yield 170(s)	126	37	61	72.5	37	72.5

Intersection Summary

Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: Mockingbird Ln & Lincoln Dr



18-0555 SmokeTree Resort  
2031 Total PM

1: Mockingbird Ln & Lincoln Dr  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	220	1027	38	13	1186	69	21	53	27	60	70	311
Future Volume (veh/h)	220	1027	38	13	1186	69	21	53	27	60	70	311
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1772	1969	1772	1772	1969	1772	1772	1969	1772	1772	1969	1772
Adj Flow Rate, veh/h	234	1093	40	14	1275	74	23	58	30	74	86	384
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	2339	86	282	1959	786	236	253	131	315	528	403
Arrive On Green	0.08	0.64	0.64	1.00	1.00	1.00	0.21	0.21	0.21	0.03	0.27	0.27
Sat Flow, veh/h	1688	3680	135	471	3741	1502	875	1223	632	1688	1969	1502
Grp Volume(v), veh/h	234	555	578	14	1275	74	23	0	88	74	86	384
Grp Sat Flow(s),veh/h/ln	1688	1870	1945	471	1870	1502	875	0	1855	1688	1969	1502
Q Serve(g_s), s	7.9	20.0	20.0	0.3	0.0	0.0	2.8	0.0	5.1	4.0	4.3	32.7
Cycle Q Clear(g_c), s	7.9	20.0	20.0	5.8	0.0	0.0	2.8	0.0	5.1	4.0	4.3	32.7
Prop In Lane	1.00	0.07	1.00	1.00	1.00	1.00	0.34	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	393	1189	1236	282	1959	786	236	0	383	315	528	403
V/C Ratio(X)	0.60	0.47	0.47	0.05	0.65	0.09	0.10	0.00	0.23	0.24	0.16	0.95
Avail Cap(c_a), veh/h	607	1189	1236	282	1959	786	240	0	392	315	538	410
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	12.3	12.3	0.2	0.0	0.0	42.0	0.0	42.9	38.7	36.4	46.8
Incr Delay (d2), s/veh	1.4	1.3	1.3	0.2	1.3	0.2	0.2	0.0	0.3	0.4	0.1	32.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	5.6	13.3	13.8	0.0	0.6	0.1	1.1	0.0	4.3	3.4	3.8	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.4	13.6	13.5	0.5	1.3	0.2	42.2	0.0	43.2	39.1	36.5	79.1
LnGrp LOS	B	B	B	A	A	A	D	A	D	D	D	E
Approach Vol, veh/h	1367			1363			111			544		
Approach Delay, s/veh	13.4			1.2			43.0			66.9		
Approach LOS	B			A			D			E		
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	14.5	74.1	8.0	33.4		88.6		41.4				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.5		6.0		6.5				
Max Green Setting (Gmax), s	27.0	51.0	4.0	27.5		82.0		35.5				
Max Q Clear Time (g_c+I1), s	9.9	7.8	6.0	7.1		22.0		34.7				
Green Ext Time (p_c), s	0.6	14.1	0.0	0.5		10.2		0.2				

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

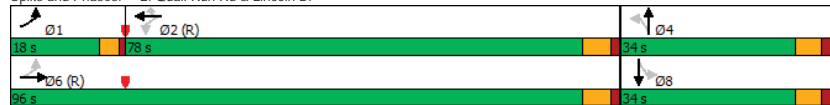


18-0555 SmokeTree Resort  
2031 Total AM

2: Quail Run Rd & Lincoln Dr  
Timing Report, Sorted By Phase
























	1	2	4	6	8
Phase Number	1	2	4	6	8
Movement	EBL	WBTL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	Max	C-Max	Max
Maximum Split (s)	18	78	34	96	34
Maximum Split (%)	13.8%	60.0%	26.2%	73.8%	26.2%
Minimum Split (s)	8	21	26.5	21	26.5
Yellow Time (s)	3	4.5	4	4.5	4
All-Red Time (s)	1	1.5	2.5	1.5	2.5
Minimum Initial (s)	4	15	7	15	7
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7	7	7
Flash Dont Walk (s)		7	13	7	13
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	112	0	78	112	78
End Time (s)	0	78	112	78	112
Yield/Force Off (s)	126	72	105.5	72	105.5
Yield/Force Off 170(s)	126	65	92.5	65	92.5
Local Start Time (s)	112	0	78	112	78
Local Yield (s)	126	72	105.5	72	105.5
Local Yield 170(s)	126	65	92.5	65	92.5
<b>Intersection Summary</b>					
Cycle Length	130				
Control Type	Actuated-Coordinated				
Natural Cycle	60				
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green					

Splits and Phases: 2: Quail Run Rd & Lincoln Dr



18-0555 SmokeTree Resort  
2031 Total AM






2: Quail Run Rd & Lincoln Dr  
HCM 6th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	55	1042	9	7	711	69	9	0	11	41	0	48
Future Volume (veh/h)	55	1042	9	7	711	69	9	0	11	41	0	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	1212	10	8	781	76	15	0	18	59	0	69
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.62	0.62	0.62	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	447	2501	21	239	2252	1005	289	0	335	338	0	335
Arrive On Green	0.01	0.23	0.23	0.63	0.63	0.63	0.21	0.00	0.21	0.21	0.00	0.21
Sat Flow, veh/h	1781	3612	30	457	3554	1585	1332	0	1585	1395	0	1585
Grp Volume(v), veh/h	64	596	626	8	781	76	15	0	18	59	0	69
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	457	1777	1585	1332	0	1585	1395	0	1585
Q Serve(g_s), s	1.6	37.8	37.8	1.4	13.4	2.4	1.2	0.0	1.2	4.6	0.0	4.7
Cycle Q Clear(g_c), s	1.6	37.8	37.8	31.6	13.4	2.4	5.9	0.0	1.2	5.8	0.0	4.7
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	1230	1291	239	2252	1005	289	0	335	338	0	335
V/C Ratio(X)	0.14	0.48	0.48	0.03	0.35	0.08	0.05	0.00	0.05	0.17	0.00	0.21
Avail Cap(c_a), veh/h	589	1230	1291	239	2252	1005	289	0	335	338	0	335
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	30.0	30.0	23.7	11.2	9.2	44.7	0.0	40.9	43.2	0.0	42.2
Incr Delay (d2), s/veh	0.1	1.3	1.2	0.3	0.4	0.1	0.3	0.0	0.3	1.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	25.2	26.3	0.3	9.1	1.6	0.8	0.0	0.9	3.1	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	31.3	31.2	24.0	11.6	9.3	45.0	0.0	41.2	44.3	0.0	43.6
LnGrp LOS	A	C	C	C	B	A	D	A	D	D	A	D
Approach Vol, veh/h	1286			865			33			128		
Approach Delay, s/veh	30.1			11.5			42.9			43.9		
Approach LOS	C			B			D			D		
Timer - Assigned Phs	1	2	4			6			8			
Phs Duration (G+Y+Rc), s	7.6	88.4	34.0			96.0			34.0			
Change Period (Y+Rc), s	4.0	6.0	6.5			6.0			6.5			
Max Green Setting (Gmax), s	14.0	72.0	27.5			90.0			27.5			
Max Q Clear Time (g_c+I), s	3.6	33.6	7.9			39.8			7.8			
Green Ext Time (p_c), s	0.1	6.9	0.1			11.4			0.5			
Intersection Summary												
HCM 6th Ctrl Delay	24.1											
HCM 6th LOS	C											



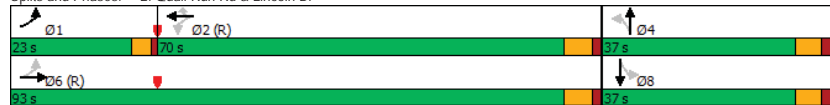
18-0555 SmokeTree Resort  
2031 Total PM

2: Quail Run Rd & Lincoln Dr  
Timing Report, Sorted By Phase
























Phase Number	1	2	4	6	8
Movement	EBL	WBTL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	Max	C-Max	Max
Maximum Split (s)	23	70	37	93	37
Maximum Split (%)	17.7%	53.8%	28.5%	71.5%	28.5%
Minimum Split (s)	9.5	24	26.5	24	26.5
Yellow Time (s)	3	4.5	4	4.5	4
All-Red Time (s)	1	1.5	2.5	1.5	2.5
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7	7	7
Flash Dont Walk (s)		7	13	7	13
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	107	0	70	107	70
End Time (s)	0	70	107	70	107
Yield/Force Off (s)	126	64	100.5	64	100.5
Yield/Force Off 170(s)	126	57	87.5	57	87.5
Local Start Time (s)	107	0	70	107	70
Local Yield (s)	126	64	100.5	64	100.5
Local Yield 170(s)	126	57	87.5	57	87.5
Intersection Summary					
Cycle Length	130				
Control Type	Actuated-Coordinated				
Natural Cycle	70				
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green					

Splits and Phases: 2: Quail Run Rd & Lincoln Dr



18-0555 SmokeTree Resort  
2031 Total PM

2: Quail Run Rd & Lincoln Dr  
HCM 6th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	1098	13	15	1214	36	8	0	12	39	0	33
Future Volume (veh/h)	43	1098	13	15	1214	36	8	0	12	39	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	1277	15	16	1334	40	13	0	19	56	0	47
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.62	0.62	0.62	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	2407	28	263	2155	961	342	0	372	369	0	372
Arrive On Green	0.03	0.67	0.67	0.61	0.61	0.61	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1781	3597	42	427	3554	1585	1359	0	1585	1393	0	1585
Grp Volume(v), veh/h	50	631	661	16	1334	40	13	0	19	56	0	47
Grp Sat Flow(s),veh/h/ln	1781	1777	1863	427	1777	1585	1359	0	1585	1393	0	1585
Q Serve(g_s), s	1.3	23.7	23.7	2.6	30.8	1.3	1.0	0.0	1.2	4.2	0.0	3.0
Cycle Q Clear(g_c), s	1.3	23.7	23.7	18.1	30.8	1.3	4.0	0.0	1.2	5.4	0.0	3.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	1189	1247	263	2155	961	342	0	372	369	0	372
V/C Ratio(X)	0.19	0.53	0.53	0.06	0.62	0.04	0.04	0.00	0.05	0.15	0.00	0.13
Avail Cap(c_a), veh/h	462	1189	1247	263	2155	961	342	0	372	369	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	11.0	11.0	17.8	16.1	10.3	40.8	0.0	38.5	40.6	0.0	39.2
Incr Delay (d2), s/veh	0.3	1.6	1.5	0.4	1.3	0.1	0.2	0.0	0.3	0.9	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	14.2	14.7	0.5	18.3	0.9	0.6	0.0	0.9	2.8	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	12.6	12.5	18.2	17.5	10.4	41.0	0.0	38.8	41.5	0.0	39.9
LnGrp LOS	B	B	B	B	B	B	D	A	D	D	A	D
Approach Vol, veh/h	1342			1390			32			103		
Approach Delay, s/veh	12.6			17.3			39.7			40.8		
Approach LOS	B			B			D			D		
Timer - Assigned Phs	1	2	4			6			8			
Phs Duration (G+Y+Rc), s	8.2	84.8	37.0			93.0			37.0			
Change Period (Y+Rc), s	4.0	6.0	6.5			6.0			6.5			
Max Green Setting (Gmax), s	19.0	64.0	30.5			87.0			30.5			
Max Q Clear Time (g_c+I1), s	3.3	32.8	6.0			25.7			7.4			
Green Ext Time (p_c), s	0.1	13.3	0.1			12.9			0.4			
Intersection Summary												
HCM 6th Ctrl Delay	16.2											
HCM 6th LOS	B											



18-0555 SmokeTree Resort  
2031 Total AM

3: Smoke Tree Drwy East & Lincoln Dr  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1112	15	22	781	5	16
Future Vol, veh/h	1112	15	22	781	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1293	17	24	858	10	32

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1310
Stage 1	-	-	1302
Stage 2	-	-	477
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	894	*73
Stage 1	-	-	*565
Stage 2	-	-	*720
Platoon blocked, %	-	1	1
Mov Cap-1 Maneuver	-	894	*71
Mov Cap-2 Maneuver	-	-	*71
Stage 1	-	-	*565
Stage 2	-	-	*700

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	25.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	218	-	-	894	-
HCM Lane V/C Ratio	0.193	-	-	0.027	-
HCM Control Delay (s)	25.4	-	-	9.1	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

18-0555 SmokeTree Resort  
2031 Total PM

3: Smoke Tree Drwy East & Lincoln Dr  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1139	9	24	1253	10	25
Future Vol, veh/h	1139	9	24	1253	10	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1324	10	26	1377	20	50

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1334
Stage 1	-	-	1329
Stage 2	-	-	741
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	862	*47
Stage 1	-	-	*536
Stage 2	-	-	*523
Platoon blocked, %	-	1	1
Mov Cap-1 Maneuver	-	862	*46
Mov Cap-2 Maneuver	-	-	*46
Stage 1	-	-	*536
Stage 2	-	-	*508

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	56.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	136	-	-	862	-
HCM Lane V/C Ratio	0.515	-	-	0.031	-
HCM Control Delay (s)	56.6	-	-	9.3	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	2.5	-	-	0.1	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



18-0555 SmokeTree Resort  
2031 Total AM

4: AJ's Center Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection													
Int Delay, s/veh	1.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↱	↱		↱	↱			↱		↱	↱	↱	
Traffic Vol, veh/h	24	1030	79	14	736	10	50	6	69	5	0	12	
Future Vol, veh/h	24	1030	79	14	736	10	50	6	69	5	0	12	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	60	-	-	25	-	-	-	-	-	0	-	0	
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	88	88	88	95	95	95	76	76	76	70	70	70	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	27	1170	90	15	775	11	66	8	91	7	0	17	

Major/Minor	Major1	Major2	Minor1	Minor2									
Conflicting Flow All	786	0	0	1260	0	0	1687	2085	630	1454	-	393	
Stage 1	-	-	-	-	-	-	1269	1269	-	811	-	-	
Stage 2	-	-	-	-	-	-	418	816	-	643	-	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	-	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	-	3.32	
Pot Cap-1 Maneuver	*1180	-	-	861	-	-	*61	52	*667	*91	0	*789	
Stage 1	-	-	-	-	-	-	*489	457	-	*744	0	-	
Stage 2	-	-	-	-	-	-	*744	651	-	*629	0	-	
Platoon blocked, %	1	-	-	1	-	-	-	-	1	-	-	1	
Mov Cap-1 Maneuver	*1180	-	-	861	-	-	*58	50	*667	*74	-	*789	
Mov Cap-2 Maneuver	-	-	-	-	-	-	*283	258	-	*305	-	-	
Stage 1	-	-	-	-	-	-	*477	447	-	*727	-	-	
Stage 2	-	-	-	-	-	-	*715	640	-	*522	-	-	

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	19.4	11.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	412	*1180	-	-	861	-	-	305	789
HCM Lane V/C Ratio	0.399	0.023	-	-	0.017	-	-	0.023	0.022
HCM Control Delay (s)	19.4	8.1	-	-	9.3	-	-	17.1	9.7
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	1.9	0.1	-	-	0.1	-	-	0.1	0.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

18-0555 SmokeTree Resort  
2031 Total PM

4: AJ's Center Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection													
Int Delay, s/veh	2.9												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↱	↱		↱	↱			↱		↱	↱	↱	
Traffic Vol, veh/h	9	1080	71	7	1164	10	92	2	83	3	0	22	
Future Vol, veh/h	9	1080	71	7	1164	10	92	2	83	3	0	22	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	60	-	-	25	-	-	-	-	-	0	-	0	
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	88	88	88	95	95	95	76	76	76	70	70	70	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	10	1227	81	7	1225	11	121	3	109	4	0	31	

Major/Minor	Major1	Major2	Minor1	Minor2									
Conflicting Flow All	1236	0	0	1308	0	0	1915	2538	654	1880	-	618	
Stage 1	-	-	-	-	-	-	1288	1288	-	1245	-	-	
Stage 2	-	-	-	-	-	-	627	1250	-	635	-	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	-	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	-	3.32	
Pot Cap-1 Maneuver	*907	-	-	848	-	-	*41	*27	*643	*44	0	*607	
Stage 1	-	-	-	-	-	-	*520	*474	-	*572	0	-	
Stage 2	-	-	-	-	-	-	*572	*501	-	*606	0	-	
Platoon blocked, %	1	-	-	1	-	-	-	-	1	-	-	1	
Mov Cap-1 Maneuver	*907	-	-	848	-	-	*38	*26	*643	*36	-	*607	
Mov Cap-2 Maneuver	-	-	-	-	-	-	*255	*230	-	*256	-	-	
Stage 1	-	-	-	-	-	-	*514	*469	-	*566	-	-	
Stage 2	-	-	-	-	-	-	*538	*497	-	*495	-	-	

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	32.5	12.3
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	355	*907	-	-	848	-	-	256	607
HCM Lane V/C Ratio	0.656	0.011	-	-	0.009	-	-	0.017	0.052
HCM Control Delay (s)	32.5	9	-	-	9.3	-	-	19.3	11.3
HCM Lane LOS	D	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	4.4	0	-	-	0	-	-	0.1	0.2

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

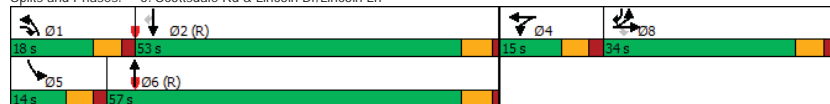


18-0555 SmokeTree Resort  
2031 Total AM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
Timing Report, Sorted By Phase

























	1	2	4	5	6	8
Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBL	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	18	53	15	14	57	34
Maximum Split (%)	15.0%	44.2%	12.5%	11.7%	47.5%	28.3%
Minimum Split (s)	11	23.7	13	11	20.7	34
Yellow Time (s)	4	4.7	4	4	4.7	4
All-Red Time (s)	2	1	2	2	1	2
Minimum Initial (s)	5	10	7	5	10	7
Vehicle Extension (s)	2	2	2	2	2	2
Minimum Gap (s)	1	1	1	1	1	1
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		4			4	4
Flash Dont Walk (s)		14			11	24
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	100	118	51	100	114	66
End Time (s)	118	51	66	114	51	100
Yield/Force Off (s)	112	45.3	60	108	45.3	94
Yield/Force Off 170(s)	112	31.3	60	108	34.3	70
Local Start Time (s)	102	0	53	102	116	68
Local Yield (s)	114	47.3	62	110	47.3	96
Local Yield 170(s)	114	33.3	62	110	36.3	72
<b>Intersection Summary</b>						
Cycle Length	120					
Control Type	Actuated-Coordinated					
Natural Cycle	85					
Offset: 118 (98%), Referenced to phase 2:SBT and 6:NBT, Start of Green						

Splits and Phases: 5: Scottsdale Rd & Lincoln Dr/Lincoln Ln



18-0555 SmokeTree Resort  
2031 Total AM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
HCM 6th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	660	46	384	24	42	39	278	1092	37	30	1176	503
Future Volume (veh/h)	660	46	384	24	42	39	278	1092	37	30	1176	503
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	769	0	427	27	48	44	305	1200	41	33	1292	553
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	831	0	528	102	107	87	346	2455	84	50	2103	1023
Arrive On Green	0.23	0.00	0.23	0.06	0.06	0.06	0.10	0.48	0.48	0.03	0.41	0.41
Sat Flow, veh/h	3563	0	1585	1781	1862	1513	3456	5070	173	1781	5106	1585
Grp Volume(v), veh/h	769	0	427	27	46	46	305	806	435	33	1292	553
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1777	1598	1728	1702	1839	1781	1702	1585
Q Serve(g_s), s	25.3	0.0	28.0	1.7	3.0	3.4	10.5	19.2	19.2	2.2	23.9	22.8
Cycle Q Clear(g_c), s	25.3	0.0	28.0	1.7	3.0	3.4	10.5	19.2	19.2	2.2	23.9	22.8
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	831	0	528	102	102	91	346	1648	890	50	2103	1023
V/C Ratio(X)	0.93	0.00	0.81	0.26	0.45	0.51	0.88	0.49	0.49	0.67	0.61	0.54
Avail Cap(c_a), veh/h	831	0	528	134	133	120	346	1648	890	119	2103	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	36.5	54.1	54.7	54.9	53.3	20.9	20.9	57.8	27.8	11.6
Incr Delay (d2), s/veh	15.7	0.0	8.5	0.5	1.1	1.6	21.7	1.0	1.9	5.6	1.4	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.8	0.0	18.3	1.4	2.5	2.5	9.4	12.4	13.5	1.9	15.1	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	0.0	45.0	54.7	55.9	56.5	75.1	22.0	22.8	63.4	29.1	13.6
LnGrp LOS	E	A	D	D	E	E	E	C	C	E	C	B
Approach Vol, veh/h	1196			119			1546			1878		
Approach Delay, s/veh	55.1			55.9			32.7			25.2		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	55.1		12.9	9.3	63.8		34.0				
Change Period (Y+Rc), s	6.0	5.7		6.0	6.0	5.7		6.0				
Max Green Setting (Gmax), s	12.0	47.3		9.0	8.0	51.3		28.0				
Max Q Clear Time (g_c+I1), s	12.5	25.9		5.4	4.2	21.2		30.0				
Green Ext Time (p_c), s	0.0	8.4		0.1	0.0	6.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D
Notes	
User approved pedestrian interval to be less than phase max green.	
User approved volume balancing among the lanes for turning movement.	

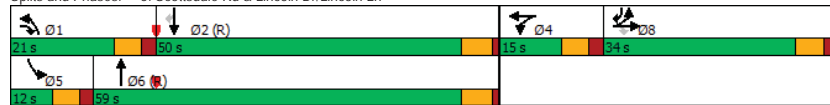


18-0555 SmokeTree Resort  
2031 Total PM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
Timing Report, Sorted By Phase

	1	2	4	5	6	8
Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBL	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	21	50	15	12	59	34
Maximum Split (%)	17.5%	41.7%	12.5%	10.0%	49.2%	28.3%
Minimum Split (s)	11	23.7	13	11	20.7	34
Yellow Time (s)	4	4.7	4	4	4.7	4
All-Red Time (s)	2	1	2	2	1	2
Minimum Initial (s)	5	10	7	5	10	7
Vehicle Extension (s)	2	0.2	2	2	0.2	2
Minimum Gap (s)	1	1	1	1	1	1
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		4			4	4
Flash Dont Walk (s)		14			11	24
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	41	62	112	41	53	7
End Time (s)	62	112	7	53	112	41
Yield/Force Off (s)	56	106.3	1	47	106.3	35
Yield/Force Off 170(s)	56	92.3	1	47	95.3	11
Local Start Time (s)	99	0	50	99	111	65
Local Yield (s)	114	44.3	59	105	44.3	93
Local Yield 170(s)	114	30.3	59	105	33.3	69
<b>Intersection Summary</b>						
Cycle Length	120					
Control Type	Actuated-Coordinated					
Natural Cycle	145					
Offset: 62 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Green						

Splits and Phases: 5: Scottsdale Rd & Lincoln Dr/Lincoln Ln



18-0555 SmokeTree Resort  
2031 Total PM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	747	45	421	44	50	61	392	1715	34	57	1845	816
Future Volume (veh/h)	747	45	421	44	50	61	392	1715	34	57	1845	816
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	866	0	468	50	57	69	431	1885	37	63	2027	897
Peak Hour Factor	0.90	0.90	0.88	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	831	0	568	107	107	95	432	2391	47	81	1961	979
Arrive On Green	0.23	0.00	0.23	0.06	0.06	0.06	0.13	0.46	0.46	0.05	0.38	0.38
Sat Flow, veh/h	3563	0	1585	1781	1777	1585	3456	5155	101	1781	5106	1585
Grp Volume(v), veh/h	866	0	468	50	57	69	431	1244	678	63	2027	897
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1777	1585	1728	1702	1852	1781	1702	1585
Q Serve(g_s), s	28.0	0.0	28.0	3.3	3.7	5.1	15.0	37.1	37.1	4.2	46.1	46.1
Cycle Q Clear(g_c), s	28.0	0.0	28.0	3.3	3.7	5.1	15.0	37.1	37.1	4.2	46.1	46.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	831	0	568	107	107	95	432	1579	859	81	1961	979
V/C Ratio(X)	1.04	0.00	0.82	0.47	0.53	0.73	1.00	0.79	0.79	0.78	1.03	0.92
Avail Cap(c_a), veh/h	831	0	568	134	133	119	432	1579	859	89	1961	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	35.1	54.5	54.8	55.4	52.5	27.2	27.2	56.7	37.0	17.6
Incr Delay (d2), s/veh	42.6	0.0	9.0	1.2	1.5	10.5	42.7	4.1	7.3	28.4	29.5	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.6	0.0	19.8	2.7	3.1	4.2	14.0	22.1	24.7	4.5	32.9	40.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.6	0.0	44.1	55.7	56.3	65.9	95.1	31.3	34.5	85.0	66.4	32.1
LnGrp LOS	F	A	D	E	E	E	F	C	C	F	F	C
Approach Vol, veh/h	1334			176			2353			2987		
Approach Delay, s/veh	73.0			59.9			43.9			56.5		
Approach LOS	E			E			D			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	51.8		13.2	11.4	61.4		34.0				
Change Period (Y+Rc), s	6.0	5.7		6.0	6.0	5.7		6.0				
Max Green Setting (Gmax), s	15.0	44.3		9.0	6.0	53.3		28.0				
Max Q Clear Time (g_c+I), s	17.0	48.1		7.1	6.2	39.1		30.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	2.9		0.0				

**Intersection Summary**

HCM 6th Ctrl Delay	55.5
HCM 6th LOS	E

**Notes**

User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.



18-0555 SmokeTree Resort  
2031 Total AM

6: Quail Run Rd & Access A  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	8	6	0	11	5
Future Vol, veh/h	0	8	6	0	11	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	7	0	12	6

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	37	7	0	0	7
Stage 1	7	-	-	-	-
Stage 2	30	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	975	1075	-	-	1614
Stage 1	1016	-	-	-	-
Stage 2	993	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	968	1075	-	-	1614
Mov Cap-2 Maneuver	968	-	-	-	-
Stage 1	1016	-	-	-	-
Stage 2	986	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1075	1614
HCM Lane V/C Ratio	-	-	0.008	0.008
HCM Control Delay (s)	-	-	8.4	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

18-0555 SmokeTree Resort  
2031 Total PM

6: Quail Run Rd & Access A  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	6.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	14	3	0	20	2
Future Vol, veh/h	0	14	3	0	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	3	0	22	2

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	49	3	0	0	3
Stage 1	3	-	-	-	-
Stage 2	46	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	960	1081	-	-	1619
Stage 1	1020	-	-	-	-
Stage 2	976	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	947	1081	-	-	1619
Mov Cap-2 Maneuver	947	-	-	-	-
Stage 1	1020	-	-	-	-
Stage 2	962	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	6.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1081	1619
HCM Lane V/C Ratio	-	-	0.014	0.014
HCM Control Delay (s)	-	-	8.4	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



18-0555 SmokeTree Resort  
2031 Mitigated AM

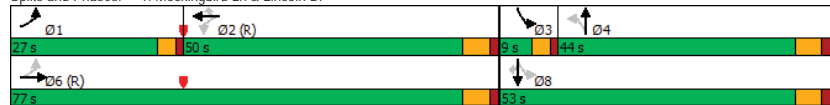
1: Mockingbird Ln & Lincoln Dr  
Timing Report, Sorted By Phase

	1	2	3	4	6	8
Phase Number	1	2	3	4	6	8
Movement	EBL	WBTL	SBL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	27	50	9	44	77	53
Maximum Split (%)	20.8%	38.5%	6.9%	33.8%	59.2%	40.8%
Minimum Split (s)	8	27	8	33.5	27	33.5
Yellow Time (s)	3	4.5	3	4	4.5	4
All-Red Time (s)	1	1.5	1	2.5	1.5	2.5
Minimum Initial (s)	3.5	15	3.5	7	15	7
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7		7	7	7
Flash Dont Walk (s)		14		20	14	20
Dual Entry	No	No	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8	35	85	94	8	85
End Time (s)	35	85	94	8	85	8
Yield/Force Off (s)	31	79	90	1.5	79	1.5
Yield/Force Off 170(s)	31	65	90	111.5	65	111.5
Local Start Time (s)	103	0	50	59	103	50
Local Yield (s)	126	44	55	96.5	44	96.5
Local Yield 170(s)	126	30	55	76.5	30	76.5

Intersection Summary

Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 35 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: Mockingbird Ln & Lincoln Dr



18-0555 SmokeTree Resort  
2031 Mitigated AM

1: Mockingbird Ln & Lincoln Dr  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	231	1028	72	18	700	51	24	24	29	59	68	219
Future Volume (veh/h)	231	1028	72	18	700	51	24	24	29	59	68	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1772	1969	1772	1772	1969	1772	1772	1969	1772	1772	1969	1772
Adj Flow Rate, veh/h	246	1094	77	19	753	55	26	26	32	73	84	270
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	2492	175	314	2240	899	184	106	130	251	396	302
Arrive On Green	0.07	0.70	0.70	0.20	0.20	0.20	0.13	0.13	0.13	0.04	0.20	0.20
Sat Flow, veh/h	1688	3545	249	454	3741	1502	973	803	988	1688	1969	1502
Grp Volume(v), veh/h	246	577	594	19	753	55	26	0	58	73	84	270
Grp Sat Flow(s),veh/h/ln	1688	1870	1924	454	1870	1502	973	0	1791	1688	1969	1502
Q Serve(g_s), s	6.9	17.2	17.3	4.5	22.5	3.9	3.1	0.0	3.8	4.8	4.6	22.8
Cycle Q Clear(g_c), s	6.9	17.2	17.3	8.2	22.5	3.9	3.1	0.0	3.8	4.8	4.6	22.8
Prop In Lane	1.00	0.13	1.00	1.00	1.00	1.00	0.55	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	451	1315	1352	314	2240	899	184	0	236	251	396	302
V/C Ratio(X)	0.55	0.44	0.44	0.06	0.34	0.06	0.14	0.00	0.25	0.29	0.21	0.89
Avail Cap(c_a), veh/h	626	1315	1352	314	2240	899	336	0	517	251	704	537
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	8.3	8.3	25.7	29.9	22.5	50.3	0.0	50.6	45.2	43.4	50.6
Incr Delay (d2), s/veh	1.0	1.1	1.0	0.3	0.4	0.1	0.3	0.0	0.5	0.6	0.3	9.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	4.6	11.3	11.5	1.0	16.8	2.5	1.4	0.0	3.1	3.7	4.2	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	9.4	9.3	26.1	30.3	22.6	50.7	0.0	51.2	45.8	43.6	59.9
LnGrp LOS	B	A	A	C	C	C	D	A	D	D	D	E
Approach Vol, veh/h	1417			827			84			427		
Approach Delay, s/veh	9.8			29.7			51.0			54.3		
Approach LOS	A			C			D			D		
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	13.5	83.9	9.0	23.6		97.4		32.6				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.5		6.0		6.5				
Max Green Setting (Gmax), s	23.0	44.0	5.0	37.5		71.0		46.5				
Max Q Clear Time (g_c+I), s	8.9	24.5	6.8	5.8		19.3		24.8				
Green Ext Time (p_c), s	0.6	5.7	0.0	0.4		10.7		1.4				

Intersection Summary

HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



18-0555 SmokeTree Resort  
2031 Mitigated PM

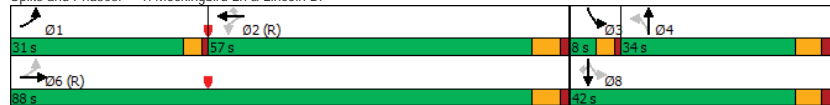
1: Mockingbird Ln & Lincoln Dr  
Timing Report, Sorted By Phase

	1	2	3	4	6	8
Phase Number	1	2	3	4	6	8
Movement	EBL	WBTL	SBL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	31	57	8	34	88	42
Maximum Split (%)	23.8%	43.8%	6.2%	26.2%	67.7%	32.3%
Minimum Split (s)	8	27	8	33.5	27	33.5
Yellow Time (s)	3	4.5	3	4	4.5	4
All-Red Time (s)	1	1.5	1	2.5	1.5	2.5
Minimum Initial (s)	3.5	15	3.5	7	15	7
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7		7	7	7
Flash Dont Walk (s)		14		20	14	20
Dual Entry	No	No	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	99	0	57	65	99	57
End Time (s)	0	57	65	99	57	99
Yield/Force Off (s)	126	51	61	92.5	51	92.5
Yield/Force Off 170(s)	126	37	61	72.5	37	72.5
Local Start Time (s)	99	0	57	65	99	57
Local Yield (s)	126	51	61	92.5	51	92.5
Local Yield 170(s)	126	37	61	72.5	37	72.5

Intersection Summary

Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 1: Mockingbird Ln & Lincoln Dr



18-0555 SmokeTree Resort  
2031 Mitigated PM

1: Mockingbird Ln & Lincoln Dr  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	220	1027	38	13	1186	69	21	53	27	60	70	311
Future Volume (veh/h)	220	1027	38	13	1186	69	21	53	27	60	70	311
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1772	1969	1772	1772	1969	1772	1772	1969	1772	1772	1969	1772
Adj Flow Rate, veh/h	234	1093	40	14	1275	74	23	58	30	74	86	384
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.91	0.91	0.91	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	2339	86	282	1959	786	236	253	131	315	528	403
Arrive On Green	0.08	0.64	0.64	1.00	1.00	1.00	0.21	0.21	0.21	0.03	0.27	0.27
Sat Flow, veh/h	1688	3680	135	471	3741	1502	875	1223	632	1688	1969	1502
Grp Volume(v), veh/h	234	555	578	14	1275	74	23	0	88	74	86	384
Grp Sat Flow(s),veh/h/ln	1688	1870	1945	471	1870	1502	875	0	1855	1688	1969	1502
Q Serve(g_s), s	7.9	20.0	20.0	0.3	0.0	0.0	2.8	0.0	5.1	4.0	4.3	32.7
Cycle Q Clear(g_c), s	7.9	20.0	20.0	5.8	0.0	0.0	2.8	0.0	5.1	4.0	4.3	32.7
Prop In Lane	1.00	0.07	1.00	1.00	1.00	1.00	0.34	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	393	1189	1236	282	1959	786	236	0	383	315	528	403
V/C Ratio(X)	0.60	0.47	0.47	0.05	0.65	0.09	0.10	0.00	0.23	0.24	0.16	0.95
Avail Cap(c_a), veh/h	607	1189	1236	282	1959	786	240	0	392	315	538	410
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	12.3	12.3	0.2	0.0	0.0	42.0	0.0	42.9	38.7	36.4	46.8
Incr Delay (d2), s/veh	1.4	1.3	1.3	0.2	1.3	0.2	0.2	0.0	0.3	0.4	0.1	32.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	5.6	13.3	13.8	0.0	0.6	0.1	1.1	0.0	4.3	3.4	3.8	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.4	13.6	13.5	0.5	1.3	0.2	42.2	0.0	43.2	39.1	36.5	79.1
LnGrp LOS	B	B	B	A	A	A	D	A	D	D	D	E
Approach Vol, veh/h	1367			1363			111			544		
Approach Delay, s/veh	13.4			1.2			43.0			66.9		
Approach LOS	B			A			D			E		
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	14.5	74.1	8.0	33.4		88.6		41.4				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.5		6.0		6.5				
Max Green Setting (Gmax), s	27.0	51.0	4.0	27.5		82.0		35.5				
Max Q Clear Time (g_c+I1), s	9.9	7.8	6.0	7.1		22.0		34.7				
Green Ext Time (p_c), s	0.6	14.1	0.0	0.5		10.2		0.2				

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

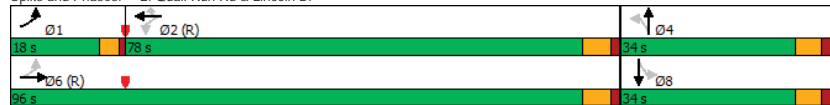


18-0555 SmokeTree Resort  
2031 Mitigated AM

2: Quail Run Rd & Lincoln Dr  
Timing Report, Sorted By Phase

























Phase Number	1	2	4	6	8
Movement	EBL	WBTL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	Max	C-Max	Max
Maximum Split (s)	18	78	34	96	34
Maximum Split (%)	13.8%	60.0%	26.2%	73.8%	26.2%
Minimum Split (s)	8	21	26.5	21	26.5
Yellow Time (s)	3	4.5	4	4.5	4
All-Red Time (s)	1	1.5	2.5	1.5	2.5
Minimum Initial (s)	4	15	7	15	7
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7	7	7
Flash Dont Walk (s)		7	13	7	13
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	112	0	78	112	78
End Time (s)	0	78	112	78	112
Yield/Force Off (s)	126	72	105.5	72	105.5
Yield/Force Off 170(s)	126	65	92.5	65	92.5
Local Start Time (s)	112	0	78	112	78
Local Yield (s)	126	72	105.5	72	105.5
Local Yield 170(s)	126	65	92.5	65	92.5
Intersection Summary					
Cycle Length	130				
Control Type	Actuated-Coordinated				
Natural Cycle	60				
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green					

Splits and Phases: 2: Quail Run Rd & Lincoln Dr



18-0555 SmokeTree Resort  
2031 Mitigated AM






2: Quail Run Rd & Lincoln Dr  
HCM 6th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	55	1042	9	7	711	69	9	0	11	41	0	48
Future Volume (veh/h)	55	1042	9	7	711	69	9	0	11	41	0	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	1212	10	8	781	76	15	0	18	59	0	69
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.62	0.62	0.62	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	447	2501	21	239	2252	1005	289	0	335	338	0	335
Arrive On Green	0.01	0.23	0.23	0.63	0.63	0.63	0.21	0.00	0.21	0.21	0.00	0.21
Sat Flow, veh/h	1781	3612	30	457	3554	1585	1332	0	1585	1395	0	1585
Grp Volume(v), veh/h	64	596	626	8	781	76	15	0	18	59	0	69
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	457	1777	1585	1332	0	1585	1395	0	1585
Q Serve(g_s), s	1.6	37.8	37.8	1.4	13.4	2.4	1.2	0.0	1.2	4.6	0.0	4.7
Cycle Q Clear(g_c), s	1.6	37.8	37.8	31.6	13.4	2.4	5.9	0.0	1.2	5.8	0.0	4.7
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	1230	1291	239	2252	1005	289	0	335	338	0	335
V/C Ratio(X)	0.14	0.48	0.48	0.03	0.35	0.08	0.05	0.00	0.05	0.17	0.00	0.21
Avail Cap(c_a), veh/h	589	1230	1291	239	2252	1005	289	0	335	338	0	335
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	30.0	30.0	23.7	11.2	9.2	44.7	0.0	40.9	43.2	0.0	42.2
Incr Delay (d2), s/veh	0.1	1.3	1.2	0.3	0.4	0.1	0.3	0.0	0.3	1.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	25.2	26.3	0.3	9.1	1.6	0.8	0.0	0.9	3.1	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	31.3	31.2	24.0	11.6	9.3	45.0	0.0	41.2	44.3	0.0	43.6
LnGrp LOS	A	C	C	C	B	A	D	A	D	D	A	D
Approach Vol, veh/h	1286			865			33			128		
Approach Delay, s/veh	30.1			11.5			42.9			43.9		
Approach LOS	C			B			D			D		
Timer - Assigned Phs	1	2	4			6			8			
Phs Duration (G+Y+Rc), s	7.6	88.4	34.0			96.0			34.0			
Change Period (Y+Rc), s	4.0	6.0	6.5			6.0			6.5			
Max Green Setting (Gmax), s	14.0	72.0	27.5			90.0			27.5			
Max Q Clear Time (g_c+I), s	3.6	33.6	7.9			39.8			7.8			
Green Ext Time (p_c), s	0.1	6.9	0.1			11.4			0.5			
Intersection Summary												
HCM 6th Ctrl Delay	24.1											
HCM 6th LOS	C											



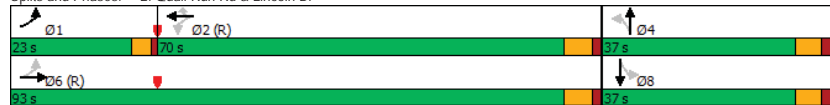
18-0555 SmokeTree Resort  
2031 Mitigated PM

2: Quail Run Rd & Lincoln Dr  
Timing Report, Sorted By Phase
























Phase Number	1	2	4	6	8
Movement	EBL	WBTL	NBTL	EBTL	SBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	Max	C-Max	Max
Maximum Split (s)	23	70	37	93	37
Maximum Split (%)	17.7%	53.8%	28.5%	71.5%	28.5%
Minimum Split (s)	9.5	24	26.5	24	26.5
Yellow Time (s)	3	4.5	4	4.5	4
All-Red Time (s)	1	1.5	2.5	1.5	2.5
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7	7	7
Flash Dont Walk (s)		7	13	7	13
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	107	0	70	107	70
End Time (s)	0	70	107	70	107
Yield/Force Off (s)	126	64	100.5	64	100.5
Yield/Force Off 170(s)	126	57	87.5	57	87.5
Local Start Time (s)	107	0	70	107	70
Local Yield (s)	126	64	100.5	64	100.5
Local Yield 170(s)	126	57	87.5	57	87.5
Intersection Summary					
Cycle Length	130				
Control Type	Actuated-Coordinated				
Natural Cycle	70				
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green					

Splits and Phases: 2: Quail Run Rd & Lincoln Dr



18-0555 SmokeTree Resort  
2031 Mitigated PM

2: Quail Run Rd & Lincoln Dr  
HCM 6th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	43	1098	13	15	1214	36	8	0	12	39	0	33
Future Volume (veh/h)	43	1098	13	15	1214	36	8	0	12	39	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	1277	15	16	1334	40	13	0	19	56	0	47
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.62	0.62	0.62	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	2407	28	263	2155	961	342	0	372	369	0	372
Arrive On Green	0.03	0.67	0.67	0.61	0.61	0.61	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1781	3597	42	427	3554	1585	1359	0	1585	1393	0	1585
Grp Volume(v), veh/h	50	631	661	16	1334	40	13	0	19	56	0	47
Grp Sat Flow(s),veh/h/ln	1781	1777	1863	427	1777	1585	1359	0	1585	1393	0	1585
Q Serve(g_s), s	1.3	23.7	23.7	2.6	30.8	1.3	1.0	0.0	1.2	4.2	0.0	3.0
Cycle Q Clear(g_c), s	1.3	23.7	23.7	18.1	30.8	1.3	4.0	0.0	1.2	5.4	0.0	3.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	1189	1247	263	2155	961	342	0	372	369	0	372
V/C Ratio(X)	0.19	0.53	0.53	0.06	0.62	0.04	0.04	0.00	0.05	0.15	0.00	0.13
Avail Cap(c_a), veh/h	462	1189	1247	263	2155	961	342	0	372	369	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	11.0	11.0	17.8	16.1	10.3	40.8	0.0	38.5	40.6	0.0	39.2
Incr Delay (d2), s/veh	0.3	1.6	1.5	0.4	1.3	0.1	0.2	0.0	0.3	0.9	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	14.2	14.7	0.5	18.3	0.9	0.6	0.0	0.9	2.8	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	12.6	12.5	18.2	17.5	10.4	41.0	0.0	38.8	41.5	0.0	39.9
LnGrp LOS	B	B	B	B	B	B	D	A	D	D	A	D
Approach Vol, veh/h	1342			1390			32			103		
Approach Delay, s/veh	12.6			17.3			39.7			40.8		
Approach LOS	B			B			D			D		
Timer - Assigned Phs	1	2	4			6			8			
Phs Duration (G+Y+Rc), s	8.2	84.8	37.0			93.0			37.0			
Change Period (Y+Rc), s	4.0	6.0	6.5			6.0			6.5			
Max Green Setting (Gmax), s	19.0	64.0	30.5			87.0			30.5			
Max Q Clear Time (g_c+I1), s	3.3	32.8	6.0			25.7			7.4			
Green Ext Time (p_c), s	0.1	13.3	0.1			12.9			0.4			
Intersection Summary												
HCM 6th Ctrl Delay	16.2											
HCM 6th LOS	B											



18-0555 SmokeTree Resort  
2031 Mitigated AM

3: Smoke Tree Drwy East & Lincoln Dr  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1112	15	22	781	5	16
Future Vol, veh/h	1112	15	22	781	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1293	17	24	858	10	32

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1310
Stage 1	-	-	1302
Stage 2	-	-	477
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	894	*73
Stage 1	-	-	*565
Stage 2	-	-	*732
Platoon blocked, %	-	1	1
Mov Cap-1 Maneuver	-	894	*71
Mov Cap-2 Maneuver	-	-	*71
Stage 1	-	-	*565
Stage 2	-	-	*712

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	25.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	218	-	-	894	-
HCM Lane V/C Ratio	0.193	-	-	0.027	-
HCM Control Delay (s)	25.4	-	-	9.1	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

18-0555 SmokeTree Resort  
2031 Mitigated PM

3: Smoke Tree Drwy East & Lincoln Dr  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1139	9	24	1253	10	25
Future Vol, veh/h	1139	9	24	1253	10	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	60	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	91	91	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1324	10	26	1377	20	50

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1334
Stage 1	-	-	1329
Stage 2	-	-	741
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	862	*47
Stage 1	-	-	*536
Stage 2	-	-	*520
Platoon blocked, %	-	1	1
Mov Cap-1 Maneuver	-	862	*46
Mov Cap-2 Maneuver	-	-	*46
Stage 1	-	-	*536
Stage 2	-	-	*504

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	56.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	136	-	-	862	-
HCM Lane V/C Ratio	0.515	-	-	0.031	-
HCM Control Delay (s)	56.6	-	-	9.3	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	2.5	-	-	0.1	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



18-0555 SmokeTree Resort  
2031 Mitigated AM

4: AJ's Center Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰		↰	↰			↰		↰	↰	↰
Traffic Vol, veh/h	24	1030	79	14	736	10	50	6	69	5	0	12
Future Vol, veh/h	24	1030	79	14	736	10	50	6	69	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	25	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	95	95	95	76	76	76	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	1170	90	15	775	11	66	8	91	7	0	17

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	786	0	0	1260
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	*1160	-	-	861
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	1	-	-	1
Mov Cap-1 Maneuver	*1160	-	-	861
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	19.5	11.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	410	*1160	-	-	861	-	-	303	776
HCM Lane V/C Ratio	0.401	0.024	-	-	0.017	-	-	0.024	0.022
HCM Control Delay (s)	19.5	8.2	-	-	9.3	-	-	17.2	9.7
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	1.9	0.1	-	-	0.1	-	-	0.1	0.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

18-0555 SmokeTree Resort  
2031 Mitigated PM

4: AJ's Center Drwy & Lincoln Dr  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰		↰	↰			↰		↰	↰	↰
Traffic Vol, veh/h	9	1080	71	7	1164	10	92	2	83	3	0	22
Future Vol, veh/h	9	1080	71	7	1164	10	92	2	83	3	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	25	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	95	95	95	76	76	76	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1227	81	7	1225	11	121	3	109	4	0	31

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1236	0	0	1308
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	*898	-	-	848
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	1	-	-	1
Mov Cap-1 Maneuver	*898	-	-	848
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	32.7	12.3
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	354	*898	-	-	848	-	-	254	601
HCM Lane V/C Ratio	0.658	0.011	-	-	0.009	-	-	0.017	0.052
HCM Control Delay (s)	32.7	9.1	-	-	9.3	-	-	19.4	11.3
HCM Lane LOS	D	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	4.5	0	-	-	0	-	-	0.1	0.2

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



18-0555 SmokeTree Resort  
2031 Mitigated AM

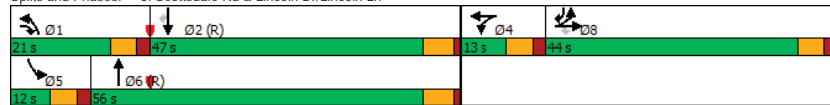
5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
Timing Report, Sorted By Phase

	1	2	4	5	6	8
Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBTL	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	21	47	13	12	56	44
Maximum Split (%)	16.8%	37.6%	10.4%	9.6%	44.8%	35.2%
Minimum Split (s)	11	23.7	13	11	20.7	34
Yellow Time (s)	4	4.7	4	4	4.7	4
All-Red Time (s)	2	1	2	2	1	2
Minimum Initial (s)	5	10	7	5	10	7
Vehicle Extension (s)	2	2	2	2	2	2
Minimum Gap (s)	1	1	1	1	1	1
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		4			4	4
Flash Dont Walk (s)		14			11	24
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	104	0	47	104	116	60
End Time (s)	0	47	60	116	47	104
Yield/Force Off (s)	119	41.3	54	110	41.3	98
Yield/Force Off 170(s)	119	27.3	54	110	30.3	74
Local Start Time (s)	104	0	47	104	116	60
Local Yield (s)	119	41.3	54	110	41.3	98
Local Yield 170(s)	119	27.3	54	110	30.3	74

Intersection Summary

Cycle Length	125
Control Type	Actuated-Coordinated
Natural Cycle	85
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	

Splits and Phases: 5: Scottsdale Rd & Lincoln Dr/Lincoln Ln



18-0555 SmokeTree Resort  
2031 Mitigated AM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	660	46	384	24	42	39	278	1092	37	30	1176	503
Future Volume (veh/h)	660	46	384	24	42	39	278	1092	37	30	1176	503
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	769	0	427	27	48	44	305	1200	41	33	1292	553
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	938	0	582	98	103	83	359	2356	80	49	1981	1032
Arrive On Green	0.26	0.00	0.26	0.06	0.06	0.06	0.10	0.46	0.46	0.03	0.39	0.39
Sat Flow, veh/h	3563	0	1585	1781	1862	1513	3456	5070	173	1781	5106	1585
Grp Volume(v), veh/h	769	0	427	27	46	46	305	806	435	33	1292	553
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1777	1598	1728	1702	1839	1781	1702	1585
Q Serve(g_s), s	25.3	0.0	29.2	1.8	3.1	3.5	10.8	20.7	20.8	2.3	25.9	23.4
Cycle Q Clear(g_c), s	25.3	0.0	29.2	1.8	3.1	3.5	10.8	20.7	20.8	2.3	25.9	23.4
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	938	0	582	98	98	88	359	1582	855	49	1981	1032
V/C Ratio(X)	0.82	0.00	0.73	0.28	0.46	0.53	0.85	0.51	0.51	0.68	0.65	0.54
Avail Cap(c_a), veh/h	1083	0	647	100	100	89	415	1582	855	86	1981	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	0.0	34.2	56.7	57.3	57.5	55.0	23.5	23.5	60.3	31.3	11.7
Incr Delay (d2), s/veh	3.9	0.0	3.1	0.6	1.3	2.6	12.3	1.2	2.2	6.0	1.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.2	0.0	17.2	1.5	2.6	2.7	9.1	13.3	14.5	2.0	16.3	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	0.0	37.4	57.2	58.5	60.1	67.3	24.6	25.6	66.3	33.0	13.7
LnGrp LOS	D	A	D	E	E	E	E	C	C	E	C	B
Approach Vol, veh/h	1196				119			1546			1878	
Approach Delay, s/veh	43.6				58.8			33.3			27.9	
Approach LOS	D				E			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	54.2		12.9	9.4	63.8		38.9				
Change Period (Y+Rc), s	6.0	5.7		6.0	6.0	5.7		6.0				
Max Green Setting (Gmax), s	15.0	41.3		7.0	6.0	50.3		38.0				
Max Q Clear Time (g_c+I), s	12.8	27.9		5.5	4.3	22.8		31.2				
Green Ext Time (p_c), s	0.1	6.7		0.0	0.0	6.4		1.8				

Intersection Summary

HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C







Notes

User approved pedestrian interval to be less than phase max green.  
User approved volume balancing among the lanes for turning movement.

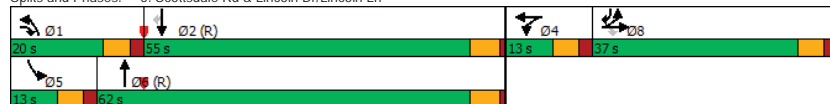


18-0555 SmokeTree Resort  
2031 Mitigated PM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
Timing Report, Sorted By Phase

						
Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBL	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	20	55	13	13	62	37
Maximum Split (%)	16.0%	44.0%	10.4%	10.4%	49.6%	29.6%
Minimum Split (s)	11	23.7	13	11	20.7	34
Yellow Time (s)	4	4.7	4	4	4.7	4
All-Red Time (s)	2	1	2	2	1	2
Minimum Initial (s)	5	10	7	5	10	7
Vehicle Extension (s)	2	0.2	2	2	0.2	2
Minimum Gap (s)	1	1	1	1	1	1
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		4			4	4
Flash Dont Walk (s)		14			11	24
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	105	0	55	105	118	68
End Time (s)	0	55	68	118	55	105
Yield/Force Off (s)	119	49.3	62	112	49.3	99
Yield/Force Off 170(s)	119	35.3	62	112	38.3	75
Local Start Time (s)	105	0	55	105	118	68
Local Yield (s)	119	49.3	62	112	49.3	99
Local Yield 170(s)	119	35.3	62	112	38.3	75
Intersection Summary						
Cycle Length	125					
Control Type	Actuated-Coordinated					
Natural Cycle	145					
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green						

Splits and Phases: 5: Scottsdale Rd & Lincoln Dr/Lincoln Ln



18-0555 SmokeTree Resort  
2031 Mitigated PM

5: Scottsdale Rd & Lincoln Dr/Lincoln Ln  
HCM 6th Signalized Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	747	45	421	44	50	61	392	1715	34	57	1845	816
Future Volume (veh/h)	747	45	421	44	50	61	392	1715	34	57	1845	816
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	866	0	468	50	57	69	431	1885	37	63	2027	897
Peak Hour Factor	0.90	0.90	0.88	0.88	0.88	0.88	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	884	0	571	100	100	89	387	2377	47	81	2014	1018
Arrive On Green	0.25	0.00	0.25	0.06	0.06	0.06	0.11	0.46	0.46	0.05	0.39	0.39
Sat Flow, veh/h	3563	0	1585	1781	1777	1585	3456	5155	101	1781	5106	1585
Grp Volume(v), veh/h	866	0	468	50	57	69	431	1244	678	63	2027	897
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1777	1585	1728	1702	1852	1781	1702	1585
Q Serve(g_s), s	30.2	0.0	31.0	3.4	3.9	5.4	14.0	38.8	38.9	4.4	49.3	49.3
Cycle Q Clear(g_c), s	30.2	0.0	31.0	3.4	3.9	5.4	14.0	38.8	38.9	4.4	49.3	49.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	884	0	571	100	100	89	387	1570	854	81	2014	1018
V/C Ratio(X)	0.98	0.00	0.82	0.50	0.57	0.78	1.11	0.79	0.79	0.78	1.01	0.88
Avail Cap(c_a), veh/h	884	0	571	100	100	89	387	1570	854	100	2014	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	0.0	36.3	57.3	57.5	58.2	55.5	28.6	28.6	59.1	37.9	16.8
Incr Delay (d2), s/veh	25.3	0.0	8.7	1.5	5.1	31.7	80.2	4.2	7.5	21.1	21.6	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.0	0.0	20.4	2.8	3.4	5.3	16.4	23.1	25.8	4.4	32.3	40.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	0.0	45.0	58.8	62.6	90.0	135.7	32.8	36.1	80.1	59.5	27.7
LnGrp LOS	E	A	D	E	E	F	F	C	D	F	F	C
Approach Vol, veh/h	1334			176			2353			2987		
Approach Delay, s/veh	62.5			72.3			52.6			50.4		
Approach LOS	E			E			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	55.0		13.0	11.7	63.3		37.0				
Change Period (Y+Rc), s	6.0	5.7		6.0	6.0	5.7		6.0				
Max Green Setting (Gmax), s	14.0	49.3		7.0	7.0	56.3		31.0				
Max Q Clear Time (g_c+I), s	16.0	51.3		7.4	6.4	40.9		33.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	2.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	54.1
HCM 6th LOS	D
Notes	
User approved pedestrian interval to be less than phase max green.	
User approved volume balancing among the lanes for turning movement.	



18-0555 SmokeTree Resort  
2031 Mitigated AM

6: Quail Run Rd & Access A  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	8	6	0	11	5
Future Vol, veh/h	0	8	6	0	11	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	7	0	12	6

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	37	7	0	0	7
Stage 1	7	-	-	-	-
Stage 2	30	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	975	1075	-	-	1614
Stage 1	1016	-	-	-	-
Stage 2	993	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	968	1075	-	-	1614
Mov Cap-2 Maneuver	968	-	-	-	-
Stage 1	1016	-	-	-	-
Stage 2	986	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1075	1614
HCM Lane V/C Ratio	-	-	0.008	0.008
HCM Control Delay (s)	-	-	8.4	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

18-0555 SmokeTree Resort  
2031 Mitigated PM

6: Quail Run Rd & Access A  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	6.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	14	3	0	20	2
Future Vol, veh/h	0	14	3	0	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	3	0	22	2

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	49	3	0	0	3
Stage 1	3	-	-	-	-
Stage 2	46	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	960	1081	-	-	1619
Stage 1	1020	-	-	-	-
Stage 2	976	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	947	1081	-	-	1619
Mov Cap-2 Maneuver	947	-	-	-	-
Stage 1	1020	-	-	-	-
Stage 2	962	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	6.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1081	1619
HCM Lane V/C Ratio	-	-	0.014	0.014
HCM Control Delay (s)	-	-	8.4	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



## **APPENDIX K**

### **QUEUE STORAGE ANALYSIS**



## Signalized Intersections

2031

Average Vehicle Length, VL (Per Table 9-23, AASHTO "Green Book" 2018, p 9-99)

Intersection Cycle Length (sec): 130

Cycles per Hour: 28

Queuing Cycles: 2

Truck % = 2%

VL (ft) = 25 Average Vehicle Length

Table 9-23	
Truck%	VL (ft)
0%	25
2%	25
10%	32
15%	35
20%	38
25%	41

Equation Used Storage Length, SL, = 2 x (vehicles/hour)/(cycles/hour) x Average Vehicle Length

Intersection	Cycle Length	Move-ment	AM Peak (veh/hr)	Midday Peak (veh/hr)	PM Peak (veh/hr)	Max vehs per 2 cycles	AASHTO Storage Length (ft)	Synchro 95 <sup>th</sup> %-ile Q
Mockingbird Lane & Lincoln Drive	130	NB Left	24	0	21	2	50'	35'
		SB Left	59	0	60	5	125'	95'
		EB Left	231	0	220	17	425'	140'
		WB Left	18	0	13	2	50'	25'
		SB Right	219	0	311	23	575'	560'
		WB Right	51	0	69	5	125'	65'
Quail Run Road & Lincoln Drive	130	NB Left	9	0	8	1	25'	25'
		SB Left	41	0	39	3	75'	80'
		EB Left	55	0	43	4	100'	30'
		WB Left	7	0	15	2	50'	25'
		WB Right	69	0	36	5	125'	40'
Scottsdale Road & Lincoln Drive	120	NB Left	278	0	392	27	675'	410'
		SB Left	30	0	57	4	100'	110'
		EB Left	660	0	747	50	1,250'	575'
		WB Left	24	0	44	3	75'	70'
		SB Right	503	0	816	55	1,375'	1,025'
		EB Right	384	0	421	29	725'	510'

\*Note: Truck/Passenger Vehicle split is projected based on percentage and not reflective of actual vehicle classification counts.

"Yield" for turns indicates that, while movement may or may not be subject to a Yield sign, vehicles must yield to oncoming traffic and may experience delays.



## Unsignalized Intersections

2031

Truck % = 2%

VL (ft) = 25' Average Vehicle Length

Left Turns (Per AASHTO "Green Book" 2018, pp 9-96 to 9-99)

Equation 9-3	Equation 9-4
U.S. Customary	U.S. Customary
$c = \frac{V_o e^{-V_o t_c / 3600}}{1 - e^{-V_o t_f / 3600}}$ <p>where:</p> <p><math>c</math> = left-turn capacity, veh/h</p> <p><math>V_o</math> = major-road volume conflicting with the minor movement, assumed to be equal to one-half of the two-way major-road volume, veh/h</p> <p><math>t_c</math> = critical gap, s</p> <p><math>t_f</math> = follow-up gap, s</p>	$SL = \left\{ \frac{\ln [P(n > N)]}{\ln \left[ \frac{v}{c} \right]} - 1 \right\} \times VL$ <p>where:</p> <p><math>SL</math> = storage length, ft</p> <p><math>P(n &gt; N)</math> = probability of turn-lane overflow</p> <p><math>v</math> = left-turn vehicle volume, veh/h</p> <p><math>c</math> = left-turn capacity, veh/h</p> <p><math>VL</math> = average length per vehicle, ft</p>

Table 9-23	
Truck%	VL (ft)
0%	25
2%	25
5%	28
10%	32
20%	38
25%	41

## Per Section 9.7.2.2 Storage Length

$c$  (veh/hr) = *calculated* Left-Turn Capacity  
 $V_o$  (veh/hr) = Opposing Major Road Volume  
 $t_c$  (sec) = 6.25 85th %-ile Critical Gap  
 $t_f$  (sec) = 2.50 Follow-Up Gap  
 $SL$  (ft) = *calculated* Storage Length  
 $P(n > N)$  = 0.005 (a probability, no units)  
 $v$  (veh/hr) = *enter below* Left-Turn Vehicle Volume

Left Turns if above is unsuitable: storage length = 2 x (vehicles/hour)/(60 minutes/hour) x average vehicle length

Right Turns: storage length = 2 x (vehicles/hour)/(60 minutes/hour) x average vehicle length

Intersection	Move-ment	AM Peak (veh/hr)	Midday Peak (veh/hr)	PM Peak (veh/hr)	Veh per 2 minutes	Opposing $V_o$ (veh/hr)	AASHTO Storage Length (ft)	Synchro 95 <sup>th</sup> %-ile Q
Smoke Tree Driveway East & Lincoln Drive	NB Left	5	0	10	1	No Calculation	25'	65'
	WB Left	22	0	24	1	No Calculation	25'	25'
	NB Right	16	0	25	1	No Calculation	25'	65'
AJ's Center Driveway & Lincoln Drive	SB Left	5	0	3	1	No Calculation	25'	25'
	EB Left	24	0	9	1	No Calculation	25'	25'
	WB Left	14	0	7	1	No Calculation	25'	25'
	SB Right	12	0	22	1	No Calculation	25'	25'
Quail Run Road & Access A	WB Right	8	0	14	1	No Calculation	25'	0'

\*Note: Truck/Passenger Vehicle split is projected based on percentage and not reflective of actual vehicle classification counts.

"Yield" for turns indicates that, while movement may or may not be subject to a Yield sign, vehicles must yield to oncoming traffic and may experience delays.



## **APPENDIX L**

### **SIGHT DISTANCE ANALYSIS**



**18-0555 Smoke Tree Resort** **Sight Distance Analysis**  
**Location: Lincoln Drive**

**Assumptions and/or Givens**

<i>Elements of Design from AASHTO</i>	<i>6th Edition</i>	<i>AASHTO Ref</i>
Driver Eye Height		
Passenger Vehicle	3.50 ft	§3.2.6.1, p 3-15
Truck	7.60 ft	§3.2.6.1, p 3-15
Object Height		
Stopping Sight Distance	2.00 ft	§3.2.6.2, p 3-15
Passing Sight Distance	3.50 ft	§3.2.6.2, p 3-15
Vehicle Height	4.25 ft	§3.2.6.1, p 3-15
Driver Eye Location		
From Edge of Major Rd Traveled Way	14.50 ft	§9.5.3.2.1, p 9-43
Deceleration Rate (a)		
Passenger Vehicle	11.20 ft/sec <sup>2</sup>	§3.2.2.2, p 3-4
Truck	N/A ft	
Brake reaction time (t)	2.50 sec	§3.2.2.1, p 3-3

**Site Specific Data (Bike & turn lanes are outside traveled way and are not considered)**

Major Street Design Speed ( $V_{major}$ )	45 MPH	
Grades - Approaching Minor Street from: (- = approaching downhill)		
Left ( $G_L$ )		%
Right ( $G_R$ )		%
Approach Grade Adjustment Factor	Left 1.0 Right 1.0	Tbl 9-5, p 9-42
Major Road Through Lanes on Each Approach	2.0 (Use 1 for R/(RO)/(LI) only)	
Median Width (in "Lane Equivalents")	1.0 (Use 0 for R/(RO)/(LI) only)	
Minor Road Approach Upgrade, if >3%		%
Minor Road Access (check restricted)		
	LI LO/Th RO	

**Stopping Sight Distance = Brake Reaction Distance + Braking Distance**

Neglecting Effect of Grade  $d = 1.47Vt + 1.075 \frac{V^2}{a}$  Eq 3-2, p 3-5

Calculated  $d = 359.8$  ft  
 Design  $d = 360$  ft

With Effect of Grade  $d = 1.47Vt + \frac{V^2}{30((\frac{a}{32.2}) \pm G)}$  Eq 3-3, p 3-5

Calculated  $d = 359.1$  ft - left  
 360 ft - right  
 Design  $d = 359.1$  ft - left  
 360 ft - right

SSD's do not consider design for truck operations, since better visibility is considered to offset longer braking distance. §3.2.2.5, p 3-6



**18-0555 Smoke Tree Resort** **Sight Distance Analysis**  
**Location: Lincoln Drive**

**Intersection Sight Distances**

**Case B—Intersections with Stop Control on the Minor Road**

*AASHTO Ref*  
 §9.5.3.2, p 9-42

Case B1—Left Turn from the Minor Road

§9.5.3.2.1, p 9-43

Design Vehicle	Time Gap ( $t_g$ )	
Passenger Car	7.5 sec	Tbl 9-6, p 9-44
Single-Unit Truck	9.5 sec	Tbl 9-6, p 9-44
Combination Truck	11.5 sec	Tbl 9-6, p 9-44

**Time gap adjustments**

Add'l lanes to cross ( $t^L$ is assumed)		
Passenger Car	0.5 sec	See Notes
Trucks	0.7 sec	below
Minor Approach Upgrade (Per each 1%>3%)	0.2 sec	Tbl 9-5, p 9-37

**Site data**

Major Road Lanes on Left Approach	2.0	§9.5.3.2.1, p 9-44
Minor Road Approach Upgrade, if >3%	0 %	§9.5.3.2.1, p 9-44

**Time Gap based on site data**

*Design Vehicle Gap+Adj for Approach Grade>3%+Adj for Add'l Lanes & Median*

Passenger Car	8.5 sec
Single-Unit Truck	10.9 sec
Combination Truck	12.9 sec

ISD to left & right along Major Road  $ISD = 1.47V_{major}t_g$  (ft) Eq 9-1, p 9-45

		ISD to Left and Right
Passenger Car	calculated ISD =	562.3 ft
	design ISD =	565 ft

Single-Unit Truck	calculated ISD =	721.0 ft
	design ISD =	725 ft

Combination Truck	calculated ISD =	853.3 ft
	design ISD =	855 ft





18-0555 Smoke Tree Resort  
Location: Lincoln Drive

Sight Distance Analysis

Intersection Sight Distances (cont'd)

Intersection Sight Distances (cont'd)

Case B2—Right Turn from the Minor Road  
&  
Case B3—Crossing Maneuver from the Minor Road

AASHTO Ref  
§9.5.3.2.2, p 9-47

Design Vehicle  
Passenger Car  
Single-Unit Truck  
Combination Truck

Time Gap ( $t_g$ )  
6.5 sec  
8.5 sec  
10.5 sec

Tbl 9-8, p 9-47  
&  
Tbl 9-10, p 9-49

AASHTO Ref  
§9.5.3.6, p 9-56

Time gap adjustments  
Add'l lanes to cross ( $t^*$  is assumed) - Case B-3 Only  
Passenger Car  
Trucks  
Minor Approach Upgrade (Per each 1%>3%)  
Case B-2 Only  
Case B-3 Only

Time Gap ( $t_g$ )  
5.5 sec  
6.5 sec  
7.5 sec

Tbl 9-16, p 9-57

Tbl 9-16, p 9-57

Tbl 9-16, p 9-57

Site data  
Major Road Lanes on Left Approach  
Minor Road Approach Upgrade, if >3%

Time Gap adjustments  
Add'l lanes to cross (1 assumed)  
Passenger Car  
Trucks

See Notes to  
below

Design Vehicle  
Passenger Car  
Single-Unit Truck  
Combination Truck

Time Gap based on site data  
Design Vehicle Gap=Adj for Add'l Opposing Lanes  
Passenger Car  
Single-Unit Truck  
Combination Truck

Eq 9-1, p 9-45

Time Gap based on site data (sec)  
Design Vehicle Gap=Adj for Approach Grades >3% (+Adj for Add'l Lanes & Median for B3)  
Passenger Car  
Single-Unit Truck  
Combination Truck

Design Vehicle Gap=Adj for Add'l Opposing Lanes  
Passenger Car  
Single-Unit Truck  
Combination Truck

Eq 9-1, p 9-45

ISD to left (B2/B3) & right (B3) along Major Rd ISD=1.47 $V_{mph}^{1.47}$  (ft)

ISD to front along Major Road  
Passenger Car

ISD to left ISD to right  
(B2 & B3) (B3 Only)

ISD to front along Major Road  
Passenger Car

Passenger Car

Passenger Car

Single-Unit Truck

Single-Unit Truck

Combination Truck

Combination Truck

Time gap adjustments  
Add'l lanes to cross (1 assumed)  
Passenger Car  
Trucks

Time gap adjustments  
Add'l lanes to cross (1 assumed)  
Passenger Car  
Trucks

Time gap adjustments  
Add'l lanes to cross (1 assumed)  
Passenger Car  
Trucks

Time gap adjustments  
Add'l lanes to cross (1 assumed)  
Passenger Car  
Trucks

Time gap adjustments  
Add'l lanes to cross (1 assumed)  
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Time gap adjustments  
Add'l lanes to cross (1 assumed)  
Passenger Car  
Trucks

Time gap adjustments  
Add'l lanes to cross (1 assumed)  
Passenger Car  
Trucks

Time gap adjustments  
Add'l lanes to cross (1 assumed)  
Passenger Car  
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Add'l lanes to cross (1 assumed)  
Passenger Car  
Trucks

Time gap adjustments  
Add'l lanes to cross (1 assumed)  
Passenger Car  
Trucks



18-0555 Smoke Tree Resort			Sight Distance Analysis	
Location: Quail Run Rd				
Assumptions and/or Givens			6th Edition	AASHTO Ref
Elements of Design from AASHTO				
Driver Eye Height	3.50 ft			\$3.2.6.1, p 3-15
Truck	7.60 ft			\$3.2.6.1, p 3-15
Object Height	2.00 ft			\$3.2.6.2, p 3-15
Stopping Sight Distance	3.50 ft			\$3.2.6.2, p 3-15
Passing Sight Distance	4.25 ft			\$3.2.6.1, p 3-15
Vehicle Height	14.50 ft			\$9.5.3.2.1, p 9-43
Driver Eye Location				
From Edge of Major Rd Traveled Way				
Deceleration Rate (a)	11.20 ft/sec <sup>2</sup>			\$3.2.2.2, p 3-4
Passenger Vehicle	N/A ft			\$3.2.2.1, p 3-3
Truck	2.50 sec			
Brake reaction time (t)				
Site Specific Data (Bike & turn lanes are outside traveled way and are not considered)				
Minor Street Design Speed (V <sub>MS</sub> )	30 MPH			
Grades - Approaching Minor Street from: (- = approaching downhill)				
Left (G <sub>L</sub> )				
Right (G <sub>R</sub> )				
Approach Grade Adjustment Factor	Left 1.0			Tbl 9.5, p 9-42
Right 1.0				
Major Road Through Lanes on Each Approach	1.0 (Use 1 for RVIRO[L U] only)			
Median Width (in "Lane Equivalents")	0.0 (Use 0 for RVIRO[L U] only)			
Minor Road Approach Upgrade, if >3%				
Minor Road Access (check restricted)				
	LI	LOTh	RO	
Stopping Sight Distance = Brake Reaction Distance + Braking Distance				
Neglecting Effect of Grade				
$d = 1.47Vt + 1.07s \frac{V^2}{a}$				Eq 3-2, p 3-5
Calculated d=	196.7 ft			
Design d=	200 ft			
With Effect of Grade				
$d = 1.47Vt + 30 \left( \frac{a}{32.2} - \frac{V^2}{a} \right) \pm G$				Eq 3-3, p 3-5
Calculated d=	196.3 ft - left			
Design d=	196.3 ft - left			
Calculated d=	196.3 ft - right			
Design d=	200 ft - right			
SSD's do not consider design for truck operations, since better visibility is considered to offset longer braking distance.				\$3.2.2.5, p 3-6
CivTech			Page 5 of 8	Appendix L December 2022

18-0555 Smoke Tree Resort			Sight Distance Analysis	
Location: Quail Run Rd				
Intersection Sight Distances				
Case B - Intersections with Stop Control on the Minor Road				AASHTO Ref
Case B1 - Left Turn from the Minor Road				\$9.5.3.2, p 9-42
Case B1 - Left Turn from the Minor Road				\$9.5.3.2.1, p 9-43
Design Vehicle			Time Gap (t <sub>g</sub> )	
Passenger Car			7.5 sec	Tbl 9-6, p 9-44
Single-Unit Truck			9.5 sec	Tbl 9-6, p 9-44
Combination Truck			11.5 sec	Tbl 9-6, p 9-44
Time gap adjustments				
Add lanes to cross ("t" is assumed)				
Passenger Car			0.5 sec	See Notes
Trucks			0.7 sec	below
Minor Approach Upgrade (Per each 1%-3%)			0.2 sec	Tbl 9-5, p 9-37
Site data				
Major Road Lanes on Left Approach			1.0	\$9.5.3.2.1, p 9-44
Minor Road Approach Upgrade, if >3%			0 %	\$9.5.3.2.1, p 9-44
Time Gap based on site data				
Design Vehicle Gap+Adj for Approach Grades>3%+Adj for Add'l Lanes & Median				
Passenger Car			7.5 sec	
Single-Unit Truck			9.5 sec	
Combination Truck			11.5 sec	
ISD to left & right along Major Road			ISD=1.47V <sub>major</sub> t <sub>g</sub>	(ft)
ISD to Left and Right				
Passenger Car			calculated ISD= $\frac{330.8}{335}$ ft	
Single-Unit Truck			calculated ISD= 419.0 ft	
Combination Truck			calculated ISD= 507.2 ft	
CivTech			Page 6 of 8	Appendix L December 2022







**From:** [Lynn Evans](#)  
**To:** [Paul Michaud](#)  
**Cc:** [jmscapital](#); [Gary Stougaard](#); [Sharon Hurd](#); [Shawn Varner](#)  
**Subject:** Planning Commission Hearing 6/17/25 - SmokeTree SUP  
**Date:** Tuesday, June 10, 2025 10:56:11 AM

---

External  
email: use  
caution  
with links  
&  
attachments

Hi Paul,

Per your discussion with Jim, we are requesting consideration of the following with regard to the SmokeTree SUP Amendment being presented to the Planning Commission on 6/17.

- When the permit is issued it contains a requirement that the west and south walls be constructed in the first phase of the project. These walls are needed to assist in mitigating the dust that will be created by the construction activities and to lessen the disturbance to the neighboring commercial businesses and properties.
- Stipulation that no construction traffic can use the shared entrance on Lincoln Drive. Attached are 2 photos showing one example of how the construction vehicles impede use of the shared entrance by others and the hazards that are created.
- Stipulation that the shared drive entrance must be widened by 18 feet per the agreement between the PV Aesthetics Wellness & Surgery Center and SmokeTree property owners and this work will be completed during the first phase of construction.

Lynn Evans  
For James Shough  
PV Aesthetics Wellness & Surgery Center  
7125 E Lincoln Drive  
Paradise Valley, AZ 85253  
602-710-2122











### Public Comment

Notice of the public meeting was completed in accordance with Town policy. This includes mailing notices to property owners within 1,500 feet, property posting, and a newspaper advertisement at least 15 days before the public meeting.

There have been no comments since the study session. The owner of the adjoining medical plaza contacted Town staff several times since the filing of this request to express concerns over construction (predominately dust and use of the shared Lincoln Drive access between the resort and medical plaza), timing of the construction of the 8-foot-tall block wall along the medical plaza, and the timing of widening the shared driveway. The owners of the medical plaza and resort have had several conversations regarding construction over the past three months.

- *Dust*

The resort redevelopment requires that the owner at the time of the building permit submit and then follow a dust control plan (Attachment J) that meets the Arizona Department of Environmental Quality requirements. When there is a call on dust, a complaint can be made to the Town's Building Manager/Official who can contact the contractor. However, dust violation investigations are the responsibility of Maricopa County.

- *Shared Driveway (Use)*

The owner agrees that use of the shared driveway along Lincoln Drive will only be for emergency access during construction. Construction access will be from Quail Run Road. This is documented in the correspondence between both parties (Attachment I), the Narrative (Attachment E), and the draft stipulations with a provision to allow other times of use if approved by the Community Development Director with notice to the owner of the medical plaza to account for unanticipated events (Attachment K).

- *Shared Driveway (Design & Timing)*

The owners of the resort and medical plaza have a private memo of understanding regarding the redesign of the shared driveway. SUP-23-01 provided no detail on the redesign of this shared driveway other than verbal acknowledgement of having one inbound and two outbound lanes with said plan to be reviewed and approved by the Town Community Development Department. Timing is generally covered in Stipulation 14 of Ordinance 2023-05 which is Phase 2. The redevelopment is in Phase 1 which is the demolition and construction of the underground garage. The demolition is completed with the underground garage permit is yet to be submitted. The general construction process is covered in the applicant's narrative (Attachment E) and existing Stipulation 14 as noted above. The design is documented in the draft stipulations (Attachment K).

- *Perimeter Walls (Timing)*



The design of the perimeter walls is part of SUP-23-01 (which is not changing with SUP-25-03) and the private memo of understanding the resort owner has with the adjoining property owners. The timing in SUP-23-01 is in Phase 2 (generally after the underground garage is built and prior to the construction of the buildings). Any earlier construction is allowable and between the private parties.



**From:** [Paul Michaud](#)  
**To:** [Chuck Nystuen](#); [Bill Doherty](#); [James Shough](#)  
**Cc:** [Gary Stougaard](#); [Lynn Evans](#); [Brian Nystuen](#); [Dennis Wilenchik](#); [Charles Ransom](#); [Avery Korth](#)  
**Subject:** RE: Smoke Tree Resort Construction  
**Date:** Wednesday, March 19, 2025 9:20:00 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image005.png](#)

---

Thank you for your quick response on this matter

---

**From:** Chuck Nystuen <cnystuen@tynangroup.com>  
**Sent:** Wednesday, March 19, 2025 8:48 AM  
**To:** Bill Doherty <BDoherty@walton.com>; Paul Michaud <pmichaud@paradisevalleyaz.gov>; James Shough <jmscapital@aol.com>  
**Cc:** Gary Stougaard <gstougaard@chelseahp.com>; Lynn Evans <lynn@tandcshops.com>; Brian Nystuen <BNystuen@tynangroup.com>; Dennis Wilenchik <diw@wb-law.com>; Charles Ransom <cransom@paradisevalleyaz.gov>; Avery Korth <akorth@tynangroup.com>  
**Subject:** Re: Smoke Tree Resort Construction

**External email: use caution with links & attachments**

Hi Paul,

I've attached the latest Site Logistics Plan and confirmed with the contractor (Clayco) they will not be using the East Entrance for construction and will only be using Quail Run. The east entrance off Lincoln would only be opened/accessed for emergency egress.

Regarding dust control, the contractor will pull a new dust permit for the building phase and implement all required controls to mitigate dust. Water truck logs will be kept and provided as required.

Currently the site is not under construction, the decommissioning of drywells is still outstanding however, and we are working with Parker from CVL (civil engineer) and Chanen Construction to complete this task before the building phase starts which is scheduled for June 2025.

Once construction starts, the TynanGroup team will be onsite daily with the contractor to oversee and manage the construction process. We look forward to working with everyone to ensure open communication and quick resolutions to any issues that may come up during this project.



Thank you for the information below, we'll pass this on to all parties involved and please let me know if you have any questions or comments.

Sincerely,



**Chuck Nystuen**

Project Director  
1215 W. Rio Salado Parkway, Suite 213  
Tempe, AZ 85281  
Office: 602.522.2655 | Cell: 602.432.4685  
[cnystuen@tynangroup.com](mailto:cnystuen@tynangroup.com)

---

**From:** Bill Doherty <[BDoherty@walton.com](mailto:BDoherty@walton.com)>  
**Sent:** Tuesday, March 18, 2025 11:28 PM  
**To:** Paul Michaud <[pmichaud@paradisivalleyaz.gov](mailto:pmichaud@paradisivalleyaz.gov)>; James Shough <[jmscapital@aol.com](mailto:jmscapital@aol.com)>  
**Cc:** Gary Stougaard <[gstougaard@chelseahp.com](mailto:gstougaard@chelseahp.com)>; Lynn Evans <[lynn@tandcshops.com](mailto:lynn@tandcshops.com)>; Dennis Wilenchik <[diw@wb-law.com](mailto:diw@wb-law.com)>; Charles Ransom <[cransom@paradisivalleyaz.gov](mailto:cransom@paradisivalleyaz.gov)>; Chuck Nystuen <[cnystuen@tynangroup.com](mailto:cnystuen@tynangroup.com)>  
**Subject:** RE: Smoke Tree Resort Construction

Copying in Chuck and Brian of Tynan Group.

Regards,  
Bill



**BILL DOHERTY | Chief Executive Officer**

**Walton Global**  
8800 N. Gainey Center Dr., Suite 345 | Scottsdale, AZ 85258  
Direct: +1.480.900.3026  
[bdoherty@walton.com](mailto:bdoherty@walton.com) | [walton.com](http://walton.com)

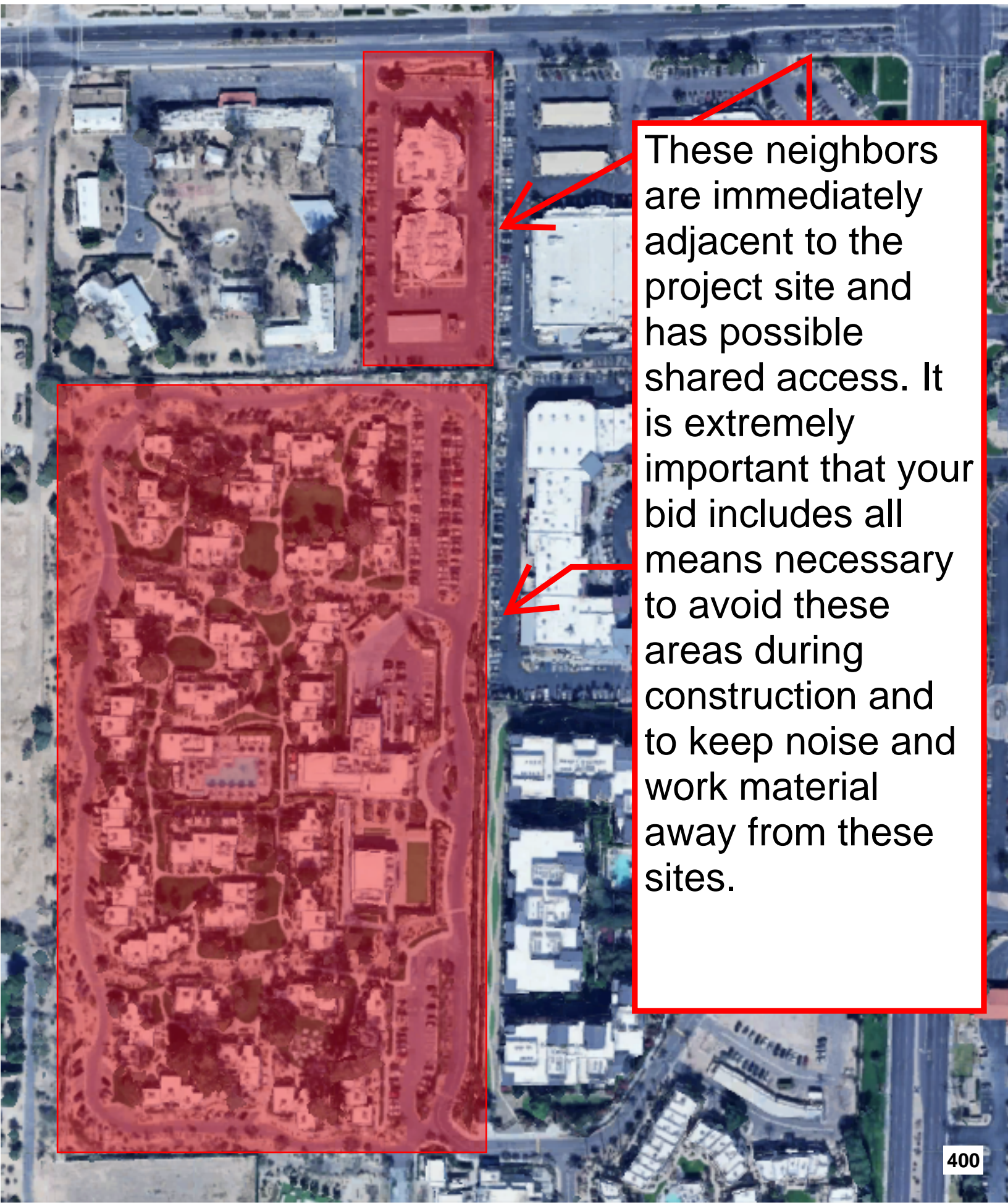


---

**From:** Paul Michaud <[pmichaud@paradisivalleyaz.gov](mailto:pmichaud@paradisivalleyaz.gov)>  
**Sent:** Wednesday, March 19, 2025 7:26 AM  
**To:** James Shough <[jmscapital@aol.com](mailto:jmscapital@aol.com)>  
**Cc:** Gary Stougaard <[gstougaard@chelseahp.com](mailto:gstougaard@chelseahp.com)>; Lynn Evans <[lynn@tandcshops.com](mailto:lynn@tandcshops.com)>; Bill Doherty <[BDoherty@walton.com](mailto:BDoherty@walton.com)>; Dennis Wilenchik <[diw@wb-law.com](mailto:diw@wb-law.com)>; Charles Ransom <[cransom@paradisivalleyaz.gov](mailto:cransom@paradisivalleyaz.gov)>  
**Subject:** Smoke Tree Resort Construction



# Understanding our neighbors



These neighbors are immediately adjacent to the project site and has possible shared access. It is extremely important that your bid includes all means necessary to avoid these areas during construction and to keep noise and work material away from these sites.



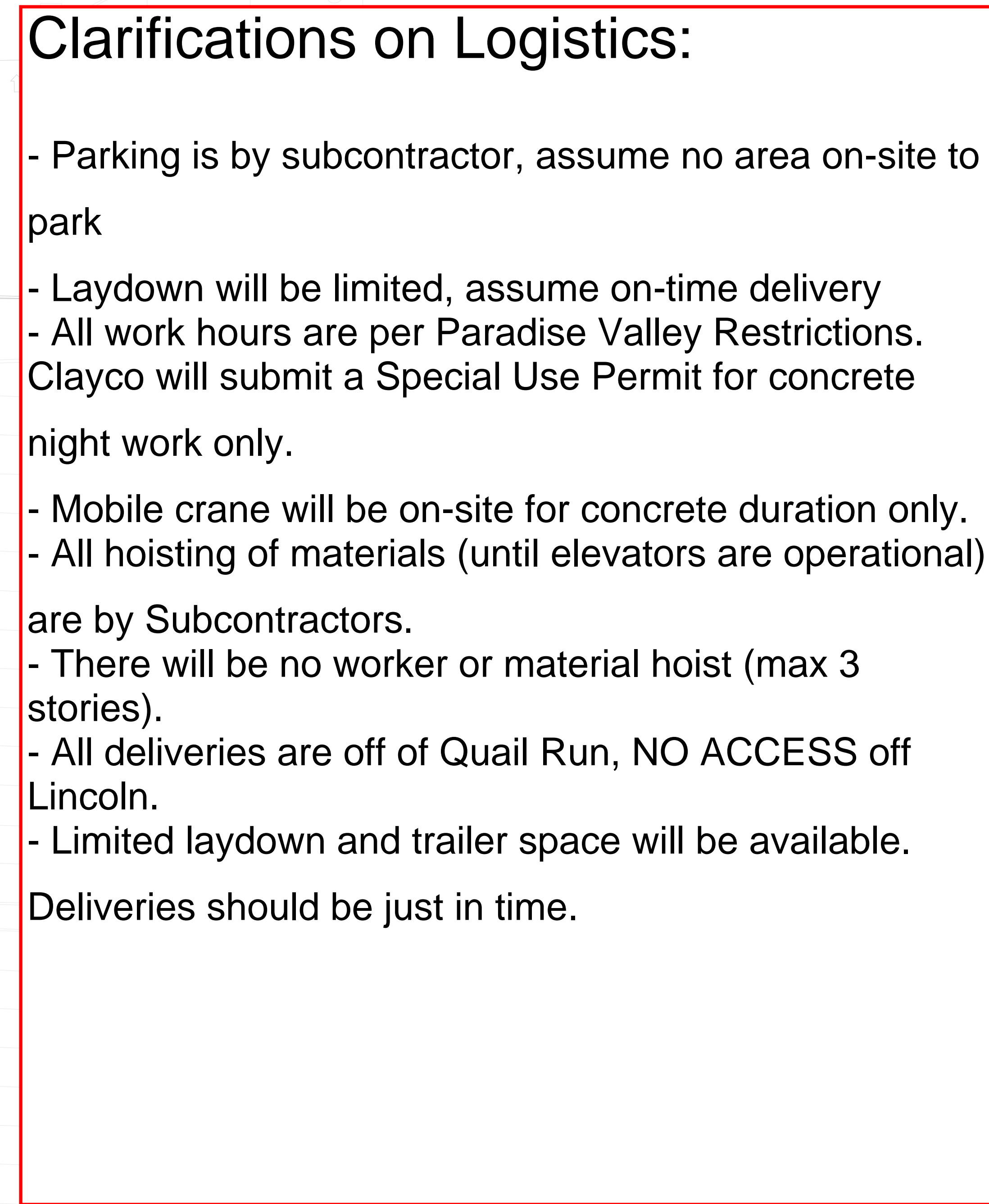
**Allen + Philp Partners**  
architects • interiors  
154 East Station Drive | 4th Floor | Scottsdale, AZ 85051 | 480.300.2800 | [allenphilp.com](http://allenphilp.com)

---

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

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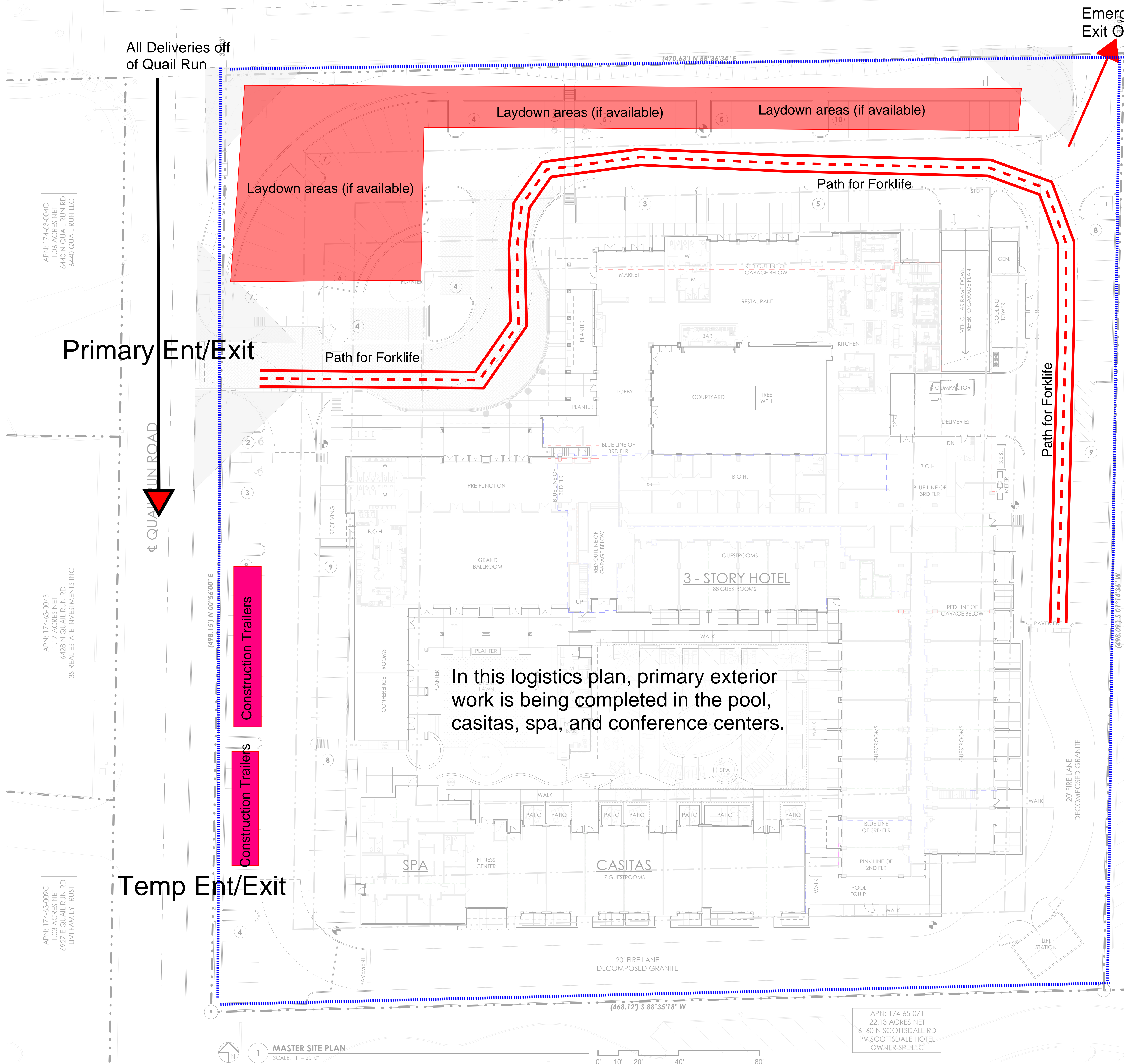
**Walton®**



## Crane Path



# Logistics for Smoketree (After Hotel Structure)



**Clarifications on Logistics after structure:**

- Parking is by subcontractor, assume no area on-site to park
- Laydown will be limited, assume on-time delivery.

Available laydown to be on north end of the site.

- All hoisting of materials (until elevators are operational) are by Subcontractors. and restricted to north side of side.
- There will be no worker or material hoist (max 3 stories).
- All deliveries are off of Quail Run, NO ACCESS off Lincoln.

In this logistics plan, primary exterior work is being completed in the pool, casitas, spa, and conference centers.

VICINITY MAP		
NUM	ISSUE TITLE	DATE
1	Design Development / GMP	2/21/2025

ARCHITECTURAL SITE PLAN		
<div>NOT FOR CONSTRUCTION OR RECORDING FOR REVIEW AND BIDDING ONLY</div> <div>Sheet Issue Date: 2/21/2025 Project Number: AP2207 Checked By: BC Drawn By: BC</div>		
A11.1.1		



## 403



**\*EXTERNAL\***

**NOTICE: Any information provided in a format other than a formal written determination by the Town of Paradise Valley Zoning Administrator is preliminary in nature and may not be relied upon for any purpose by the recipient or any other person or entity. By participating in any correspondence, telephone conversation, discussion, meeting, or any other communication with a Town employee, the person agrees and acknowledges that the Town employee is not authorized to bind the Town in any manner, except by formal Zoning Administrator determination, and that any errors, omissions, or incorrect or false information provided by the employee shall not give rise to any liability on behalf of the Town.**

Jim:

Thank you for reforwarding the attached agreements. To the best of my ability at this point I will address the two points you raised of (1) construction access and (2) dust and quiet enjoyment.

Construction is a balance of rights and interests. The owner has a right to build within the Town Code and related regulations but also needs to respect the neighbor's right to enjoy their property within the parameters of the Town Code.

I think all parties can relate to your concern over safety, disruption if vehicles block driveway access, excessive dust, and other nuisances that impact the day-to-day activities on neighboring properties.

1. Construction Access. The Town's Building Division under the supervision of the Building Manager/Official (Chuck Ransom 480-348-3631) will review the construction schedule which includes construction access. As of today, there are no active building permits for the resort site and no construction schedule to review. I have specifically spoken with the Community Development Director (Chad Weaver) regarding your concerns. These will be taken into consideration at the time the construction schedule is reviewed. My understanding from the applicant (who can correct me or provide more detail) is that construction access will be taken off Quail Run Road and the shared access with the medical plaza will be used for emergency access (except at key construction points). The matter of timing of the shared driveway improvements (illustrated below from the Memo of Understanding between the resort and medical plaza) is not specially addressed in Ordinance 2023-05 for the resort nor the Memo of Understanding. Stipulation 14 of Ordinance 2023-05 (copied below) provides general guidance on phasing, in which the driveway access falls into Phase 2 (or later).



2. Dust and Quiet Enjoyment. Dust control is under the purview of Maricopa County (<https://www.maricopa.gov/2132/Report-a-Concern-or-Violation>). If there is a concern on dust, you can reach out to the Building Manager/Official who can contact the contractor, reach out to the property owner, or you may directly contact Maricopa County who will investigate dust complaints. Construction noise, construction hours, and construction activity must comply with Section 8-10-2 of Chapter 8, Safety, Health, Sanitation and Nuisance. Chain link fencing with screening is required to surround any exterior construction areas, any construction refuse areas, any construction material storage areas, and any exterior sanitation facilities used during a construction project. The 8-foot-tall block wall along the shared property line with the medical plaza is required. Stipulation 14 places perimeter walls in Phase 2 (after the construction of the underground basement/garage level). The site is currently in Phase 1 since the underground level work has not started. As you noted, there may be merit in constructing this wall sooner (which the resort owner may want to consider). If you have construction-related concerns, the best contact is the Building Manager/Official (Chuck Ransom) or Town [code compliance](#).

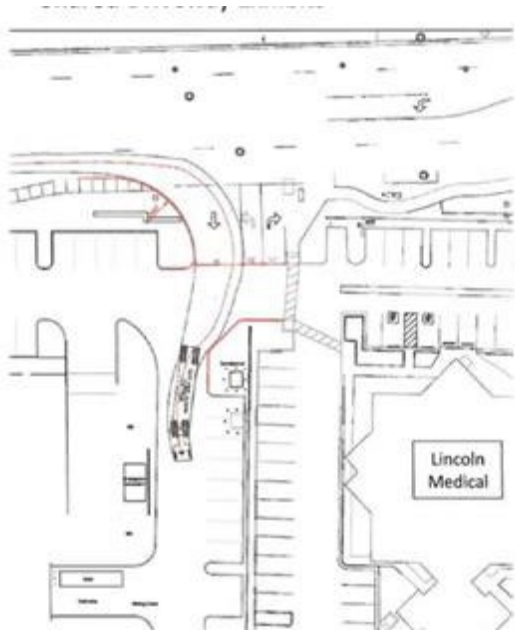
Regards,

Paul E. Michaud, AICP  
Planning Manager  
Community Development – Planning Division  
6401 E Lincoln Drive  
480-348-3574 (phone)  
[pmichaud@paradisevalleyaz.gov](mailto:pmichaud@paradisevalleyaz.gov)  
Office Hours: Mon-Fri 7:00 a.m. – 4:00 p.m., closed noon-1:00 p.m. and holidays

Disclaimer:

All messages contained in this system are the property of the Town of Paradise Valley and are considered a public record subject to disclosure under the Arizona Public Records Law (A.R.S. 39-121). Town employees, public officials, and those who generate e-mail to and from this e-mail domain should have no expectation of privacy related to the use of this technology.





14. The Special Use Permit improvements shall be completed in the following phases:

- a. Phase 1 – Infrastructure. This phase includes, and is not limited to, dust and erosion control measures, job-site mobilization and set-up, demolition of existing structures, utility improvements, and construction of the underground basement/garage level.
- b. Phase 2 – Perimeter Improvements. This phase includes, and is not limited to construction of the perimeter walls and perimeter landscaping along all four sides of the Property and off-site improvements (e.g., Quail Run Road paving). The construction schedule shall identify any perimeter areas for completion in later phases such as those adjacent to access driveways or active construction areas. However, the intent is to complete perimeter walls and perimeter landscaping early in the development process to aid in screening construction-related activities.
- c. Phase 3 – Interior Improvements. This phase includes, and is not limited to construction of the buildings shown on the site plan, the resort pool, interior landscaping, and related items.

---

**From:** James Shough <[jmscapital@aol.com](mailto:jmscapital@aol.com)>

**Sent:** Tuesday, March 18, 2025 7:53 AM

**To:** Paul Michaud <[pmichaud@paradisivalleyaz.gov](mailto:pmichaud@paradisivalleyaz.gov)>; Gary Stougaard <[gstougaard@chelseahp.com](mailto:gstougaard@chelseahp.com)>; Lynn Evans <[lynn@tandcshops.com](mailto:lynn@tandcshops.com)>; Bill Doherty <[bdoherty@walton.com](mailto:bdoherty@walton.com)>; Dennis Wilenchik <[diw@wb-law.com](mailto:diw@wb-law.com)>

**Subject:** Fw: Lincoln Plaza Medical Center - Shared Drive



Paul

Please find TWO agreements regarding the shared Driveway. I have NOT seen EVER a major construction entrance being used with a retail/office entrance. This situation is creating major conflict and mostly likely a preventable safety event for tenants /customers and pedestrians.

I did a deal with The City to close my east entrance , donated my land and did all the hardscape/sidwalks in the set backs to insure my access to the vested medical office.

The city and the walton group have many issues to solve regarding safety. 1 MOVE the construction entrance west OR do the stipulated new drive BEFORE the start.

2 dust and quiet enjoyment. Per previous documents BOTH LM and andez have these rights. LM still is being blast with dust that is permeated my structure and AC units that are sophisticated Units That comply with STATE surgery requirements. WE think building the 8 foot wall prior to start would eliminate this negligence.

I would prefer to do this directly with all party's and not pursue the legal system . Please advise when we can sit down.

James Shough  
Town & Country Camelback LLC  
4771 N. 20th Street, Suite B22  
Phoenix, AZ 85016  
602-710-2122 (Office)  
858-354-0901 (Cell)

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# NOTICING



**AFFIDAVIT OF PUBLICATION**


Duncan Miller  
Town Of Paradise Valley  
6401 E Lincoln DR  
Paradise Valley AZ 85253-4328

STATE OF WISCONSIN, COUNTY OF BROWN

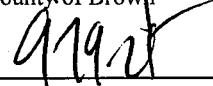
The Scottsdale Republic, a publication of the Arizona Republic, a newspaper published in the city of Phoenix and general circulation in the counties of Maricopa, Coconino, Pima and Pinal, State of Arizona, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

05/31/2025

and that the fees charged are legal.  
Sworn to and subscribed before on 05/31/2025

  
\_\_\_\_\_  
Legal Clerk

  
\_\_\_\_\_  
Notary, State of WI, County of Brown

  
\_\_\_\_\_  
My commission expires

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**VICKY FELTY**  
Notary Public  
State of Wisconsin



**NOTICE OF PUBLIC HEARING  
TOWN OF PARADISE VALLEY**

Notice is hereby given that the Town of Paradise Valley Planning Commission will hold a public hearing at 6:00 p.m. on Tuesday, June 17, 2025, at Town Hall, 6401 East Lincoln Drive, Paradise Valley, Arizona, 85253 for: **PUBLIC HEARING: Discussion and Possible Action on an application requesting a Minor Special Use Permit Amendment to the Smoke Tree Resort Special Use Permit.** This amendment is for an increase of the guestroom count from 82 keys to 95 keys (while reducing the gross building area) along with other minor modifications (e.g., increasing the number of parking spaces, adjoining the fitness area to the spa, and similar modifications). The resort is located at 7101 E Lincoln Drive (Maricopa County Assessor Number 174-64-003A).

If you have questions about this application, please call the Community Development Department at (480) 348-3692. The Town of Paradise Valley endeavors to make all public meetings accessible to persons with disabilities. With 72 hours advance notice, special assistance can be provided for disabled persons at public meetings. Please call 480-948-7411 (voice) or 483-1811 (TDD) to request accommodation. For further information about any of these matters, please contact the Community Development Department, 6401 E. Lincoln Drive, Paradise Valley, Arizona, 480-348-3692. All agendas are subject to change. You can view the agenda, find application material, and provide your input via eComment approximately 4-6 days prior to the meeting date at <https://paradisevalleyaz.legistar.com/Calendar.aspx>. You may also contact the staff liaison, Paul Michaud on this application at [pmichaud@paradisevalleyaz.gov](mailto:pmichaud@paradisevalleyaz.gov) or 480-348-3574 at any time before the scheduled meeting date.

May 31 2025  
LAZS0301110



**AFFIDAVIT OF POSTING**

STATE OF Arizona )

) ss:

County of Maricopa )

I, Alex Hayes, depose and state that the attached notice, of proposed application SUP-25-03 located at

7101 E Lincoln Dr for the (Planning Commission/Town Council/Board of Adjustment/Hillside Committee) meeting date of June 17, 2025 is a true and

correct copy of a notice which I cause to be posted by the following day of the week Thursday, and on the following date May 29, 2025 in the following location(s):

Northwest and northeast corners of the site

All in the Town of Paradise Valley, Arizona and County and State aforesaid, the same being public places in said County and in the following locations:

All to the Town of Paradise Valley, Arizona and County and State aforesaid.

DATED this 29th day of May, 2025.

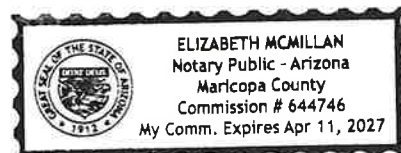
Alex Hayes  
Signature

This affidavit was SUBSCRIBED AND SWORN to before me this 29 day of May, 2025.

Elizabeth McMillan  
NOTARY PUBLIC

My commission expires:

April 11, 2027







**ZONING  
HEARING**  
PUBLIC NOTICE  
The City of [illegible] is holding a public hearing on the proposed [illegible] project. The hearing will be held on [illegible] at [illegible]. The purpose of the hearing is to allow the public to express their views on the proposed project. The project is located at [illegible]. The hearing is open to the public. For more information, please contact [illegible] at [illegible].









# COMMUNITY DEVELOPMENT DEPARTMENT

## AFFIDAVIT OF MAILING NOTIFICATION

Town of Paradise Valley • 6401 East Lincoln Drive • Paradise Valley, Arizona 85253 • Phone: (480) 348-3692

STATE OF ARIZONA       )  
  ) ss:  
County of Maricopa       )

In accordance with the requirements of the Town of Paradise Valley, the undersigned hereby certifies that all the property owners within 1,500 feet of the property, as obtained from the Maricopa County Assessor's Office on May 22, 2025, for the proposed application SUP 25-03 has been mailed on the following date May 30, 2025. (Case Number)

(This property list shall not be older than thirty (30) days at the time of filing of the application).

*Alex Hayes*  
Alex Hayes

The foregoing instrument was acknowledged by me this 3 day of June, 2025, by Alex Hayes.  
Name

*Elizabeth McMillan*  
NOTARY PUBLIC

My commission expires:

April 11, 2027







WITHEY  
MORRIS  
BAUGH

May 30, 2025

**Re: NOTIFICATION OF PLANNING COMMISSION PUBLIC HEARING (SUP 25-03)**

Dear Neighbor or Interested Party:

This letter is being sent to advise you of an upcoming public hearing for a Minor Special Use Permit Amendment associated with the Property located at 7101 E. Lincoln Drive in Paradise Valley, AZ (the "Property"), as shown on the enclosed Aerial Map. Our firm represents Walton Global Holdings, the owner and developer of the Property – also known as SmokeTree Resort.

As you may recall, a Major Special Use Permit was approved for the Property in January 2024 for the redevelopment of the Property with a new 82-guestroom boutique luxury resort, with a restaurant, cocktail bar, all-day market/café, and spa. Following this approval, Walton began the long and in-depth process of creating detailed construction plans for the development of the approved resort. As Walton has refined the floor plans and building plans for SmokeTree, a number of inefficiencies have been identified that are now being addressed – including right-sizing the restaurant and spa, downsizing the restaurant and hotel back-of-house and administrative spaces, and changing the guestroom mix to reflect the Paradise Valley resort market.

The cumulative effect of these refinements has allowed Walton to increase the number of guestroom keys from 82 to 95 while still remaining within the same building footprint/envelope. In fact, the floor area ratio, building area, and lot coverage are all decreasing slightly as a result of these revisions. Most importantly, Walton has managed to add 28 additional parking spaces to the resort – *improving* the parking ratio from 1.94 spaces/key to 1.97 spaces/key. The driving force of this amendment was to ensure that it would have no net impact relative to the existing approvals. By staying within (and slightly reducing) the approved building envelope, while adding enough parking to improve the parking ratio, Walton has improved the overall efficiency of the resort while ensuring there will be no negative net impact.

Notice is hereby given that the **Town of Paradise Valley Planning Commission will hold a public hearing at 6:00 p.m. on Tuesday, June 17, 2025** at Town Hall, 6401 East Lincoln Drive, Paradise Valley, Arizona, 85253 for:

**PUBLIC HEARING:** Discussion and Possible Action on an application requesting a Minor Special Use Permit Amendment to the Smoke Tree Resort Special Use Permit. This amendment is for an increase of the guestroom count from 82 keys to 95 keys (while reducing the gross building area) along with other minor modifications (e.g., increasing the number of parking spaces, adjoining the fitness area to the spa, and similar modifications). The resort is located at 7101 E Lincoln Drive (Maricopa County Assessor Number 174-64-003A).

I would be happy to answer any questions or hear any concerns that you may have regarding this proposal. You may reach me at 602-230-0600 or [ben@wmbattorneys.com](mailto:ben@wmbattorneys.com) or you may contact Paul Michaud, Planning Manager in the Town of Paradise Valley's Community Development Department, at 480-348-3574 or [pmichaud@paradisevalleyaz.gov](mailto:pmichaud@paradisevalleyaz.gov). Please reference the above case number and hearing date in your email to expedite a response.



Very truly yours,  
WITHEY MORRIS BAUGH, P.L.C.

By   
Benjamin L. Tate

Enclosures





May 30, 2025

Paul Michaud  
Planning Manager  
Town of Paradise Valley  
6401 E. Lincoln Drive  
Paradise Valley, AZ 85253

## NOTIFICATION OF PLANNING COMMISSION PUBLIC HEARING

Dear Resident:

This letter is being sent to advise you of an upcoming public hearing for a minor amendment to the Special Use Permit zoning at the Smoke Tree Resort. Mailing notification is being sent to property owners within 1,500 feet of the resort. The Planning Commission acts on Minor Special Use Permit Amendments pursuant to Section 1102.8 of the Town of Paradise Valley Zoning Ordinance.

Notice is hereby given that the **Town of Paradise Valley Planning Commission will hold a public hearing at 6:00 p.m. on Tuesday, June 17, 2025**, at Town Hall, 6401 East Lincoln Drive, Paradise Valley, Arizona, 85253 for:

**PUBLIC HEARING:** Discussion and Possible Action on an application requesting a Minor Special Use Permit Amendment to the Smoke Tree Resort Special Use Permit. This amendment is for an increase of the guestroom count from 82 keys to 95 keys (while reducing the gross building area) along with other minor modifications (e.g., increasing the number of parking spaces, adjoining the fitness area to the spa, and similar modifications). The resort is located at 7101 E Lincoln Drive (Maricopa County Assessor Number 174-64-003A).

If you have questions about this application, call Planning Manager Paul Michaud at (480) 348-3574.

Sincerely,

Paul Michaud  
Planning Manager

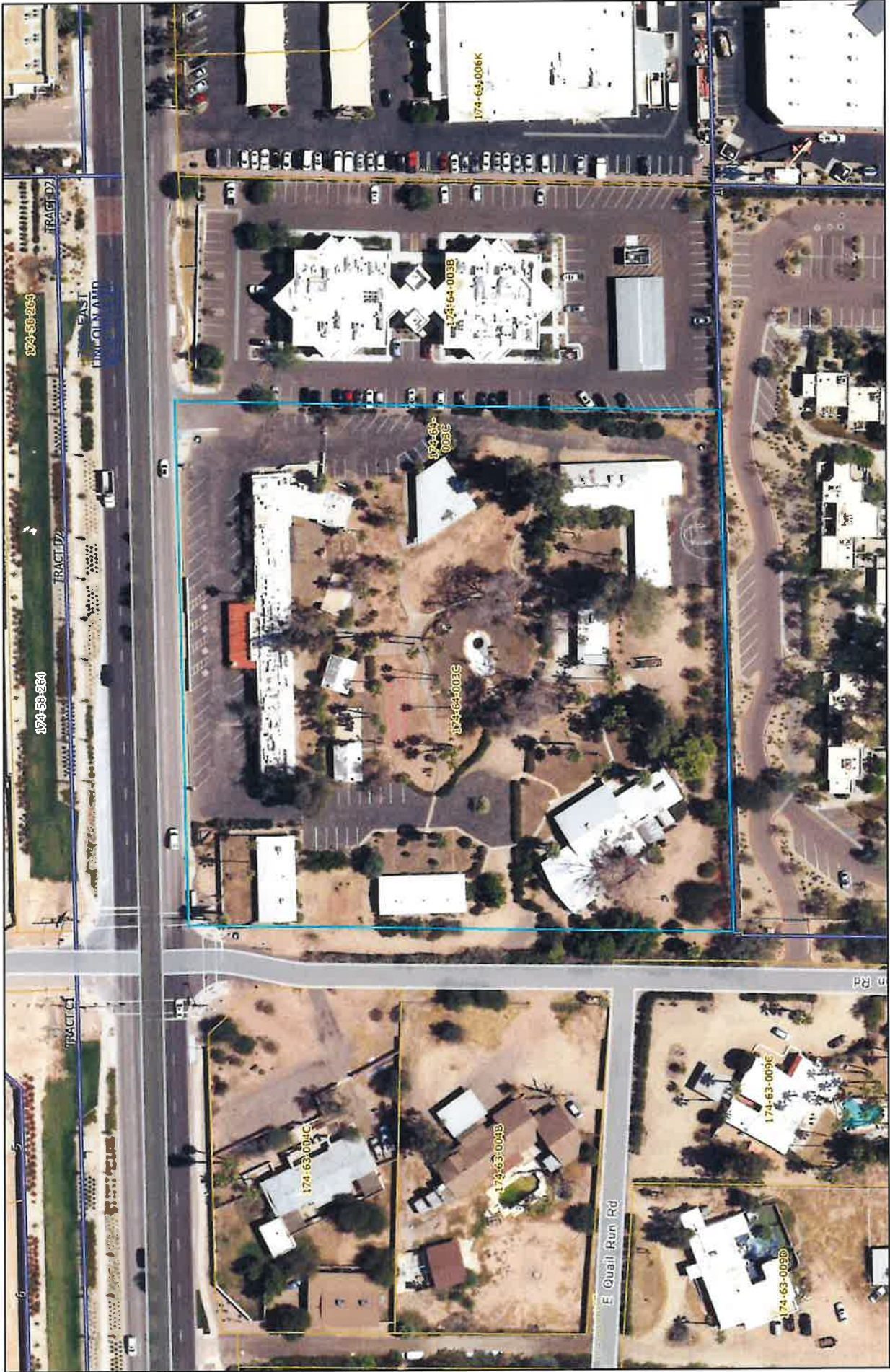
The Town of Paradise Valley endeavors to make all public meetings accessible to persons with disabilities. With 72 hours advance notice, special assistance can be provided for disabled persons at public meetings. Please call 480-948-7411 (voice) or 483-1811 (TDD) to request accommodation.

For further information about any of these matters, please contact the Community Development Department, 6401 E. Lincoln Drive, Paradise Valley, Arizona, 480-348-3692.

All agendas are subject to change. You can view the agenda, find application material, and provide your input via eComment approximately 4-6 days prior to the meeting date at <https://paradisevalleyaz.legistar.com/Calendar.aspx>. You may also contact the staff liaison, Paul Michaud on this application at [pmichaud@paradisevalleyaz.gov](mailto:pmichaud@paradisevalleyaz.gov) or 480-348-3574 at any time before the scheduled meeting date.



# Aerial Map



**WITHEY  
MORRIS  
BAUGH**

7101 E. Lincoln Drive - Paradise Valley, AZ







5160

2012 REVOCABLE TRUST OF PAMELA K  
NOLAN  
6166 N SCOTTSDALE RD UNIT C3002  
SCOTTSDALE, AZ 85253

3T PROPERTIES & INVESTMENT COMPANY  
LP  
1137 ROOSEVELT AVE  
TRACY, CA 95376

6319 NORTH MOCKINGBIRD LANE LLC  
5119 E PARADISE LN  
SCOTTSDALE, AZ 85254

6701 SCOTTSDALE LLC  
27757 N 67TH WAY  
SCOTTSDALE, AZ 85266

6909 QUAIL RUN LLC  
6909 E LINCOLN DR STE 1  
PARADISE VALLEY, AZ 85253

ALLAN F KNOLL IRREVOCABLE TRUST  
420 HARWOOD DR S  
FARGO, ND 58104

ANNE MARIE PIEMONTE REVOCABLE TRUST  
55 W DELAWARE PL APT 321  
CHICAGO, IL 60610

ARIZONA BOARD OF REGENTS FOR ASU  
PO BOX 873908  
TEMPE, AZ 85287

BAILET ARIZONA TRUST  
6150 N SCOTTSDALE RD 27  
PARADISE VALLEY, AZ 85253

BARBARA ANN TRINEN REVOCABLE TRUST  
2371 T A RIODAN  
FLAGSTAFF, AZ 86005

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3S REAL ESTATE INVESTMENTS LLC  
1302 WAUGH DR APT 539  
HOUSTON, TX 77019

4 WINN TRUST  
1344 E SHAYS GROVE LN  
SALT LAKE CITY, UT 84121

6440 QUAIL RUN LLC  
6909 E LINCOLN DR STE 1  
PARADISE VALLEY, AZ 85253

6823 E LINCOLN DR LLC  
PARADISE VALLEY, AZ 85253

6915 QUAIL RUN LLC  
6909 E LINCOLN DR STE 1  
PARADISE VALLEY, AZ 85253

ANDREW B GREESS AND WENDY J GREESS  
TRUST  
6314 N 73RD ST  
SCOTTSDALE, AZ 85250

APPROVED 1 TRUST/ROBERT F KAMMERLE  
TRUST  
6136 N QUAIL RUN RD  
PARADISE VALLEY, AZ 85253

AYAN FAMILY TRUST  
6033 OPUS ST  
BRENTWOOD, TN 37027

BAILEY PATRICIA  
6150 N SCOTTSDALE RD UNIT 39  
PARADISE VALLEY, AZ 85253

BARK-2014 LLLP  
9008 N DESPERADO CT  
FOUNTAIN HILLS, AZ 85268

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3S TUNA VENTURE LLC  
8501 N SCOTTSDALE RD STE 270  
SCOTTSDALE, AZ 85253

50FIFTY LLC  
354 COUNTRY RD B31A  
RIBERA, NM 87560

6617 INVESTORS LLC  
6617 N SCOTTSDALE RD STE 1-1  
SCOTTSDALE, AZ 85250

6884 E STELLINA VITA DRIVE LLC  
6884 E STELLINA VITA DR  
PARADISE VALLEY, AZ 85253

ALENE HOLDINGS LLC  
PO BOX 1860  
BENTONVILLE, AR 72712

ANN R DOVE REVOCABLE TRUST THE  
20 MOULTON DR  
SHELBYVILLE, IL 62565

ARIZONA BANK  
101 N TRYON ST  
CHARLOTTE, NC 28255

AYRES DELYTE  
PO BOX 59554  
POTOMAC, MD 20859

BANDAWAT FAMILY TRUST  
6701 N SCOTTSDALE RD UNIT 4  
SCOTTSDALE, AZ 85250

BATKO KENNETH A  
6166 N SCOTTSDALE RD UNIT A2006  
PARADISE VALLEY, AZ 85253





5160

BAYSE MICHELLE MITCHELL/HAGEMANN  
BRUCE A  
6801 CORPORATE DR UNIT A6  
PLANO, TX 75024

BELL STUART FRAZIER/MARY WALLER  
36 LE MANS CT  
PRAIRIE VILLAGE, KS 66208

BIGGER HOUSE HOLDINGS LLC  
6307 N MOCKINGBIRD LN  
PARADISE VALLEY, AZ 85253

BRAGA REVOCABLE LIVING TRUST  
25513 PASEO DE CUMBRE  
MONTEREY, CA 93940

BROWNFIELD EDWARD H/ROBERTA F  
1126 DRYDEN LN  
CHARLOTTESVILLE, VA 22903

CAIOLA BEN/BORA  
316 E 63RD ST APT 1A  
NEW YORK, NY 10065

CASA DE VALLEY VISTA LLC  
6814 E VALLEY VISTA LN  
PARADISE VALLEY, AZ 85253

CHRISTOPHER AND HELEN YEUNG FAMILY  
TRUST  
6845 E SOLCITO LN  
PARADISE VALLEY, AZ 85253

COADY ENTERPRISES INC  
6909 E LINCOLN DR  
PARADISE VALLEY, AZ 85253

COTTEY TIA L/DEEM HOLLY D  
6701 N SCOTTSDALE RD LOT 5  
SCOTTSDALE, AZ 85250

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BECKER ROGER P/LAURIE A  
6166 N SCOTTSDALE RD UNIT C2004  
SCOTTSDALE, AZ 85253

BENADERET LINDA B  
6166 N SCOTTSDALE RD UNIT A3003  
SCOTTSDALE, AZ 85253

BLAIK ROBERT/DOROTHY  
6166 N SCOTTSDALE RD A2001  
PARADISE VALLEY, AZ 85253

BRAGA STANLEY A/VALERIE A TR/ETAL  
25513 PASEO DE CUMBRE  
MONTEREY, CA 93940

BRYANT FAMILY REVOCABLE TRUST  
6846 E SOLCITO LN  
PARADISE VALLEY, AZ 85253

CAMPOS MIGUEL/MARIA DEL PILAR  
6166 N SCOTTSDALE RD UNIT C4006  
PARADISE VALLEY, AZ 85253

CAVANAUGH JAMES/MARILYN  
6701 N SCOTTSDALE RD LOT 3  
SCOTTSDALE, AZ 85250

CMA TRUST  
6166 N SCOTTSDALE RD UNIT B2006  
SCOTTSDALE, AZ 85253

COBB REVOCABLE LIVING TRUST  
6805 E VALLEY VISTA LN  
PARADISE VALLEY, AZ 85253

CUERNAVACA HOMEOWNERS ASSOC INC  
16625 S DESERT FOOTHILLS PKWY  
PHOENIX, AZ 85048

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BELL AND 63RD INVESTMENTS LLC  
3641 N 39TH AVE  
PHOENIX, AZ 85019

BERNSTEIN FAMILY REVOCABLE TRUST  
6166 N SCOTTSDALE RD UNIT C1004  
PARADISE VALLEY, AZ 85253

BORGATA LLC  
6621 N SCOTTSDALE RD  
SCOTTSDALE, AZ 85250

BRICK MICHELE/TIMOTHY P  
6306 N MOCKINGBIRD LN  
PARADISE VALLEY, AZ 85253

CAIOLA BEN III/SHIN BONGRANG  
316 E 6TH ST APT 1A  
NEW YORK, NY 10065

CARROLL JENNIFER  
6166 N SCOTTSDALE RD UNIT C2006  
SCOTTSDALE, AZ 85253

CHABAD OF PARADISE VALLEY  
6201 N MOCKINGBIRD LN  
PARADISE VALLEY, AZ 85253

CN INVESTMENT HOLDINGS LLC  
600 E 96TH ST STE 135  
INDIANAPOLIS, IN 46240

CONWAY DENNIS D/MARY C TR  
585 3RD ST S  
WISCONSIN RAPID, WI 54494

DAVID J WATSON 2000 REVOCABLE TRUST  
6587 N PALMERAIE BLVD UNIT 1033  
PARADISE VALLEY, AZ 85253





5160

DAVID WINOGRAD AND WENDY  
WINOGRAD 2011 REVOCABLE LIVING  
TRUST  
10124 N ANNE CT  
MEQUON, WI 53092

DERBYSHIRE REVOCABLE LIVING TRUST  
6822 E SOLCITO LN  
PARADISE VALLEY, AZ 85253

DICKINSON5 LLC  
1679 W BELLERIVE LN  
COUER D' ALENE, ID 83814

DOEFF ANNA MARIKA  
2727 E CAMELBACK RD APT 423  
PHOENIX, AZ 85016

DOYLE D JAMES/PHYLLIS J TR  
6807 E VALLEY VISTA LN  
PARADISE VALLEY, AZ 85253

EDMUND G ZITO AND PATRICIA M ZITO REV  
TRUST  
6166 N SCOTTSDALE RD UNIT C 1006  
SCOTTSDALE, AZ 85253

EVERETT PROPERTIES LLC  
3343 WYNDHAM CT  
EUGENE, OR 97408

FARACI LIVING TRUST  
6166 N SCOTTSDALE RD UNIT B3004  
SCOTTSDALE, AZ 85253

FIREBALL LIVING TRUST  
6308 N 73RD ST  
SCOTTSDALE, AZ 85250

FORMISANO FAMILY TRUST  
6166 N SCOTTSDALE RD UNIT A1005  
PARADISE VALLEY, AZ 85253

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DE OCAMPO FAMILY TRUST  
6587 N PALMERAIE BLVD UNIT 1041  
PARADISE VALLEY, AZ 85253

DEWEY FAMILY REVOCABLE TRUST  
689 TERRACE DR  
LAKE OSWEGO, OR 97034

DIETHRICH GLORIA B  
6166 N SCOTTSDALE RD UNIT A1006  
SCOTTSDALE, AZ 85253

DONNA A STONE 2020 EXEMPT GIFT TRUST  
3379 KRENN AVE  
HIGHLAND PARK, IL 60035

DSK TRUST  
6166 N SCOTTSDALE RD UNIT A2002  
SCOTTSDALE, AZ 85253

EILTS DANIEL LEE  
PO BOX 1684  
DILLON, CO 80435

EWENS REAL ESTATE TRUST  
8620 NE 21ST PL  
CLYDE HILL, WA 98004

FEDRI MONICA HENIA/VICTORIA MARIE  
6150 N SCOTTSDALE RD UNIT 24  
PARADISE VALLEY, AZ 85253

FIVE STAR LAND OWNER LLC  
6720 N SCOTTSDALE RD STE 130  
SCOTTSDALE, AZ 85253

FR HILTON VILLAGE LLC  
909 ROSE AVE STE 200  
NORTH BETHESDA, MD 20852

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DENIS NIKKOLAS/JORDYN D  
14932 S WATER BIRCH CIR  
DRAPER, UT 84020

DHILLON REVOCABLE LIVING TRUST  
6166 N SCOTTSDALE RD UNIT A1002  
PARADISE VALLEY, AZ 852535429

DLS REVOCABLE TRUST/ETAL  
6166 N SCOTTSDALE RE UNIT A4002  
SCOTTSDALE, AZ 85253

DONNA M KREBS REVOCABLE TRUST  
6587 N PALMERAIE BLVD UNIT 3021  
PARADISE VALLEY, AZ 85253

E K GAYLORD II TRUST/NATALIE J  
GAYLORD TRUST  
5709 N SAGUARO RD  
PARADISE VALLEY, AZ 85253

ELLIOTT A COBB LIVING TRUST  
8884 E SANDS DR  
SCOTTSDALE, AZ 85255

FALCONE SONIA M  
120 N LASALLE ST  
CHICAGO, IL 60602

FEIST LIMITED PARTNERSHIP  
PO BOX 7248  
MISSOULA, MT 59807

FLIPPER TRUST  
101 MONTGOMERY ST 1600  
SAN FRANCISCO, CA 94104

FR SCOTTSDALE FORUM LLC  
909 ROSE AVE N 202  
BETHESDA, MD 20852





5160

FRANK C SKRUPA RESIDENCE TRUST/ETAL  
6212 N MOCKINGBIRD LN  
PARADISE VALLEY, AZ 85253

FSPV RES C LLC  
6720 N SCOTTSDALE RD STE 130  
SCOTTSDALE, AZ 85253

GAO BRIANNA/SHAN/YUQING  
1705 OCEAN AVE UNIT 202  
SANTA MONICA, CA 90401

GEORGIANN L AMES TRUST/CRAMSIE  
JANICE E  
20335 SAWMILL RD  
JORDAN, MN 55352

GIRAUDO SHEELA/MARK  
6844 E SOLCITO LN  
PARADISE VALLEY, AZ 85253

GRAY BENJAMIN J  
6823 E VALLEY VISTA LN  
PARADISE VALLEY, AZ 85253

HADL DIANA  
3700 QUAIL CREEK CT  
LAWRENCE, KS 66047

HASHEMI KAMRAN  
6701 N SCOTTSDALE RD LOT 7  
SCOTTSDALE, AZ 85250

HERNDON FAMILY TRUST  
6166 N SCOTTSDALE RD UNIT A2007  
PARADISE VALLEY, AZ 85253

HONORA E LOGAN FAMILY TRUST  
3709 RANCH VIEW CT  
RENO, NV 89509

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FRED AND COLLEEN STEINBERG TRUST  
6118 N QUAIL RUN RD  
PARADISE VALLEY, AZ 852535321

FUNKHOUSER STEVEN D/ROSEANN F  
6701 N SCOTTSDALE RD LOT 40  
SCOTTSDALE, AZ 85250

GAO SHAN/BRIANNA  
6166 N SCOTTSDALE RD UNIT B3001  
SCOTTSDALE, AZ 85253

GFB TRUST  
6600 E MOCKINGBIRD LN  
PARADISE VALLEY, AZ 85253

GLAUSER STEVEN JERRY/BARBARA  
3033 E 1ST AVE 408  
DENVER, CO 80206

GREEN DANIEL S/DIFOLCO CLAUDIA  
3750 LAS VEGAS BLVD UNIT 2507  
LAS VEGAS, NV 89158

HARKINS KAREN A  
6226 N MOCKINGBIRD LN  
PARADISE VALLEY, AZ 85253

HAYFO ARIZONA LLC  
2810 N CHURCH ST STE 77051  
WILMINGTON, DE 198024447

HING PROPERTIES - DEAUVILLE LLC  
6609 N SCOTTSDALE RD STE 202  
SCOTTSDALE, AZ 85250

HRM-SMM LLC  
6810 E VALLEY VISTA LN  
PARADISE VALLEY, AZ 85253

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FSPV PARCEL D LLC  
6720 N SCOTTSDALE RD STE 130  
SCOTTSDALE, AZ 85253

GANIM TRUST  
1 PADDINGTON CT  
BELMONT, CA 94002

GDS RC VILLA OASIS LLC  
2265 N SHORE DR  
WAYZATA, MN 55391

GIEDRAITIS JOHN B/CATHERINE N TR  
6305 N MOCKINGBIRD LN  
PARADISE VALLEY, AZ 85253

GORDON ANDREW W/CAROL L TR  
6837 E LINCOLN DR  
PARADISE VALLEY, AZ 85253

GRI LINCOLN VILLAGE LLC  
4350 EAST-WEST HIGHWAY STE 400  
BETHESDA, MD 20814

HARMS ZUM SPRECKEL CORD/JANE HARMS  
ZUM TR  
19815 107TH AVE SW  
VASHON, WA 98070

HERD JAMES V/JANET/WARE RAYMOND  
T/RENDA  
2336 N ALDERCREST PL  
EAGLE, ID 83616

HOLLIS TROY L/DEBORAH M  
6166 N SCOTTSDALE RD UNIT C1001  
SCOTTSDALE, AZ 85251

HURWORTH SAMUEL G  
713 GASMAN  
PORT ANGELES, WA 98362



IMPERIAL PARADISE LLC  
 6587 N PALMERAIE BLVD UNIT 3002  
 PARADISE VALLEY, AZ 85253

INOUE CRAIG/CHARLOTTE  
 6587 N PALMERAIE BLVD UNIT 2011  
 PARADISE VALLEY, AZ 85253

J&SF TRUST  
 6166 N SCOTTSDALE RD UNIT C4003  
 SCOTTSDALE, AZ 85253

JAMEL GREENWAY PVMOB LLC  
 4771 N 20TH ST B22  
 PHOENIX, AZ 85016

JAMES AND BARBARA WOPNFORD TRUST  
 6166 N SCOTTSDALE RD UNIT C4004  
 SCOTTSDALE, AZ 85253

JAMES D ORVIS REVOCABLE TRUST  
 95 LASLO TER  
 FAIRFIELD, CT 6825

JANET S PALMER TRUST  
 8118 SANDY HOOK DR  
 CLINTON, WA 98236

JAYE FAMILY TRUST  
 6166 N SCOTTSDALE RD UNIT B3003  
 SCOTTSDALE, AZ 85253

JEFFREY A BEACH AND THERESA A BEACH  
 LIV TRUST  
 6166 N SCOTTSDALE RD UNIT C3001  
 SCOTTSDALE, AZ 85253

JILL A GOLD REVOCABLE TRUST  
 6166 N SCOTTSDALE RD UNIT A3007  
 SCOTTSDALE, AZ 85253

JOEL LUTZ LIVING TRUST/JUDITH LUTZ  
 LIV TRUST  
 6150 N SCOTTSDALE RD UNIT 43  
 SCOTTSDALE, AZ 85253

JOHN AND CAROLE WOOLDRIK TRUST  
 6166 N SCOTTSDALE RD  
 SCOTTSDALE, AZ 85253

JOHN AND KELLY PARKER LIVING TRUST  
 6316 N MOCKINGBIRD LN  
 PARADISE VALLEY, AZ 85253

JOHN F MORICI & LISA A MORICI 2007  
 LIVING TRUST  
 5547 E ARROYO VERDE DR  
 PARADISE VALLEY, AZ 85253

JOHNSTON STEVEN A/WENDY E  
 9311 OLYMPIC VIEW DR  
 EDMONDS, WA 98020

JOINT REVOCABLE TRUST OF ALAN T &  
 BONNIE F MARSHALL  
 6166 N SCOTTSDALE RD UNIT A2005  
 PARADISE VALLEY, AZ 85253

JONES RANDY  
 144 S SANDSTONE ST  
 GILBERT, AZ 85296

JOSHUA AND LORIN SWIFT TRUST  
 5126 E FLOWER ST  
 PHOENIX, AZ 85018

JULIE N DIMOND FAMILY TRUST  
 5101 N CASA BLANCA DR UNIT 235  
 PARADISE VALLEY, AZ 85253

KAREN K SCHWARTZ REV TR/GARY R  
 SCHWARTZ REV T  
 6166 N SCOTTSDALE RD UNIT C4002  
 SCOTTSDALE, AZ 85253

KATHY ALBERT REVOCABLE TRUST  
 6587 N PALMERAIE BLVD UNIT 3006  
 PARADISE VALLEY, AZ 85253

KDJ TRUST  
 6166 N SCOTTSDALE RD UNIT A3008  
 SCOTTSDALE, AZ 85253

KEN AND MAUREEN BANKSON FAMILY  
 TRUST  
 6150 N SCOTTSDALE RD UNIT 6  
 PARADISE VALLEY, AZ 85253

KENT R AND LINDA J DALEY LIVING TRUST  
 7150 E BALFOUR RD  
 PARADISE VALLEY, AZ 85253

KIMBERLY D NEVILLE LIVING TRUST  
 6166 N SCOTTSDALE RD C2001  
 PARADISE VALLEY, AZ 85253

KOLEVA DEYANA  
 3810 W NORTH AVE  
 STONE PARK, IL 60165

KOLOKOUSIS LIVING TRUST  
 605 SUNFLOWER CT  
 SAN RAMON, CA 94582

KOMPOS ANASTASIA  
 6150 N SCOTTSDALE RD UNIT 52  
 PARADISE VALLEY, AZ 85253

KRAFT MICHAEL/TERI  
 1533 GALLEON PL  
 BISMARCK, ND 58504

KUMAR TRUST  
 6166 N SCOTTSDALE RD B3008  
 PARADISE VALLEY, AZ 85253



**KUOLT FAMILY TRUST**  
**220 13TH ST**  
**MANHATTAN BEACH, CA 90266**

**LARRY MARTIN GOLDBERG TRUST**  
**6166 N SCOTTSDALE RD A2003**  
**PARADISE VALLEY, AZ 85253**

**LEWIS JULIANNE N TR**  
**6044 N QUAIL RUN RD**  
**PARADISE VALLEY, AZ 85253**

**LINCOLN SCOTTSDALE BUILDING L L C**  
**6607 N SCOTTSDALE RD H100**  
**SCOTTSDALE, AZ 85250**

**LINDA CHRISTIAN REVOCABLE TRUST**  
**6166 N SCOTTSDALE RD UNIT C3003**  
**SCOTTSDALE, AZ 85253**

**LINSCOTT HOTEL CORP LEASE**  
**6333 N SCOTTSDALE RD**  
**SCOTTSDALE, AZ 85250**

**LISA S HENDRY REVOCABLE TRUST**  
**AGREEMENT**  
**7100 E LINCOLN DR UNIT 4120**  
**SCOTTSDALE, AZ 85253**

**LIVI FAMILY TRUST**  
**6927 E QUAIL RUN RD**  
**PARADISE VALLEY, AZ 85253**

**LMB II CONDO LLC**  
**11615 MOHAWK LN**  
**LEAWOOD, KS 66211**

**LOMBARDO FAMILY LLLP**  
**PO BOX 50786**  
**MENDOTA, MN 55150**

**LOUISELLE AHDOOT REVOCABLE TRUST**  
**6166 N SCOTTSDALE RD UNIT B1003**  
**PARADISE VALLEY, AZ 85253**

**LYNNE D LEVINE REVOCABLE TRUST**  
**6166 N SCOTTSDALE RD B1004**  
**PARADISE VALLEY, AZ 85253**

**M T OFFICE BUILDINGS LLC**  
**6623 N SCOTTSDALE RD**  
**SCOTTSDALE, AZ 85250**

**MADELAINE R BERG REVOCABLE TRUST**  
**6166 N SCOTTSDALE RD UNIT B2004**  
**PARADISE VALLEY, AZ 85253**

**MAHAY HEIDI**  
**6166 N SCOTTSDALE RD UNIT B2008**  
**PARADISE VALLEY, AZ 85253**

**MAJORS K WAYNE II/OSWALT SANDRA C**  
**6350 N MOCKINGBIRD LN**  
**PARADISE VALLEY, AZ 85253**

**MANERI CONSULTING LLC**  
**7760 E GAINEY RANCH RD UNIT 43**  
**SCOTTSDALE, AZ 85258**

**MARK DANIEL DETMER & SHELLY ANN**  
**DETMER TRUST**  
**6826 E SOLCITO LN**  
**PARADISE VALLEY, AZ 85253**

**MARQUARDT JAY JON/DEANNA LEE**  
**PO BOX 91494**  
**ANCHORAGE, AK 99509**

**MARSHA L FINCH GST TR/LESLIE J SAVANT**  
**GST TR**  
**205 REGAL LN**  
**EAST PEORIA, IL 61611**

**MCCALLISTER DAVID A/CHERYL S**  
**PO BOX 605**  
**PENROSE, CO 81240**

**MENSCH KATHRYN G**  
**6126 N SCOTTSDALE RD 7**  
**PARADISE VALLEY, AZ 85253**

**MICHAEL L SHOEN FAMILY TRUST**  
**6719 E MALCOMB DR**  
**PARADISE VALLEY, AZ 85253**

**MIELO LOTZ FAMILY TRUST**  
**6166 N SCOTTSDALE RD A2004**  
**PARADISE VALLEY, AZ 85253**

**MISHKA INVESTMENTS LLC**  
**6166 N SCOTTSDALE RD UNIT C1002**  
**SCOTTSDALE, AZ 85253**

**MITCHEM STEVEN/BRIDGETTE D**  
**5110 E ROVEY AVE**  
**PARADISE VALLEY, AZ 85253**

**MONTENEGRINO VINCENT J/NATALIE**  
**6740 E LINCOLN DR**  
**PARADISE VALLEY, AZ 85253**

**MOORE LAURA E**  
**9400 N FRYER RD**  
**PEORIA, IL 61615**

**NANCY E POLLAK REVOCABLE TRUST**  
**98 SAN JACINTO BLVD UNIT 609**  
**AUSTIN, TX 78701**

**NARAZONA CORPORATION**  
**PO BOX 61655**  
**PHOENIX, AZ 85082**





5160

NARGUNDKAR LIVING TRUST  
6587 N PALMERAIE BLVD UNIT 3018  
PARADISE VALLEY, AZ 85253

NEWELL FAMILY TRUST  
6166 N SCOTTSDALE RD UNIT C4001  
SCOTTSDALE, AZ 85253

ODEGARD TAYLOR/BRIGHLYN KRISTINE  
6258 N 73RD ST  
SCOTTSDALE, AZ 85250

ONEIL MICHAEL  
50 VANDERBILT MOTOR PKWY  
COMMACK, NY 11725

PALMER JANET S TR  
8118 SANDY HOOK DR  
CLINTON, WA 98236

PETERSON MARITAL TRUST  
5042 MEMORY LN  
HOLLADAY, UT 84117

PK PATEL CP TRUST  
6166 N SCOTTSDALE RD UNIT C1005  
PARADISE VALLEY, AZ 85253

POMPLIANO LIVING TRUST  
36 GREEN HARBOUR LN  
LAKE GEORGE, NY 12845

PV SCOTTSDALE HOTEL OWNER SPE LLC  
6160 N SCOTTSDALE RD  
PARADISE VALLEY, AZ 85253

REVOCABLE TRUST OF DANIEL AND CARI  
WALL  
1839 KILLARNEY WAY  
BELLEVUE, WA 98004

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NARNIA II LLC  
6615 N SCOTTSDALE RD STE 201  
SCOTTSDALE, AZ 85250

NIGHTHAWK TRUST  
1204 SUNCAST LN STE 4  
EL DORADO HILLS, CA 95762

OKINOW SANDRA L  
11472 FAIRFIELD RD W UNIT 402  
MINNETONKA, MN 55305

OROAKE ECY L E/PATRICK W  
23 VICTORIA LN  
COTO DE CAZA, CA 92679

PARADISE VALLEY WATER CO  
2355 W PINNACLE PEAK RD STE 300  
PHOENIX, AZ 85027

PFITZER FAMILY TRUST  
6808 E VALLEY VISTA LN  
PARADISE VALLEY, AZ 85253

PLEMMONS HUTCHENS LLC  
PO BOX 432  
CLE ELUM, WA 98922

PV HOTEL VENTURE SPE LLC  
2929 ARCH ST  
PHILADELPHIA, PA 19104

RASMUSSEN LIVING TRUST  
6102 N QUAIL RUN RD  
SCOTTSDALE, AZ 85253

RICHARD BESSERMAN FAMILY TRUST  
6166 N SCOTTSDALE RD UNIT B2005  
SCOTTSDALE, AZ 85251

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NARNIA LLC  
6615 N SCOTTSDALE RD STE 201  
SCOTTSDALE, AZ 85250

NORMAN WILLIAM FAIN II AND NANCY LEE  
FAIN REVOCABLE TRUST  
6166 N SCOTTSDALE RD UNIT A3004  
SCOTTSDALE, AZ 85253

OLIVIER-NOMELLINI REVOCABLE TRUST  
9810 E MADERA DR  
SCOTTSDALE, AZ 85262

PALM TREE PARADISE LLC  
2600 E CEDAR AVE  
DENVER, CO 80209

PAUL T SEIKEL REVOCABLE TRUST  
5641 CLASSEN BLVD PMB 200  
OKLAHOMA CITY, OK 73118

PIPER TRUST  
6252 N 73RD ST  
SCOTTSDALE, AZ 85250

PNEUM INVESTMENTS LLC  
6619 N SCOTTSDALE RD  
SCOTTSDALE, AZ 85250

PV SCOTTSDALE HOTEL OWNER SPE LLC  
2929 ARCH ST  
PHILADELPHIA, PA 19104

REICHLER FAMILY LIVING TRUST  
6166 N SCOTTSDALE RD UNIT C1003  
SCOTTSDALE, AZ 85253

RICHARD C CARR TRUST  
55 E PEARSON ST UNIT 3301  
CHICAGO, IL 60611



**RICHARD T WINTERMANTEL REVOCABLE TRUST**  
 6166 N SCOTTSDALE RD UNIT A1008  
 SCOTTSDALE, AZ 85253

**RN PROPERTIES LINCOLN PLAZA LLC**  
 2021 E CAMELBACK STE A38  
 PHOENIX, AZ 85016

**RODIN ELLEN S/RICHARD S**  
 5610 WISCONSIN AVE APT 806  
 CHEVY CHASE, MD 20815

**ROSS CAPITAL LLC**  
 21250 CALIFA ST STE 216  
 WOODLAND HILLS, CA 91367

**S DAVID COHEN REVOCABLE LIVING TRUST**  
 6166 N SCOTTSDALE RD UNIT C2005  
 SCOTTSDALE, AZ 85253

**SANTELER RAYMOND III/GAIL**  
 6166 N SCOTTSDALE RD UNIT C2002 BLDG C  
 SCOTTSDALE, AZ 85253

**SCHWEIGER JOINT REVOCABLE TRUST**  
 6587 N PALMERAIE BLVD UNIT 2020  
 PARADISE VALLEY, AZ 85253

**SHARPLES COLIN/MANISTRE CAMILLA/ADRIAN**  
 6150 N SCOTTSDALE RD UNIT 38  
 SCOTTSDALE, AZ 85253

**SM RET VIII LLC**  
 5910 N CENTRAL EXPY 1200  
 DALLAS, TX 75206

**ST HOLDCO LLC**  
 8800 N GAINES CENTER DR STE 345  
 SCOTTSDALE, AZ 85258

**RITZ VILLA 3012 LLC**  
 6587 N PALMERAIE BLVD UNIT 3012  
 PARADISE VALLEY, AZ 85253

**ROBERT AND LORI SHANLEY TRUST**  
 6166 N SCOTTSDALE RD UNIT A3002  
 SCOTTSDALE, AZ 85253

**ROGERS DAVID J/CAROLYN M TR**  
 2745 HIGHLAND TRR  
 SHEBOYGAN, WI 53083

**ROSS GENO G**  
 6806 E HAPPY VISTA LN  
 PARADISE VALLEY, AZ 85253

**SANDO LOIS**  
 6982 E JOSHUA TREE LN  
 PARADISE VALLEY, AZ 85253

**SARA SHERMAN GLASER SURVIVORS TRUST**  
 6166 N SCOTTSDALE RD UNIT A1003  
 PARADISE VALLEY, AZ 85253

**SCOTTSDALE CITY OF**  
 7447 E INDIAN SCHOOL RD STE 205  
 SCOTTSDALE, AZ 85251

**SHRIMPLIN MALCOLM R**  
 6150 N SCOTTSDALE RD STE 15  
 PARADISE VALLEY, AZ 85253

**SNOWDEN LIVING TRUST**  
 8514 E SAN BRUNO DR  
 SCOTTSDALE, AZ 85258

**STEVEN T KILIAN AND DEBRA K KILIAN LIVING TRUST**  
 4208 KETTLE RIDGE TRL  
 SLINGER, WI 53086

**RKDM REVOCABLE TRUST**  
 6166 N SCOTTSDALE RD UNIT B4003  
 PARADISE VALLEY, AZ 85253

**ROBERT AND MONICA JANAS QUALIFIED SPOUSAL TRUST**  
 6166 N SCOTTSDALE RD UNIT C2003  
 PARADISE VALLEY, AZ 85253

**ROSE LANE PARTNERS LLC**  
 4771 N 20TH ST STE B22  
 PHOENIX, AZ 85016

**RUSSELL & KAREN NORWOOD TRUST**  
 6166 N SCOTTSDALE RD UNIT B2002  
 SCOTTSDALE, AZ 85253

**SANFORD ED R/BROTMAN JUDITH ANN**  
 6166 N SCOTTSDALE RD UNIT A2008  
 SCOTTSDALE, AZ 85253

**SAVAGE FAMILY PARTNERSHIP LTD/SAVAGE JACK W**  
 3712 BONNIE RD  
 AUSTIN, TX 78703

**SCOTTSDALE SPECTRUM LLC**  
 6730 N SCOTTSDALE RD  
 SCOTTSDALE, AZ 85253

**SLAVIN MACI ALISE**  
 15208 GULF BLVD UNIT 204  
 MADEIRA BEACH, FL 33708

**SOLE AND SEPARATE LLC/SEEMA AHLUWALIA PERSONAL RESIDENCE TRUST ETAL**  
 6809 E VALLEY VISTA LN  
 PARADISE VALLEY, AZ 85253

**SUD FAMILY TRUST**  
 6835 E SOLCITO LN  
 PARADISE VALLEY, AZ 85253





5160

SUMMIT LEGACY TRUST  
6341 N MOCKINGBIRD LN  
PARADISE VALLEY, AZ 85253

SYLVIA L SHINE REVOCABLE TRUST  
PO BOX 737  
SPENCER, IA 51301

THOMAS-DEXTER LIVING TRUST  
53 CARSON  
IRVINE, CA 92620

VREELAND ROBERT MICHAEL/JANET LYNN  
ASHER  
725 HAVANA AVE  
LONG BEACH, CA 90804

WALSH FAMILY TRUST  
6587 N PALMERAIE BLVD UNIT 1053  
PARADISE VALLEY, AZ 85253

WILLIAM C WEESE TRUST  
6166 N SCOTTSDALE RD UNIT B1002  
SCOTTSDALE, AZ 85253

WLP1021 LLC  
6587 N PALMERAIE BLVD 1021  
PARADISE VALLEY, AZ 85253

ZISOOK STEVEN  
6166 N SCOTTSDALE RD A1007  
PARADISE VALLEY, AZ 85253

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SURVIVING SETTLORS TRUST UNDER THE  
BOWERS FAMILY REVOCABLE TRUST  
6166 N SCOTTSDALE RD UNIT C3004  
SCOTTSDALE, AZ 85253

THIRD AVENUE INVESTMENTS LLC  
51 S MAIN ST STE 301  
SALT LAKE CITY, UT 84111

THOMAS-DEXTER LIVING TRUST  
6150 N SCOTTSDALE RD UNIT 37  
PARADISE VALLEY, AZ 85253

W J SMALL GRANDCHILDRENS TRUST/ETAL  
17235 N 75TH AVE STE H-100  
GLENDALE, AZ 85308

WALTIS TRUST  
6166 N SCOTTSDALE RD UNIT B3005  
SCOTTSDALE, AZ 85253

WILSON LIVING TRUST  
6166 N SCOTTSDALE RD UNIT A1001  
SCOTTSDALE, AZ 85253

WOOKEY BRENT A/CHRISTIE L  
1617 12TH AVE NE  
WATERTOWN, SD 57201

ZURCHER JOHN S/JANET S  
4970 AMAROSA HTS APT 209  
COLORADO SPRINGS, CO 80920

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SURVIVORS TRUST  
6309 N MOCKINGBIRD LN  
PARADISE VALLEY, AZ 85253

THOMAS E & KAREN LONG REVOCABLE  
LIVING TRUST  
6587 N PALMERAIE BLVD STE 1043  
PARADISE VALLEY, AZ 85253

VAN BERKEL FAMILY REVOCABLE TRUST  
6166 N SCOTTSDALE RD UNIT B4001  
SCOTTSDALE, AZ 85253

WALKER ANDREW J/ELIZABETH A  
6150 N SCOTTSDALE RD 49  
PARADISE VALLEY, AZ 85253

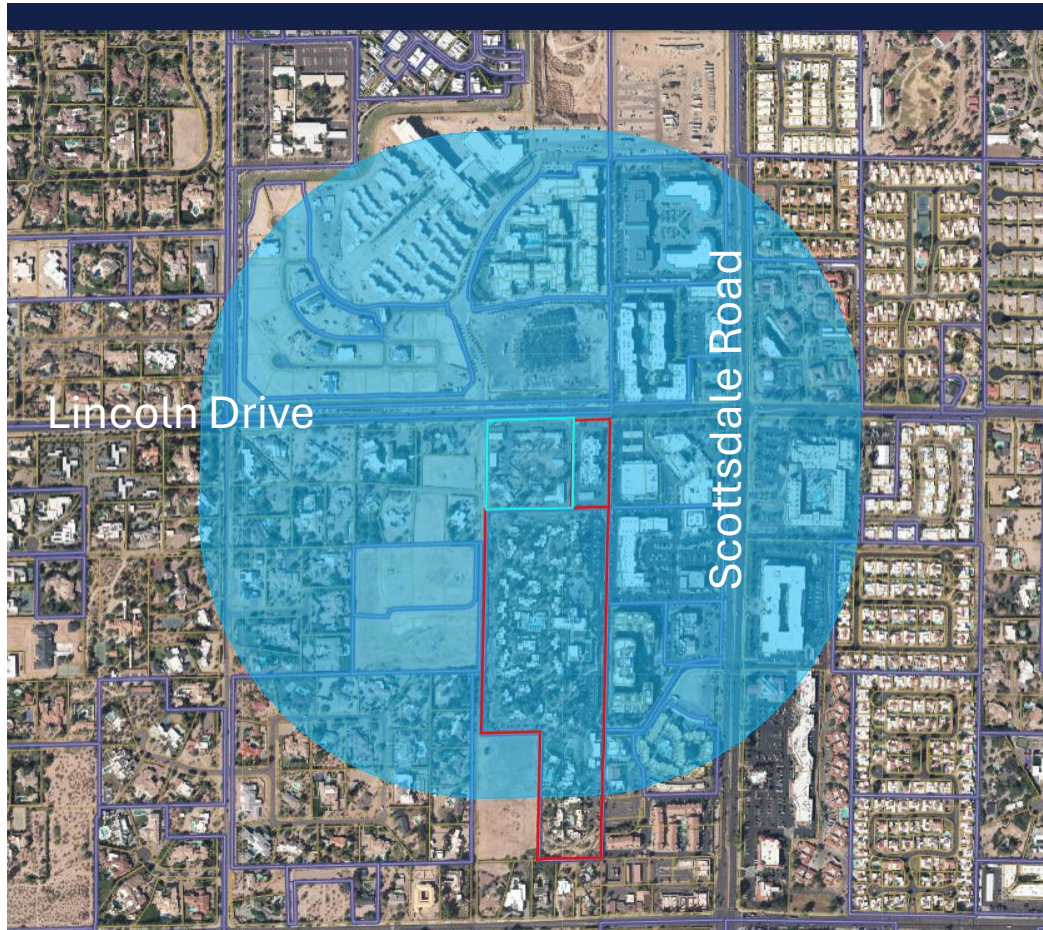
WEISSBLUTH JOY  
6264 N 73RD ST  
SCOTTSDALE, AZ 85250

WITT FAMILY TRUST  
6166 N SCOTTSDALE RD UNIT C3005  
PARADISE VALLEY, AZ 85253

YAMASHIRO DANIEL/KRISTINE  
6812 E VALLEY VISTA LN  
PARADISE VALLEY, AZ 85253



## 1,500-Foot Radius







## Dust Control Plan

(for disturbed areas up to 4,356 square feet\*)

Date: \_\_\_\_\_ Address: \_\_\_\_\_

**Choose at least one measure per (lettered) category. (Must be done for the life of the project.)**

### **EARTHMOVING**

*(It is always an option to cease operations to prevent dust.)*

**A) Grading / Demolition / Landscaping / Weed Control:**

- ☐ Conduct watering as necessary to minimize visible emissions *(increase frequency in high winds)*.
- ☐ Thoroughly wet the site to the depth of any cuts.

**B) Trenching / Screening / Backfilling:**

- ☐ Mist dust cloud resulting from trenching *(increase frequency in high winds)*.
- ☐ Mist material after it drops from screen *(increase frequency in high winds)*.
- ☐ Use water truck or large hose dedicated to trenching & backfilling operations.

### **SITE STABILIZATION / DISTURBED SURFACE AREA**

**A) Temporary Stabilization:** *(Including weekends & holidays)*

- ☐ Water all areas at least twice a day until a crusted surface is formed.
- ☐ Apply chemical stabilizers.
- ☐ Additionally use wind fences / barriers / berms *(not allowed as a primary measure)*.

*When active operations will not occur for more than 15 days:*

- ☐ Apply dust suppressants to all disturbed areas to maintain stabilization.
- ☐ Water all areas at least twice a day until a crusted surface is formed.
- ☐ Additionally install temporary coverings / enclosures *(not allowed as a primary measure)*.

**B) Final Stabilization:** *Within 8 months after active operations have ceased:*

- ☐ Pave the affected area.    ☐ Stabilize with gravel and/or recycled asphalt.    ☐ Stabilize with vegetation.

**C) Open Storage Piles:**

- ☐ Apply chemical stabilizers.
- ☐ Apply water to the surface of areas of all open storage piles on a daily basis.
- ☐ Additionally install temporary coverings / enclosures *(not allowed as a primary measure)*.

### **MATERIALS HANDLING / HAULING**

**A) Materials Handling:**

- ☐ Thoroughly wet material prior to handling or loading.
- ☐ Water and/or mist material while loading to minimize visible emissions.

**B) Hauling:** ☐ All haul trucks must be effectively covered with a tarp or other suitable enclosure.

### **ROADWAYS / ACCESS POINTS**

**A) Unpaved haul / access roads / equipment paths:** *Restrict vehicle speed to 15 mph.*

- ☐ Stabilize with gravel and/or recycled asphalt.
- ☐ Apply chemical dust suppressants to maintain surface stabilization.
- ☐ Water all surfaces as needed to minimize visible emissions.

**B) Access Points:** *Vacuum or wet broom daily all dirt or mud on paved road.*

- ☐ Install a stabilized construction entrance / coarse gravel pad *(Required if any hauling on or off site)*.
- ☐ Install a wheel washer.
- ☐ Limit, restrict and/or reroute motor vehicle access.

### **WATER SUPPLY**

**A) Availability:**    ☐ Water storage tank    ☐ Metered hydrant    ☐ Hose bibb    ☐ Other: \_\_\_\_\_

**B) Application:**    ☐ By water truck(s) # \_\_\_\_\_ gal/truck \_\_\_\_\_    ☐ By hoses    ☐ By sprinklers

I hereby certify that I am familiar with the operations presented above and agree to conduct all operations in compliance with the above, with Maricopa County Rule 310 and with all applicable environmental regulations.

\_\_\_\_\_  
**OWNER OR AUTHORIZED AGENT SIGNATURE**

\_\_\_\_\_  
**Printed Name & Title**

\*For disturbed areas greater than 4,356 sf (1/10<sup>th</sup> of an acre) a Maricopa County Earthmoving Permit is required.



### History/Background

Use of the property as a resort began prior to its annexation into the Town in 1961. A Major SUP amendment was approved in January 2024 (SUP-23-01) to demolish the pre-existing resort that was no longer in operation with a new boutique resort. The 2024 SUP approval allows for an 82-guest unit resort which consists of the main arrival building that varies in height from 12 feet to 36 feet tall (up to 3-story tall), along with five single-story casitas (part of the 82-unit key count) with private patios and a detached one-story spa building. The arrival building, casita building, and spa building forms a courtyard which contains the resort pool, pool cabanas, and pool bar. Redevelopment includes both surface and underground parking, signage, perimeter walls, landscaping, lighting, and utility improvements.

### Scope of the Request

Below is a summary of the proposed improvements. For additional information, reference the applicant's narrative.

- *Number of Guestrooms.*

SUP-25-03 (Stipulation 37, Ordinance 2023-05) requires that the number of guestrooms (defined as resort keys) be limited to a maximum of 82 and the minimum resort key size be 475 square feet. The proposal to increase the number of guestrooms from 82 to 95 requires a Minor Special Use Permit Amendment to modify a stipulation (Section 1102.7, Zoning Ordinance).

The 13 additional resort keys are within the originally approved floor area of the resort building and possible through space reallocation. This reallocation for additional keys includes the conversion of five suites into standard guestrooms (reducing the total number of suites from 18 to 13) and gaining interior space for these additional keys by using back-of-house space. The hotel operator finds that this reallocation is better aligned with the boutique resort market for this region as described in the applicant's narrative. The resort is at the beginning stages of construction (with the demolition completed in January 2025) and excavation for the underground garage level expected to start in summer 2025.

The reallocation of space (including the changes in resort key size) falls within the existing SUP provisions provided no resort key type is less than 475 square feet. The smallest proposed key size is 478 square feet (sf). Overall, the key sizes are the same or slightly larger compared to SUP-23-01 as shown in the table below.



Key Type	Amount (SUP-23-01)	Amount (SUP-25-03)	Size (SUP-23-01)	Size (SUP-25-03)
Standard Room	59	75	475 sf	478-480 sf
Suite	18	13	735 sf 982 sf 1,472 sf	+/- 750 sf +/- 980 sf 1,512 sf
Casita	5	7	750 sf 1,301 sf	780 sf 1,305 sf
<b>TOTALS</b>	82	95		

The increase in resort keys increases the density (which was not specifically stipulated) from 15.3 units per acre (gross) to 17.6 units per acre (gross) as detailed in the table below. However, this density should not be apparent as the approved building mass remains substantially compliant with SUP-23-01, the gross area above grade will decrease from 106,030 square feet to 105,826 square feet and the lot coverage (dripline) will decrease from 73,940 square feet to 72,184 square feet.

	SUP Guidelines	Approval (SUP-23-01)	Proposed (SUP-25-03)
<b>Lot Size</b>	Minimum 20 acres	233,630 sf gross 206,468 sf net 5.4 gross acres/ 4.7 net acres	233,630 sf gross 206,468 sf net 5.4 gross acres/ 4.7 net acres
<b>Guest Units Density</b>	58 keys (gross) 52 keys (net) 1 unit per 4,000 sf 10.7 units per gross acre 11.0 units per net acre	82 keys (gross) 1 unit per 2,849 sf (gross) 15.2 units per gross acre 1 unit per 2,518 sf (net) 17.4 units per net acre	95 keys (gross) 1 unit per 2,475 sf (gross) 17.6 units per gross acre 1 unit per 2,156 sf (net) 20.2 units per net acre
<b>Lot Coverage</b>	Maximum 25%	31.6% gross 35.8% net 73,940 square feet (dripline)	30.9% gross 35.0% net 72,184 square feet (dripline)
<b>Floor Area</b>	None	59.2% gross 67.0% net 106,030 square feet	58.7% gross 66.4% net 105,826 square feet

▪ *Parking.*

SUP-23-01 (Stipulation 50, Ordinance 2023-05) requires that the resort property have no less than 159 striped parking spaces (minimum 180 square feet) that can accommodate no less than 181 valet-assist parking spaces. The proposal exceeds this minimum requirement at 187 striped parking spaces and a total of 209 parking spaces when in valet mode. The modifications to the site to accommodate these 28 additional striped parking spaces included reducing the cactus garden area at the resort entry (which gained 8 parking spaces), increasing the west setback of the meeting room building near the event lawn and spa (which gained 17 parking spaces), reconfiguring the underground



garage (which lost 3 parking spaces), and reconfiguring the parking along the east property line with the medical plaza (which gained 6 parking spaces).

The revised parking analysis requires a minimum of 146 parking spaces in peak season and 89 parking spaces in off-peak season. The proposed 187 striped parking spaces and 209 parking spaces when in valet mode provide more than the minimum number of parking spaces. The parking analysis with SUP-23-01 required a minimum of 142 parking spaces in peak season and 120 parking spaces in off-peak season (with a total of 181 parking spaces when in valet mode).

The modeling assumptions between the SUP-23-01 parking analysis and the SUP-25-01 revised parking analysis are the same. The different minimum peak season and off-peak season parking space numbers are a function of the proposed 13 additional resort keys that add more parking demand and the reduction in square footage of resort uses (predominantly the food & beverage square footage) that reduces parking demand.

<b>Parking</b>	<b>SUP-23-01</b>	<b>SUP-25-01</b>
<b>Minimum Required Peak Season</b>	142	146
<b>Minimum Required Off-Peak Season</b>	120	89
<b>Striped On-Site Total</b>	159	187
<b>Valet-Assist On-Site Total</b>	181	209
<b>Peak Additional Parking Above Minimum</b>	17	41
<b>Peak Additional Parking Above Minimum (inc valet)</b>	39	63
<b>Off-Peak Additional Parking Above Minimum</b>	39	98
<b>Off-Peak Additional Parking Above Minimum (inc valet)</b>	61	120

- *Traffic.*

The amended trip generation statement takes into consideration the increase in key counts along with the associated changes in square footage of uses. The proposed development is anticipated to generate approximately 962 external weekday daily trips (46 morning peak hour trips and 75 evening peak hour trips). The SUP-23-01 traffic analysis anticipated 918 external weekday daily trips (41 morning peak hour trips and 73 evening peak hour trips). This is an increase of 44 daily trips or 4.8-percent increase (5 morning peak hour trips and 2 evening peak hour trips). There is no change in circulation and driveway access (including the widening and striping of the shared driveway with the adjoining medical plaza). The additional modeled traffic maintains the level of service levels in the traffic analysis approved with SUP-23-01.

- *Square Footage Modifications*

A main shift from the SUP-23-01 approval is the spa and fitness area. The 2024 SUP approval has the spa as a separate detached one-story building located at the southwest corner of the property and the fitness center for guest use located



within the 3-story main building on the lower level. To maximize efficiency and complement the spa, the resort operator proposes the spa location remain the same and adjoin the fitness center to it. The spa/fitness square footage decreases approximately 700 square feet with a proposed total area of approximately 4,300 square feet. The added parking results in less open space and more impervious surface while substantially maintaining the perimeter landscape buffers.

The reallocation of the spa and fitness center fall within the existing SUP provisions as substantial compliance. It is described as part of this Minor SUP since these changes affect the parking and the trip generation. The changes in square footage are summarized in the table below. Beside the guest rooms, the other area of increase is the meeting space by approximately 300 square feet. This is a result of expanding the pre-function area on the north side of the ballroom to improve circulation flow before and after events for improved queuing space outside the main ballroom doors, improved transition between the high-traffic corridor and the formal meeting spaces, among other efficiencies.

<b>Uses in Square Footage (SF)</b>	<b>SUP-23-01</b>	<b>SUP-25-01</b>
<b>Total Open Space (Net)</b>	92,222 SF	81,571 SF
<b>Total Impervious Surfaces (Net)</b>	123,881 SF	159,937 SF
<b>Gross Floor Area (Includes Basement Level)</b>	138,249 SF	137,091 SF
<b>Gross Floor Area (Above Grade)</b>	106,030 SF	105,826 SF
<b>Back-of-house (excludes Basement Level)</b>	37,407 SF	35,469 SF
<b>Guestrooms (Keys)</b>	48,022 SF	53,275 SF
<b>Lobby</b>	4,386 SF	2,787 SF
<b>Food &amp; Beverage (Public Areas)</b>	6,137 SF	4,606 SF
<b>Spa/Fitness</b>	4,996 SF	4,303 SF
<b>Meeting Areas</b>	5,082 SF	5,386 SF

#### ▪ *Setbacks*

The building setbacks shifted slightly with SUP-25-03 and are in general compliance with SUP-23-01. The resort setback in the Town's Special Use Permit Guideline is 100 feet from all property lines for the arrival building/casitas and 40 feet for accessory structures (e.g., spa building). The 100-foot setback is not met in most instances with SUP-23-01 as it took into consideration that the resort site existed prior to the Town's incorporation, the resort has a site that is one-quarter of the 20-acre minimum guideline, and the site location adjoins non-residential near the City of Scottsdale. The resort buildings setback with SUP-25-03 is closer to the Lincoln Drive property line by approximately 7 inches for the 1<sup>st</sup> level and closer by approximately 1 to 2 feet for the two upper levels (which the upper levels are still setback further than the 100-foot guideline). The buildings are setback further from the Quail Run Road property line at up to approximately 14 feet for the 1<sup>st</sup> level for the arrival building, 4 to 8 inches for the two upper levels



## Background - Scope of Request

### Smoke Tree Resort Minor Special Use Permit Amendment (SUP-25-03)

(which are still setback further than the 100-foot guideline), and approximately 14 feet for the spa building. The resort buildings are setback further from the south property line (by up to approximately 3.5 feet for the 1<sup>st</sup> level and up to 8 inches for the upper levels). The resort buildings are setback a few inches closer to the east property line with the chiller screening at the northeast portion of the building on the ground level closer to the east property line by approximately 9 feet. These setbacks changes are a result of accommodating the additional parking row along the west side of the resort building and that the site is not an exact square. The setbacks are shown in the table below with detail on Sheets 7, 8, and 9 of the plans.

Property Side	Setbacks Arrival Building (SUP-23-01)	Setbacks Arrival Building (SUP-25-03)	Setbacks Casitas & Spa/Fitness (SUP-23-01)	Setbacks Casitas & Spa/Fitness (SUP-25-03)
<b>North</b> Front Lincoln Drive	85'10" (1 <sup>st</sup> floor) 187' 7" (upper floors)	85'3" (1 <sup>st</sup> floor) 186'1" (upper floors)	380'	380'
<b>West</b> Street Side Quail Run Road	60'2" (1 <sup>st</sup> floor) 167'10" (upper floors)	69'0" (1 <sup>st</sup> floor) 167'6" (upper floors)	59'8"	73'6"
<b>East</b> Adjoins Medical	52'7" (1 <sup>st</sup> floor–north) 55'3" (1 <sup>st</sup> floor–south) 55'11" (upper floors) 48'8" (balconies)	45'0" (1 <sup>st</sup> floor–north)* 55'3" (1 <sup>st</sup> floor–south) 55'0" (upper floors) 48'9" (balconies)	150'	145'
<b>South</b> Adjoins Andaz	54'3" (1 <sup>st</sup> floor) 64'0" (2 <sup>nd</sup> floor) 86'0" (3 <sup>rd</sup> floor)	57'8" (1 <sup>st</sup> floor) 64'4" (2 <sup>nd</sup> floor) 86'8" (3 <sup>rd</sup> floor)	40'0" (building) 33'7" (patio)	40'2" (building) 34'8" (patio)

\*Due to the chiller screening

#### ▪ *Heights / Elevations*

The 36-foot maximum height on the 3-story element of the arrival building remains unchanged from SUP-23-01. SUP-25-03 reduces the volume of encroachment into the Open Space Criteria from 60,905 square feet to 37,487 square feet. The single-story components of the arrival building, spa building, and casitas are generally more varied in height, somewhat taller on the portions facing Lincoln Drive, lower on the portions facing Quail Run Road (including the maximum height caps at 25 feet instead of 30 feet), and lower on the portions facing the south property line (except for the spa building at 15 feet/16 feet instead of 14 feet). The heights are all within the Town's Special Use Permit Guideline of 36 feet for the arrival building/casitas and 24 feet for the spa building. There are some minor changes to the building elevations as shown on Sheets 19 through 21 and Sheets 27 through 34 of the plan set.



Height	Height (SUP-23-01)	Height (SUP-25-03)	Open Space Criteria (SUP-23-01)	Open Space Criteria (SUP-25-03)
<b>Arrival Building</b>	12', 14' 16', 22', 26', 30', 36'	12', 13', 14', 15', 19', 20', 21', 23', 25', 36'	Meets, except part of 3 <sup>rd</sup> story along east	Meets, except part of 3 <sup>rd</sup> story along east
<b>Casitas</b>	16'	13'	Meets	Meets
<b>Spa</b>	14'	12', 15', 16'	Meets	Meets

- *Exterior Landscaping*

The landscaping remains substantially-complaint with SUP-23-01. The changes reflect the modifications due to the addition of parking spaces. This includes a reduced tract of the transformer in the landscape island directly south of the shared driveway off Lincoln Drive (with landscaping and decorative metal screening in compliance with the Town's Visually Significant Corridors Plan). Refer to the renderings and landscape plan in the applicant material.

- *Other*

There will be no substantive changes to the grading and drainage, lighting, signs, utility, and noise approvals from SUP-23-01. As such, these documents are not part of SUP-25-03.

### General Plan

The General Plan encourages the renovation of SUP sites while protecting the Town's low-density residential character and quality of life. The Town shall require development or redevelopment within SUP properties to provide any necessary mitigation achieved through context and scale, and architectural design, setbacks, sound moderation, resort property programming, and landscape buffering (General Plan Land Use Policy LU.3.2). Other General Plan policies related to SUP properties encourage the use of enhanced aesthetics, buffers between uses of significantly differing function and intensity, the integration of pedestrian amenities, attractive streetscapes, use of shade trees, and the integration of art.

The request is compliant with the General Plan since the proposed improvements will have limited impact over the SUP-23-01 approval. The overall site plan layout and building design remains in substantial compliance to SUP-23-01.



When recorded, return to:

Paradise Valley  
Town Attorney  
6401 E. Lincoln Dr.  
Paradise Valley, AZ 85253

**WAIVER OF CLAIMS FOR DIMINUTION OF VALUE  
UNDER ARIZ. REV. STAT. §§ 12-1134 – 1136  
BETWEEN  
THE TOWN OF PARADISE VALLEY  
AND  
ST HOLDCO, LLC**

THIS WAIVER OF CLAIMS FOR DIMINUTION OF VALUE under ARIZ. REV. STAT. §§ 12-1134 through 1136 (this “Waiver”) is made as ST HOLDCO, LLC, a Delaware limited liability company (the “Owner”), and the Town of Paradise Valley, an Arizona municipal corporation (the “Town”), regarding the parcels of real property located at 7101 E Lincoln Drive, Paradise Valley, Arizona, Maricopa County Assessor Parcel Number 174-64-003A (being the Smoke Tree Resort), as more particularly described on Exhibit A attached hereto and incorporated as if fully set forth herein (collectively, the “Property”). The Owner intends to encumber the Property with the following agreements and waivers.

1. Waiver of Claims Related to the Change in Land Use Entitlements.

(a) The Owner agrees and understands that the Town is entering into this Waiver in conjunction with that certain approval of the Owner’s application for a Minor Special Use Permit amendment, SUP-25-03, for improvements at the Property, which is attached hereto as Exhibit B and incorporated as if fully set forth herein (the “**Application**”), in good faith and with the understanding that, if the Town approves the Application, it will not be subject to a claim for diminished value of the Property from the Owner or other parties having an interest in the Property.

(b) The Owner (i) agrees and consents to all the conditions imposed as part of the Application approval, which conditions, stipulations and other approval documents are incorporated by reference as if fully set forth herein, including all stipulations adopted by the Planning Commission of the Town of Paradise Valley (the “**Planning Commission**”), and (ii) by signing this Waiver, hereby waives any and all claims, suits, damages, compensation, and causes of action the Owner may have now or in the future under the provisions of ARIZ. REV. STAT. §§ 12-1134 through and including 1136 (but specifically excluding any provisions included therein relating to eminent domain) and resulting solely from actions relating to the Application.

(c) The Owner acknowledges and agrees that any conditions or stipulations imposed by the Planning Commission as part of the Application will not result in a reduction of the Property’s “fair market value,” as that term is defined in ARIZ. REV. STAT. § 12-1136. The Owner acknowledges that additional stipulations may be imposed by the Planning Commission, in its sole discretion, prior to approval of the Application, and by the Town Council of the Town



(the “**Town Council**”) up to the end of the appeal period outlined in Section 1102.8(B) of the Town’s Zoning Ordinance.

(d) The Owner agrees and understands that its waiver of claims, as set forth in this Waiver, shall be deemed to extend to cover any changes to the Application and all stipulations to the Application approved by the Planning Commission unless, not later than three business days following such Planning Commission approval, the Owner notifies the Town, in writing, of its disagreement with such stipulations. If the Owner timely notifies the Town of such disagreement, the Owner shall not be deemed to have waived claims with respect to only the stipulations imposed or revised by the Planning Commission prior to approval of the Application; provided, however, that if the Owner does not submit a separate waiver of such claims, in a form acceptable to the Town, prior to close of business on the fifth business day following approval of the Application, then the Town may, after proper notice and hearing, rescind the approval, and if rescinded by the Planning Commission acting in its sole discretion, this Waiver shall act as a bar to a claim for diminished value based upon the rescinded Application.

(e) The foregoing waiver of claims shall be of no further force and effect with respect to the Application in the event the Planning Commission disapproves the Application, except that it shall serve as a bar to a claim for diminished value based upon denial of the Application: provided, however, that in the event an approval or a denial of the Application is appealed to the Town Council pursuant to Section 1102.8(B)(2) of the Town’s Zoning Ordinance, (i) the foregoing waiver of claims shall remain in full force and effect during the pendency of such appeal, (ii) the process for Owner to notify the Town of its disagreement with any conditions imposed by the Town Council as part of such appeal shall extend for the periods of time set forth in subsection 1(d) above following the final determination of the Town Council, and (iii) any such conditions imposed by the Town Council shall become binding on the Owner following expiration of the time periods set forth in subsection 1(d) above. The foregoing waiver of claims shall be of no further force and effect with respect to the Application in the event the Town Council denies the Application on appeal, except that it shall serve as a bar to a claim for diminished value based upon denial of the Application.

2. Entire Agreement; Modification. This Waiver constitutes the entire understanding and agreement of the Owner and the Town and shall supersede all prior agreements or understandings between the Owner and the Town regarding waiver of claims pursuant to ARIZ. REV. STAT. §§ 12-1134 through 1136 relating to the Application. This Waiver may not be modified or amended except by written agreement by the Owner and the Town.

3. Applicable Law; Venue. This Waiver is entered into in Arizona and will be construed and interpreted under the laws of the State of Arizona. Any suit pertaining to this Waiver may be brought only in courts in Maricopa County, Arizona.

4. Conflict of Interest. This Waiver is subject to the cancellation provisions of ARIZ. REV. STAT. § 38-511.

5. Recording; Waiver Runs With Land. The Town Clerk shall file the Waiver in the Official Records of the County Recorder’s Office, Maricopa County, Arizona, but a failure to timely do so shall not invalidate this Waiver. This Waiver runs with the land and is binding upon



all present and future owners of the above-referenced Property.

6. Owner Authority. The Owner warrants and represents that it collectively owns all right, title, and interest to the Property, and that no other person has an ownership interest in the Property. The person who signs on behalf of the Owner personally warrants and guarantees to the Town they have the legal power to bind the Owner to this Waiver.

[SIGNATURES ON FOLLOWING PAGES]



IN WITNESS WHEREOF, the parties hereto have executed this instrument as of the date and year first set forth above.

"Owner"

ST HOLDCO, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_

Name: William K. Doherty

Title: DIRECTOR.

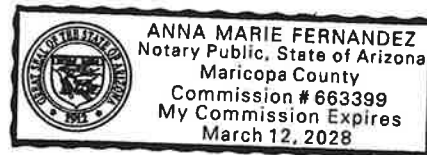
ACKNOWLEDGMENT

STATE OF ARIZONA     )  
  ) ss  
COUNTY OF MARICOPA    )

On June 9, 2025, before me personally appeared William K. Doherty, whose identity was proven to me on the basis of satisfactory evidence to be the person who he or she claims to be, representing ST HOLDCO, LLC, a Delaware limited liability company, as its Director, and acknowledged that he or she signed this document on behalf thereof.

Anna Marie Fernandez  
Notary Public

My Commission Expires: March 12, 2028



[SIGNATURES CONTINUE ON FOLLOWING PAGE]



**“Town”**

TOWN OF PARADISE VALLEY, an Arizona  
municipal corporation

By: \_\_\_\_\_  
Mark Stanton, Mayor

ATTEST:

\_\_\_\_\_  
Duncan Miller, Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Andrew McGuire, Town Attorney



EXHIBIT A  
TO  
WAIVER OF CLAIMS FOR DIMINUTION OF VALUE  
UNDER ARIZ. REV. STAT. §§ 12-1134 – 1136  
BETWEEN  
THE TOWN OF PARADISE VALLEY  
AND  
ST HOLDCO, LLC  
[Legal Description of the Property]

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

PARCEL NO. (Maricopa County Assessor Number 174-64-003C):

The North half of the Northwest quarter of the Northeast quarter of the Southeast quarter of Section 10, Township 2 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

EXCEPT the East 200 feet, thereof.

AND

The North half of the South half of the Northwest quarter of the Northeast quarter of the Southeast quarter of Section 10, Township 2 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

EXCEPT the East 200 feet, thereof.

AND

EXCEPT That part of that certain parcel of land recorded in Document No. 2022-0538554, Maricopa County Records, located in the Southeast Quarter of Section 10, Township 2 North, Range 4 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

Commencing at the Brass Cap in handhole marking the East Quarter Corner of said Section 10 from which the Brass Cap In handhole marking the Center of said Section 10 bears South 88°36'34" West, a distance of 2684.10 feet;

Thence North 88°36'34" East, along the North line of said Southeast Quarter, a distance of 1342.05 feet to the Northwest Corner of said certain parcel;

Thence North 00°56'00" East, departing said North line and along the West line of said parcel, a distance of 33.03 feet to a point on a line parallel with and 33.00 feet South of said North line, being the Point of Beginning;



Thence North  $88^{\circ}36'34''$  East, along said parallel line, a distance of 25.02 feet to a point on a line parallel with and 25.00 feet East of said West line;

Thence South  $00^{\circ}56'00''$  West, departing said Southerly line and along said last parallel line, a distance of 465.11 feet to a point on the South line of said certain parcel;

Thence South  $88^{\circ}35'18''$  West, along said South line, a distance of 25.02 feet to the Southwest Corner of said certain parcel;

Thence North  $00^{\circ}56'00''$  East, along said West line, a distance of 465.12 feet to the Point of Beginning.

Containing 11,628 Square Feet or 0.267 Acres, more or less.



EXHIBIT B  
TO  
WAIVER OF CLAIMS FOR DIMINUTION OF VALUE  
UNDER ARIZ. REV. STAT. §§ 12-1134 – 1136  
BETWEEN  
THE TOWN OF PARADISE VALLEY  
AND  
ST HOLDCO, LLC

[The Application]

SUP-25-03 (Minor Special Use Permit Amendment)

*Minor Special Use Permit amendment (SUP-25-03) for an increase of the number of guestrooms from 82 keys to 95 keys modifying Stipulation 37 of Ordinance 2023-05, including associated changes such as an increase in the number of parking spaces by 28 (from 159 spaces to 187 spaces), modification of the spa and fitness area (e.g., adjoining the fitness area to the spa), among other minor modifications.*

1. The improvements shall be in substantial compliance with the following:
  - a. The project narrative prepared by Withey Morris Baugh, revised on May 19, 2025.
  - b. The Smoke Tree Resort Special Use Permit Amendment Application booklet prepared for the developer Walton Global dated March 5, 2025. This booklet replaces the Application booklet with SUP-23-01. The revised booklet includes the following new sheets:
    - i. Cover Sheet and Sheet 2 through Sheet 5, providing information on the applicant team and site context. All sheets dated March 5, 2025.
    - ii. Sheet 6, Conceptual Illustrated Site Plan/First Floor Plan, Sheet 7, Conceptual Illustrated Second Floor Plan, Sheet 8, Conceptual Illustrated Third Floor Plan, Sheet 9, Conceptual Site Dimension Plan, Sheet 10, Conceptual Level B1 Floor Plan, Sheet 11, Conceptual Room Plans, Sheet 12, Preliminary Area Calculations & Project Data, and Sheet 13, Conceptual Room Matrix. All sheets dated March 5, 2025.
    - iii. Sheet 14 through Sheet 17, providing site setbacks. All sheets dated March 5, 2025.
    - iv. Sheet 18, Conceptual Building Height Diagram, dated March 5, 2025.
    - v. Sheet 19 through Sheet 21, Conceptual Building Elevations and Enlarged Elevations. All sheets dated March 5, 2025.
    - vi. Sheet 22, Conceptual Site Sections, dated March 5, 2025.
    - vii. Sheet 23, Conceptual Site Wall Diagram, Sheet 24, Conceptual Signage Diagram, and Sheet 25, Service Areas & Screening Details, and Sheet 26, Seating Layouts. All sheets dated March 5, 2025.
    - viii. Sheet 27 and Sheet 28, Conceptual Renderings Arrival, Sheet 29, Pool Area & Hotel Room Wing, Sheet 30, Internal Courtyard/Amenity Spaces, Sheet 31 through Sheet 34, Perimeter Views. All sheets dated March 5, 2025.
    - ix. Landscape Design, that includes an Overall Site Plan, Enlarged Conceptual



- Plan North, Enlarged Conceptual Plan South, Conceptual Streetscape Plan North, Conceptual Streetscape Plan South, Conceptual Streetscape Palette (3 sheets), and Hardscape Palette. All sheets dated March 5, 2025.
- c. Revised Parking Statement (including valet plan) prepared by CivTech dated April 2025, and date sealed by Registered Professional Engineer Dawn D. Cartier on April 17, 2025.
  - d. Trip Generation Comparison Statement prepared by CivTech dated April 2025 and date sealed by Registered Professional Engineer Dawn D. Cartier on April 18, 2025.
  - e. Other documents as approved with SUP-23-01 (no changes):
    - i. Lighting Basis of Design prepared by EXP dated December 12, 2023, that includes an exterior lighting photometric plan, cutsheets, and lighting schedule.
    - ii. Land Title Survey, prepared by Alliance Land Surveying, LLC, dated March 21, 2022.
    - iii. Preliminary Grading Plan, prepared by Coe & Van Loo Consultants, Inc., dated December 6, 2023.
    - iv. Preliminary Utilities Plan, prepared by Coe & Van Loo Consultants, Inc., dated December 6, 2023.
    - v. Preliminary Drainage Report (with Preliminary Grading Plan) prepared by CVL Consultants dated December 6, 2023, and date sealed by Registered Professional Engineer William V. Haas on December 6, 2023.
    - vi. Water Service Impact Study prepared by CVL Consultants dated December 7, 2023, and date sealed by Registered Professional Engineer Cassandra Alejandro on December 7, 2023.
    - vii. Wastewater Capacity Study prepared by CVL Consultants dated December 7, 2023, and date sealed by Registered Professional Engineer Cassandra Alejandro on December 7, 2023.
    - viii. Noise Study and Recommendations, dated December 14, 2023, prepared by MD Acoustics.
2. The Owner shall widen the shared driveway off Lincoln Drive with the adjoining medical plaza located at 7125 E Lincoln Drive on the resort property to allow for two outbound lanes and one inbound lane as generally shown on the Site Plan/ First Floor Plan of the SUP-25-03 approved plans subject to the approval the Town of Paradise Valley Community Development Department.
  3. During construction of the resort the shared driveway off Lincoln Drive with the adjoining medical plaza located at 7125 E Lincoln Drive shall be used for emergency access only (unless otherwise authorized by the Town's Community Development Director with notice to the medical plaza ownership).
  4. The Owner shall provide the Town with a signed Waiver of Claims for Diminution of Value under A.R.S. § 12-1134 (Proposition 207 Waiver), in the form provided by the Town Attorney, prior to Planning Commission approval of this application, with said form recorded prior to or on the effective date of this approval.



5. All existing Special Use Permit stipulations shall remain in full force and effect, unless changed or modified by SUP-25-03.



# **TOWN OF PARADISE VALLEY**

## **Smoke Tree Resort Minor Special Use Permit Amendment 7101 E Lincoln Drive Public Hearing**

Planning Commission  
June 17, 4475





# TODAY'S GOAL

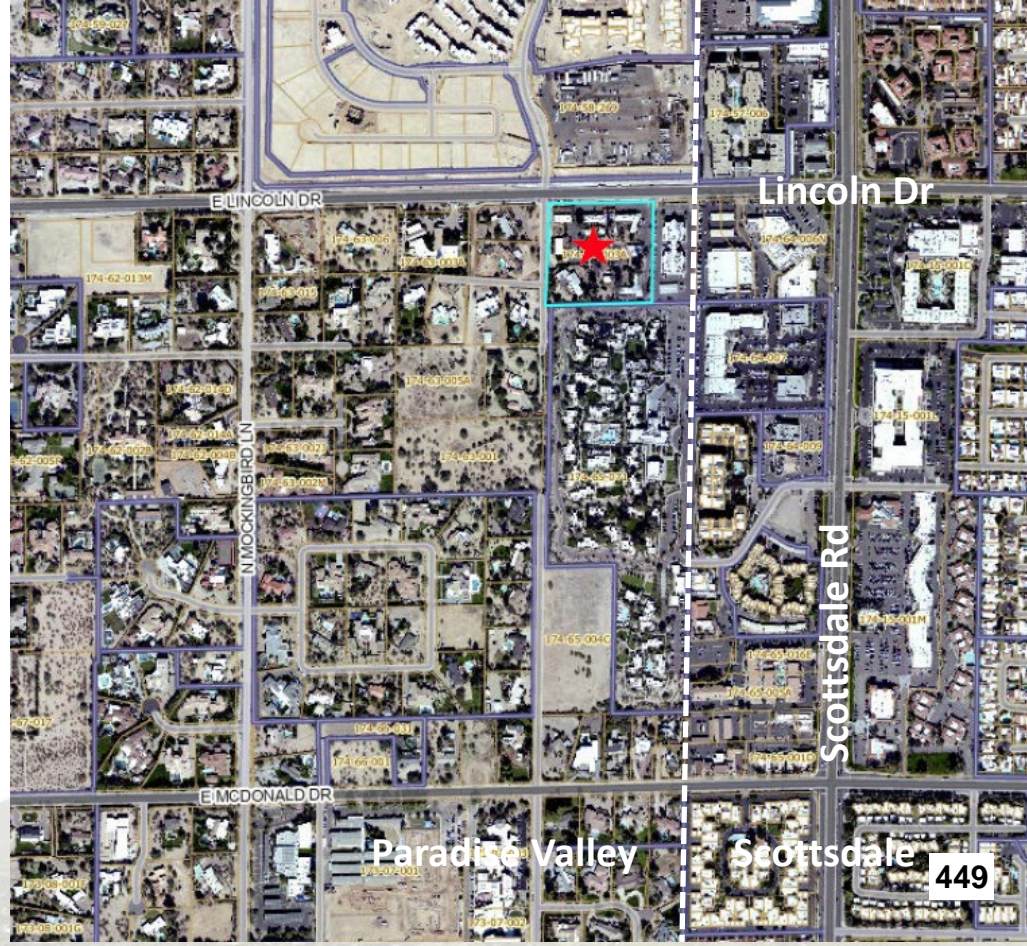
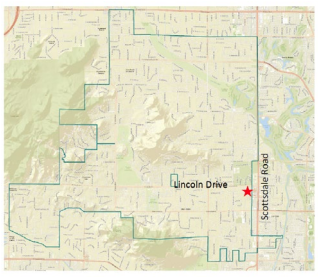
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- **Staff**
  - Review request
  - Review compliance
- **Applicant**
  - Presentation/Address questions
- **Commission**
  - Discuss request
  - Take action





# VICINITY MAP





# REQUEST

4

- Increase guestroom count from 82 keys to 95 keys (modifies Stip 37)
  - Modification of a stipulation requires a Minor Special Use Permit
- Other modifications
  - Increase the number of parking spaces
  - Modification of the spa and fitness area
  - Changes in certain public area and back-of-house square footages
- Applicant's reasons for the request
  - Aligns with boutique resort market for this region
  - Early in the construction process (best time to make changes)





# PLANNING COMMISSION DISCUSSION

5

## ■ Planning Commission Work Session (June 3, 2025)

Explain difference in setbacks

- Substantially compliant with SUP-23-01
- Shifted few inches/feet

Provide detail on how additional keys were accommodated

- 1<sup>st</sup> floor - 7 keys moving fitness ctr and optimizing casita layout
- 2<sup>nd</sup> floor – 3 keys remove open area to lobby
- 3<sup>rd</sup> floor – 3 keys convert some suites

Verify increase in meeting space

- Widened the pre-function area

Provide estimated construction timing

- Plans ready July 2025, Nov 2025 (full)
- Project start 1<sup>st</sup> quarter 2026
- Project completion 3<sup>rd</sup> quarter 2027

Understand pool differences

- Area is comparable to SUP-23-01
- Pool shape change
- Fixed seating capacity 95 persons





# PLANNING COMMISSION DISCUSSION

6

- Planning Commission Work Session (June 3, 2025)

Provide spa marketing info

- Spa marketed to resort guests
- Additional parking/traffic demand is factored into studies to address any non-guest use

Inquire on any off-site parking capacity for employee use

- Applicant exploring off-site options
- Decreased demand for resort staffing
- SUP approvals factor a buffer for added parking capacity on-site
- Peak parking demand 146 spaces – capacity at 187 (209 parking spaces with valet)
- SUP requires a parking management plan if demand is expected to exceed onsite capacity





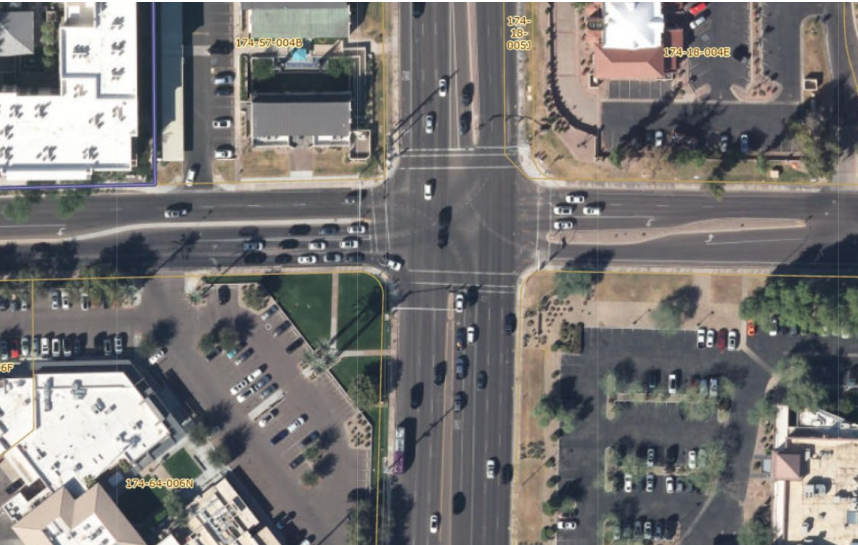
# PLANNING COMMISSION DISCUSSION

7

## ■ Planning Commission Work Session (June 3, 2025)

Explain functioning - interaction regarding dual left turn lanes at Lincoln Drive/Scottsdale Road

- Intersection in City of Scottsdale
- Right-of-way constraints exist
- As needed, Town Engineer will coordinate with the adjoining municipal engineering staff
- SUP-23-01 traffic analysis analyzed nearby intersections including this one
- The net change in trips is small and creates no additional impact to the intersection when compared to the SUP-23-01 Traffic Impact Analysis





# GUESTROOMS (KEYS)

8

- SUP-23-05
  - Maximum of 82 keys (request 95 keys)
  - Minimum key size of 475 square feet (compliant)
- Increase in key count result of space reallocation (not additional area)
  - Convert 5 suites into standard guestrooms (18 to 13)
  - Reduction of back-of-house space
- Key sizes are the same or slightly larger compared to the SUP-23-01 approval

Key Type	Amount (SUP-23-01)	Amount (SUP-25-03)	Size (SUP-23-01)	Size (SUP-25-03)
Standard Room	59	75	475 sf	478-480 sf
Suite	18	13	735 sf 982 sf 1,472 sf	+/- 750 sf +/- 980 sf 1,512 sf
Casita	5	7	750 sf 1,301 sf	780 sf 1,305 sf
TOTALS	82	95		





# GUESTROOMS (KEYS)

9

- Density increases  
(which is function of key total)
- 15.3 units per acre to 17.6 units per acre
- Impact
  - Increased density not apparent from external viewpoint
  - Total floor area above grade is decreasing (106,030 sf to 105,826 sf)
  - Lot coverage is decreasing (73,940 sf to 72,184 sf)
  - Perimeter of the site will be landscaped with trees & hopbush hedge (south ½)



455

6/17/2025





# PARKING

10

- SUP-23-05
  - Requires minimum of 159 striped parking spaces (Stipulation 50)
  - Requires minimum 181 parking spaces in valet mode (Stipulation 50)
- SUP-25-03
  - Site will have 187 striped parking spaces (more than the minimum)
  - There will be 209 parking spaces in valet mode (more than the minimum)
- Impact
  - Less required parking and more parking provided from SUP-23-01

Parking	SUP-23-01	SUP-25-01	Change
Minimum Required Peak Season	142	146	+ 2.8%
Minimum Required Off-Peak Season	120	89	- 74.2%
Striped On-Site Total	159	187	+ 17.6%
Valet-Assist On-Site Total	181	209	+ 15.5%
Peak Additional Parking Above Minimum	17	41	+ 241.0%
Peak Additional Parking Above Minimum (inc valet)	39	63	+ 161.5%
Off-Peak Additional Parking Above Minimum	39	98	+ 251.0 %
Off-Peak Additional Parking Above Minimum (inc valet)	61	120	+ 196.7%





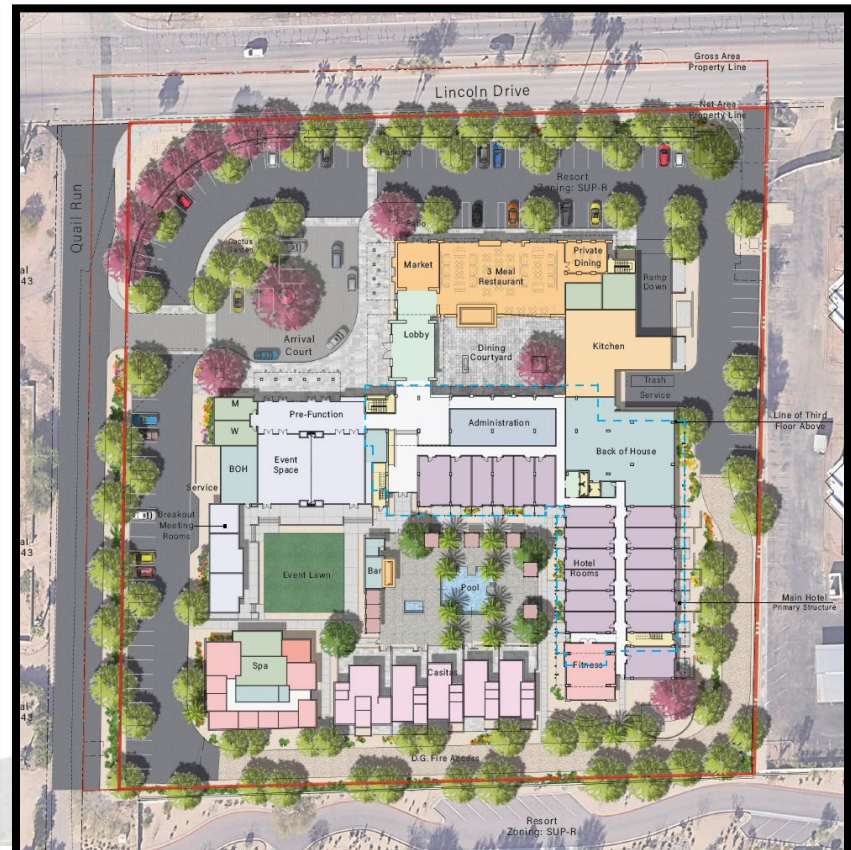
- Increase of 28 striped parking spaces

# PARKING

11



SUP-25-03



SUP-23-01

457

6/17/2025



- SUP-23-05
  - 918 external weekday daily trips  
(41 morning peak hour trips and 73 evening peak hour trips)
- SUP-25-03
  - 962 external weekday daily trips  
(46 morning peak hour trips and 75 evening peak hour trips)
- Impact
  - Results in an increase of 44 daily trips (4.8% increase)  
(5 morning peak hour trips and 2 evening peak hour trips)
  - No change in circulation and driveway access  
(including widening/striping the shared driveway with medical plaza)
  - Maintains level of service levels in SUP-23-01 traffic analysis





# SQUARE FOOTAGE MODIFICATIONS

13

- Spa/Fitness
  - Relocated the fitness area (ground floor of 3-story building) next to the spa
  - Approximate 700 square-foot reduction in spa/fitness area (@ 4,300 sf)
- Meeting Areas
  - Increase of ~300 square feet (@ 5,386 sf)
  - Result of expanding pre-function at ballroom to improve circulation/queuing
- Impact
  - Less open space and more impervious surface while substantially maintaining the perimeter landscape buffers
  - Less overall building area and changes in allocation of interior space

Uses in Square Footage (SF)	SUP-23-01	SUP-25-01	Change
Total Open Space (Net)	92,222 SF	81,571 SF	- 11.5%
Total Impervious Surfaces (Net)	123,881 SF	159,937 SF	+ 29.1%
Gross Floor Area (Includes Basement Level)	138,249 SF	137,091 SF	- 0.8%
Gross Floor Area (Above Grade)	106,030 SF	105,826 SF	- 0.2%
Back-of-house (excludes Basement Level)	37,407 SF	35,469 SF	- 5.2%
Guestrooms (Keys)	48,022 SF	53,275 SF	+ 11.0%
Lobby	4,386 SF	2,787 SF	- 36.5%
Food & Beverage (Public Areas)	6,137 SF	4,606 SF	- 25.0%
Spa/Fitness	4,996 SF	4,303 SF	- 13.9%
Meeting Areas	5,082 SF	5,386 SF	+ 6.0%

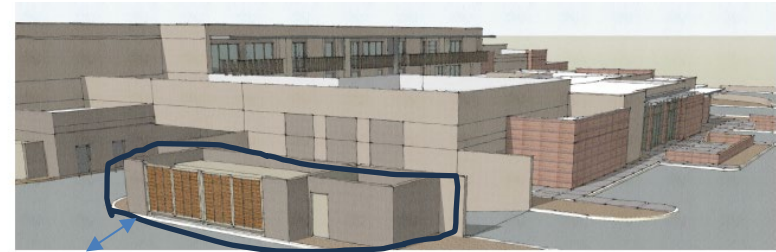
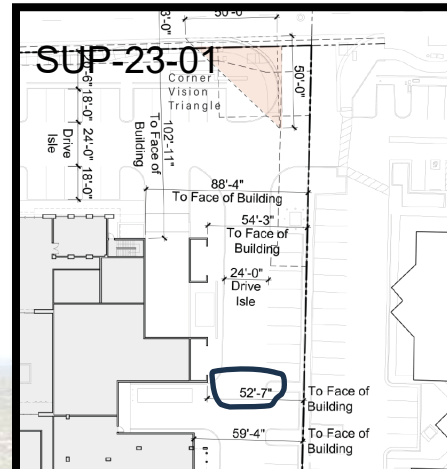
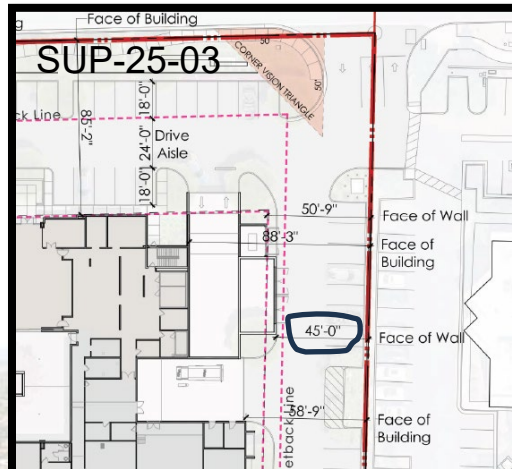




# PRINCIPAL STRUCTURE SETBACKS

14

- Principal structure – arrival building
  - SUP Guidelines suggest 100-foot setback
  - SUP-23-01 allowed reduced setbacks (in part due to site is  $\frac{1}{4}$  of the SUP Guideline of 20 acres and site adjoins non-residential uses)
  - Closer to Lincoln Drive (7 inches up to 2 feet)
  - Further from Quail Run Road (4 inches to 14 feet)
  - Further from south property line (8 inches to 3.5)
  - Closer to east property line (0 to 7 inches, 9 feet at northeast part of building)



Additional Detail & Color Variation at Service Area



# ACCESSORY STRUCTURE SETBACKS

15

- Accessory structures - spa/fitness, 7 casitas, restroom/bar at pool, pool cabanas
  - Setback further from Quail Run Road and south property line

Property Side	Setbacks Arrival Building (SUP-23-01)	Setbacks Arrival Building (SUP-25-03)	Setbacks Casitas & Spa/Fitness (SUP-23-01)	Setbacks Casitas & Spa/Fitness (SUP-25-03)
North Front Lincoln Drive	85'10" (1 <sup>st</sup> floor) 187' 7" (upper floors)	85'3" (1 <sup>st</sup> floor) 186'1" (upper floors)	380'	380'
West Street Side Quail Run Road	60'2" (1 <sup>st</sup> floor) 167'10" (upper floors)	69'0" (1 <sup>st</sup> floor) 167'6" (upper floors)	59'8"	73'6"
East Adjoins Medical	52'7" (1 <sup>st</sup> floor–north) 55'3" (1 <sup>st</sup> floor–south) 55'11" (upper floors) 48'8" (balconies)	45'0" (1 <sup>st</sup> floor–north)* 55'3" (1 <sup>st</sup> floor–south) 55'0" (upper floors) 48'9" (balconies)	150'	145'
South Adjoins Andaz	54'3" (1 <sup>st</sup> floor) 64'0" (2 <sup>nd</sup> floor) 86'0" (3 <sup>rd</sup> floor)	57'8" (1 <sup>st</sup> floor) 64'4" (2 <sup>nd</sup> floor) 86'8" (3 <sup>rd</sup> floor)	40'0" (building) 33'7" (patio)	40'2" (building) 34'8" (patio)

\*Due to the chiller screening





# GROUND FLOOR COMPARISON

16



SUP-25-03



SUP-23-01

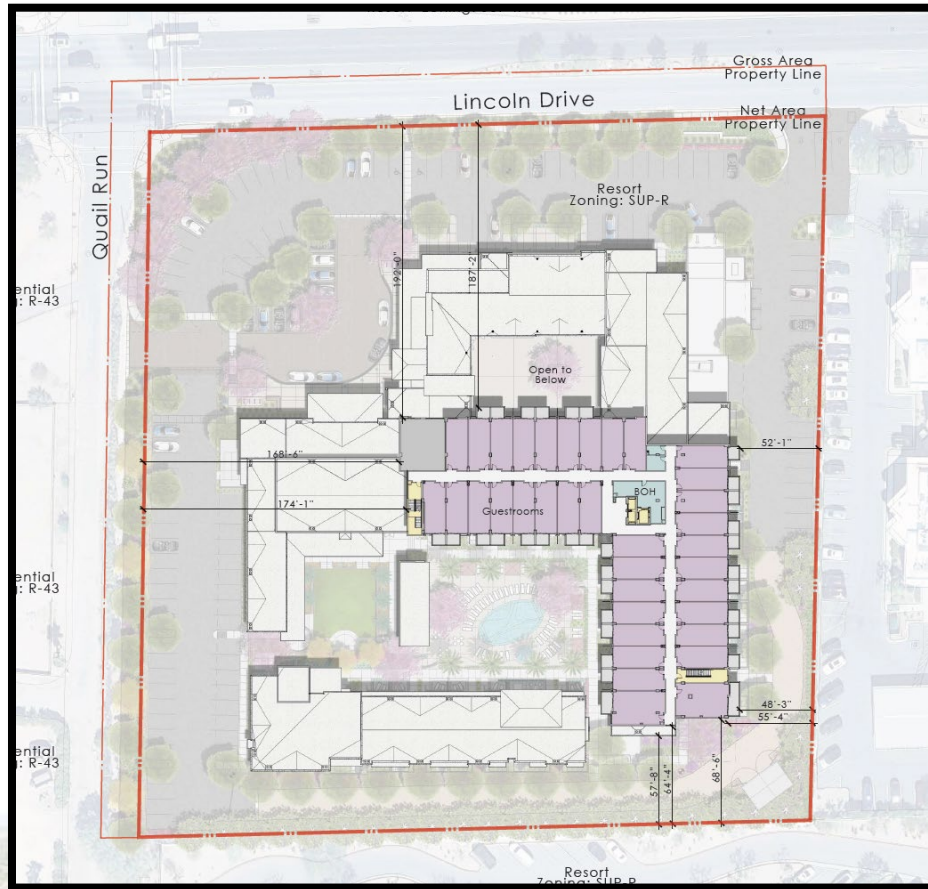
462

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# 2<sup>ND</sup> FLOOR COMPARISON

17



SUP-25-03



SUP-23-01

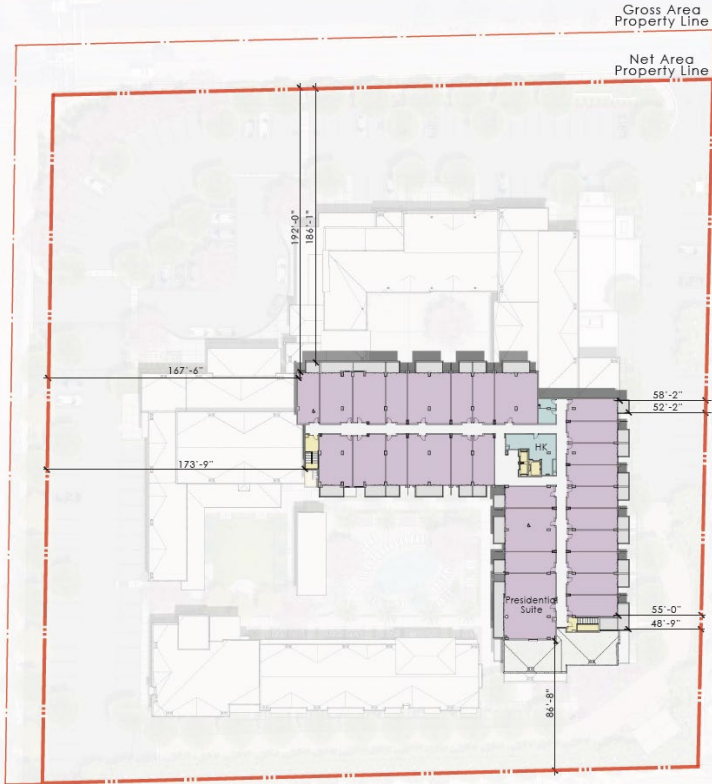
463

6/17/2025

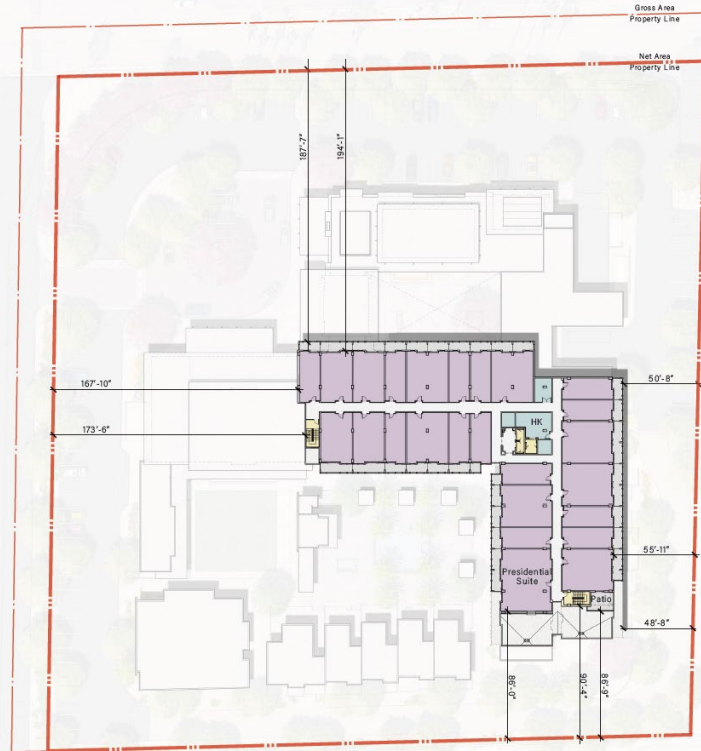


# 3<sup>RD</sup> FLOOR COMPARISON

18



SUP-25-03



SUP-23-01

464

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# HEIGHTS

19

- Principal structure – arrival building
  - SUP Guideline has 36-foot maximum height
  - 3-story portion (no change from SUP-25-03 @ 36-foot tall – mechanical screen)
  - More varied heights than SUP-23-01 (some areas lower and some taller)
  - Open Space Criteria (still on east portion, less volume)
- Accessory structures – spa/fitness, 7 casitas, restroom/bar at pool, pool cabanas
  - SUP Guideline has 24-foot maximum height
  - Lower, except spa building (up to 2-foot taller)

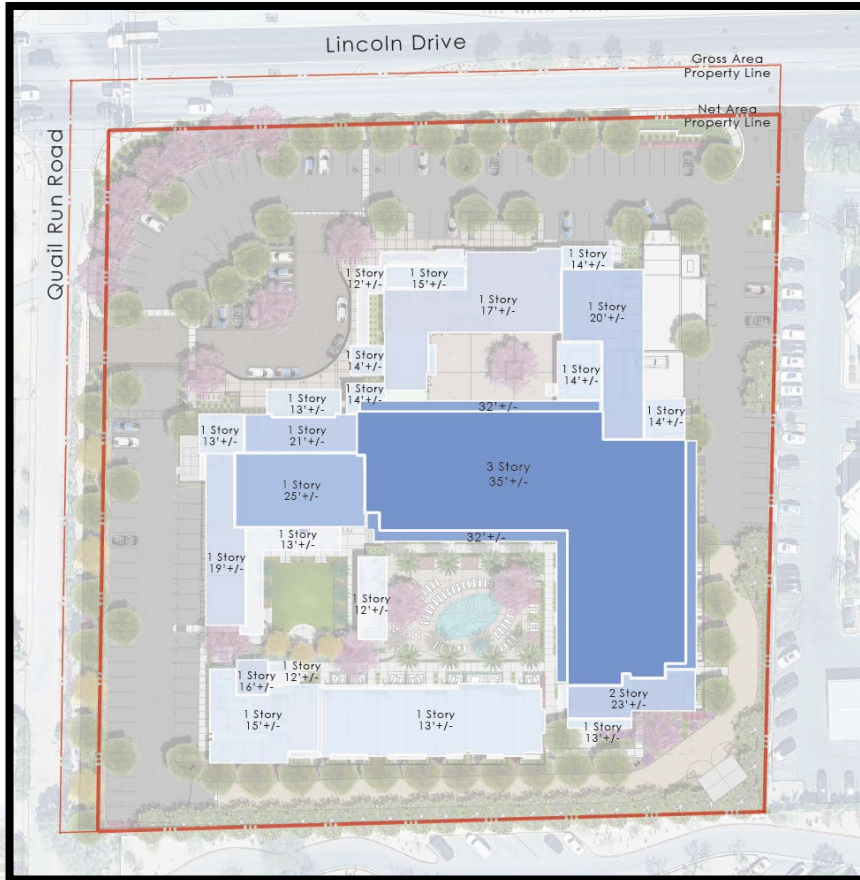
Height	Height (SUP-23-01)	Height (SUP-25-03)	Open Space Criteria (SUP-23-01)	Open Space Criteria (SUP-25-03)
Arrival Building	12', 14' 16', 22', 26', 30', 36'	12', 13', 14', 15', 19', 20', 21', 23', 25', 36'	Meets, except part of 3 <sup>rd</sup> story along east	Meets, except part of 3 <sup>rd</sup> story along east
Casitas	16'	13'	Meets	Meets
Spa	14'	12', 15', 16'	Meets	Meets





# HEIGHT COMPARISON

20



SUP-25-03



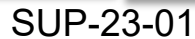
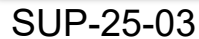
SUP-23-01

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## 21





# LANDSCAPING & OTHER

22

- Landscaping remains substantially-complaint with SUP-23-01.
- Changes reflect the modifications due to the addition of parking spaces.
- No substantive changes to the grading and drainage, lighting, signs, utility, and noise approvals from SUP-23-01.



Quail Run Looking Southeast Quail Run Looking Northeast





# LANDSCAPING

23



SUP-25-03



SUP-23-01

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# SUP AMENDMENT CRITERIA

- The request is classified as a Minor SUP due to change of a stipulation.
- The amendment ***does not***:
  - **Change or add any uses**
    - *Functions and activities with SUP-23-01 remain the same*
    - *Primary use is for resort keys with ancillary uses (i.e., dining)*
    - *Uses align with the uses in Zoning Ordinance*
  - **Increase the floor area more than 5,000 square feet/15% existing**
    - *Reduction of floor area*
    - *Gross area from 106,030 square feet to 105,826 square feet*





# SUP AMENDMENT CRITERIA

- **Have material effect that cannot be sufficiently mitigated**
  - *Resort mass remains relatively the same*
  - *Perimeter walls/landscaping substantially compliant to SUP-23-01*
  - *Noise stipulations from SUP-23-01 not changing*
  - *No change in max height/less encroachment Open Space Criteria*
  - *4.6% increase in traffic balanced by adding more parking to the site above the minimums required*
- **Change the architectural style**
  - Architecture, exterior materials, and colors associated with the proposed modifications are compliant with SUP-23-01





# PUBLIC COMMENT SUMMARY

26

- *Owner of medical plaza comment since work session*
  - *Construct west/south walls 1<sup>st</sup> phase*
  - *Restrict construction traffic use of shared entrance*
  - *Stipulate shared drive entrance widened by 18 feet*
- *Public meeting noticing met for public meeting*
  - *Newspaper*
  - *Property notice*
  - *1,500-foot mailing*
- *Owner of medical plaza*
  - *Construction dust*
  - *Shared driveway use*
  - *Shared driveway design & timing*
  - *Perimeter wall timing*
- *Refer to attachments E & I*





# RECOMMENDATIONS

27

## **RECOMMENDATION A:**

Recommended that the Planning Commission deem amendment to the Smoke Tree Resort Special Use Permit as a Minor Amendment per the criteria listed in Section 1102.7.B of Zoning Ordinance.

## **RECOMMENDATION B:**

Recommended that Planning Commission approve a Minor SUP Amendment to the Smoke Tree Resort Special Use Permit to increase the guestroom count from 82 keys to 95 keys (along with the other modifications in SUP-25-03), subject to the 5 stipulations noted in the packet.





# STIPULATIONS (SUMMARY)

28

1. The improvements shall be in substantial compliance with the submitted plans/documents.
2. Owner widen the shared driveway on the resort property to allow for two outbound lanes and one inbound lane subject to the approval the Town Community Development Department.
3. During construction the shared driveway shall be used for emergency access only (unless otherwise authorized by the Town's Community Development Director with notice to the medical plaza ownership).
4. The Owner shall provide the Town with a signed Waiver of Claims.
5. All existing SUP stipulations shall remain in full force and effect, unless changed or modified by SUP-25-03.





# NEXT STEPS

29

- If approved by the Planning Commission, the action becomes final after the 15-day appeal period



475

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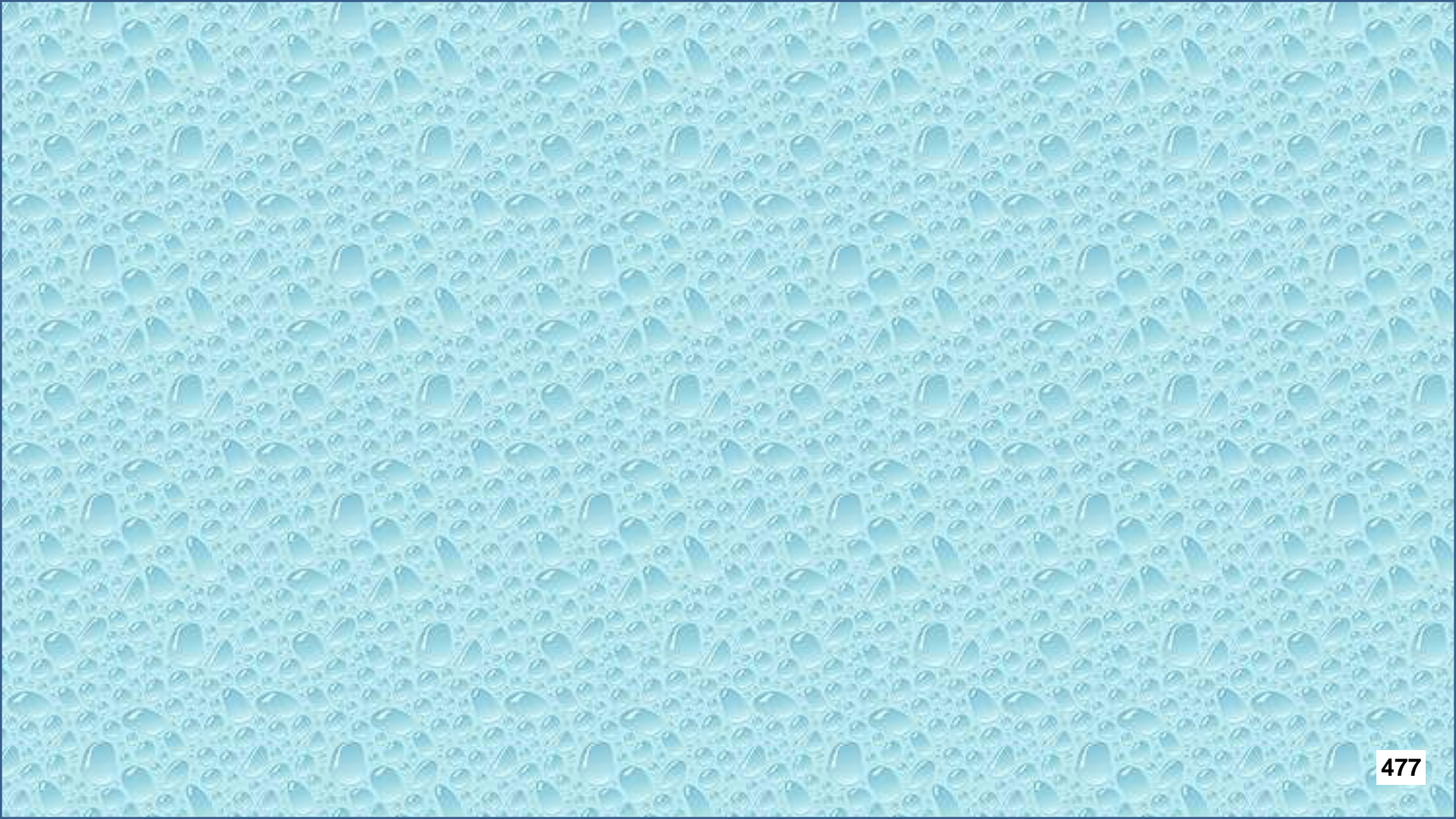
# QUESTIONS?

30



476







# BACKGROUND

32

- Began operation in 1954
- Annexed 1961
- Original SUP Zoning in 1969
- Closed since 2020
- No physical improvements since 2008
- Changed ownership in 2022
- Last SUP amendment 2024
  - SUP-25-03, Ordinance 2023-05
- Designated SUP-Resort, zoned SUP-Resort



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# MINOR SUP AMENDMENT PROCESS

33

PROCESS STEPS	STATUS
<b>Pre-Application</b>	Completed (Jan 2025)
<b>Minor SUP Submittal</b>	Completed (Mar 2025)
<b>Planning Commission Review</b>	Completed (Jun 2025)
<b>Planning Commission Action</b>	In Process (Jun 2025)





# CIRCULATION/VALET

34

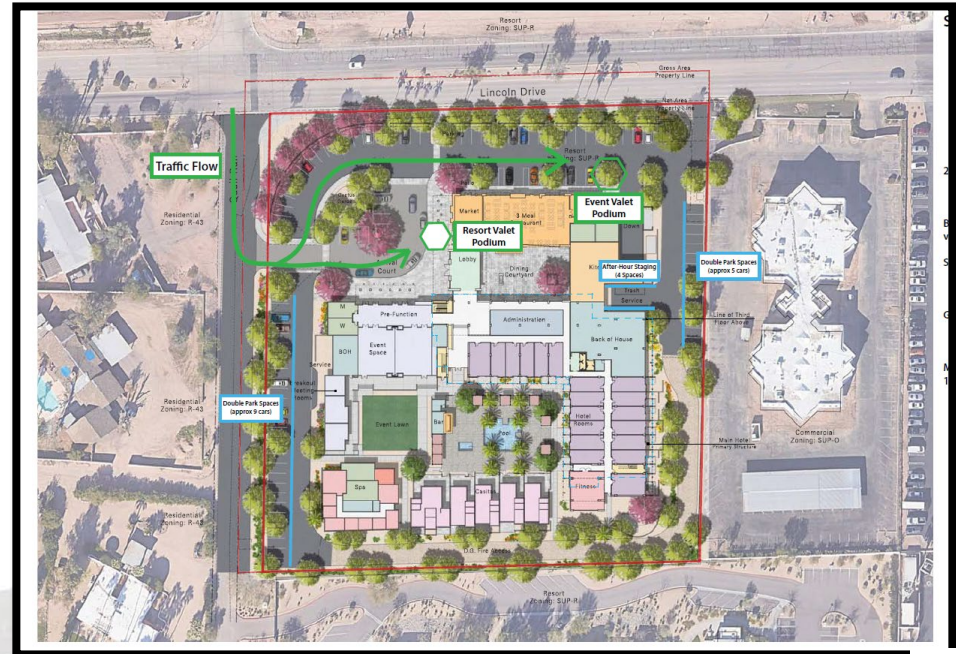
- No changes to circulation from SUP-23-01
- Valet plan via Quail Run Rd driveway



SUP-25-03



SUP-23-01



Valet Plan

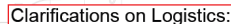
480

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## Logistics for Smoketree Resort



- Parking is by subcontractor, assume no area on-site to park
  - Laydown will be limited, assume on-time delivery
  - All work hours are per Paradise Valley Restrictions. Clayco will submit a Special Use Permit for concrete night work only.
  - Mobile crane will be on-site for concrete duration only.
  - All hoisting of materials (until elevators are operational) are by Subcontractors.
  - There will be no worker or material hoist (max 3 stories).
  - All deliveries are off of Quail Run, NO ACCESS off Lincoln.
  - Limited laydown and trailer space will be available.
- Deliveries should be just in time.

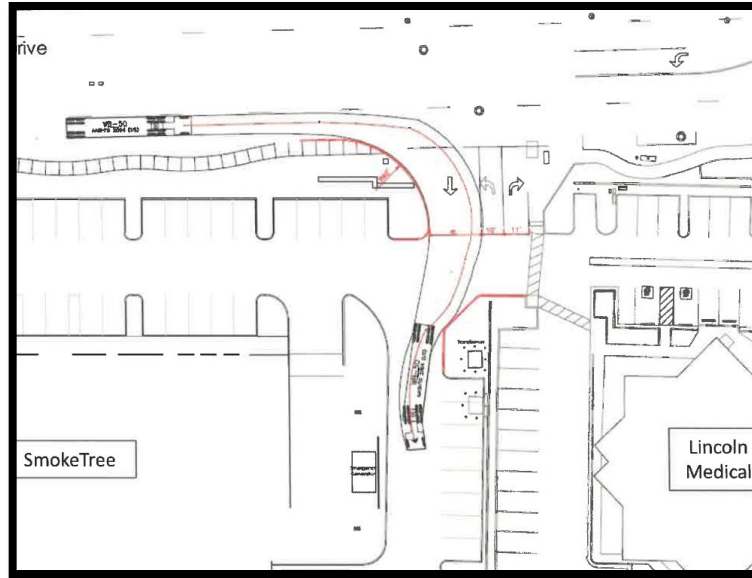




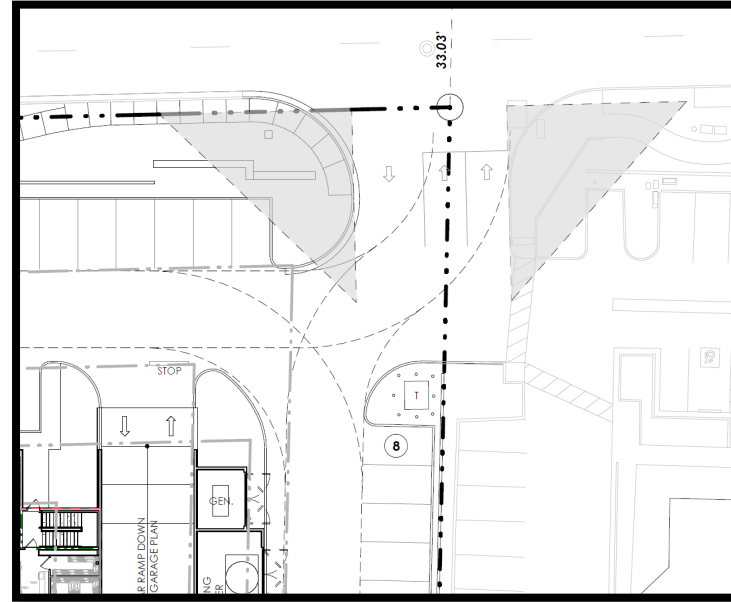
# SHARED DRIVEWAY

36

- Lincoln Drive shared driveway improvements with SUP-23-01
- Resort owner to submit detailed plans as part of permit process



Excerpt from private MOU



Excerpt plan set/parking





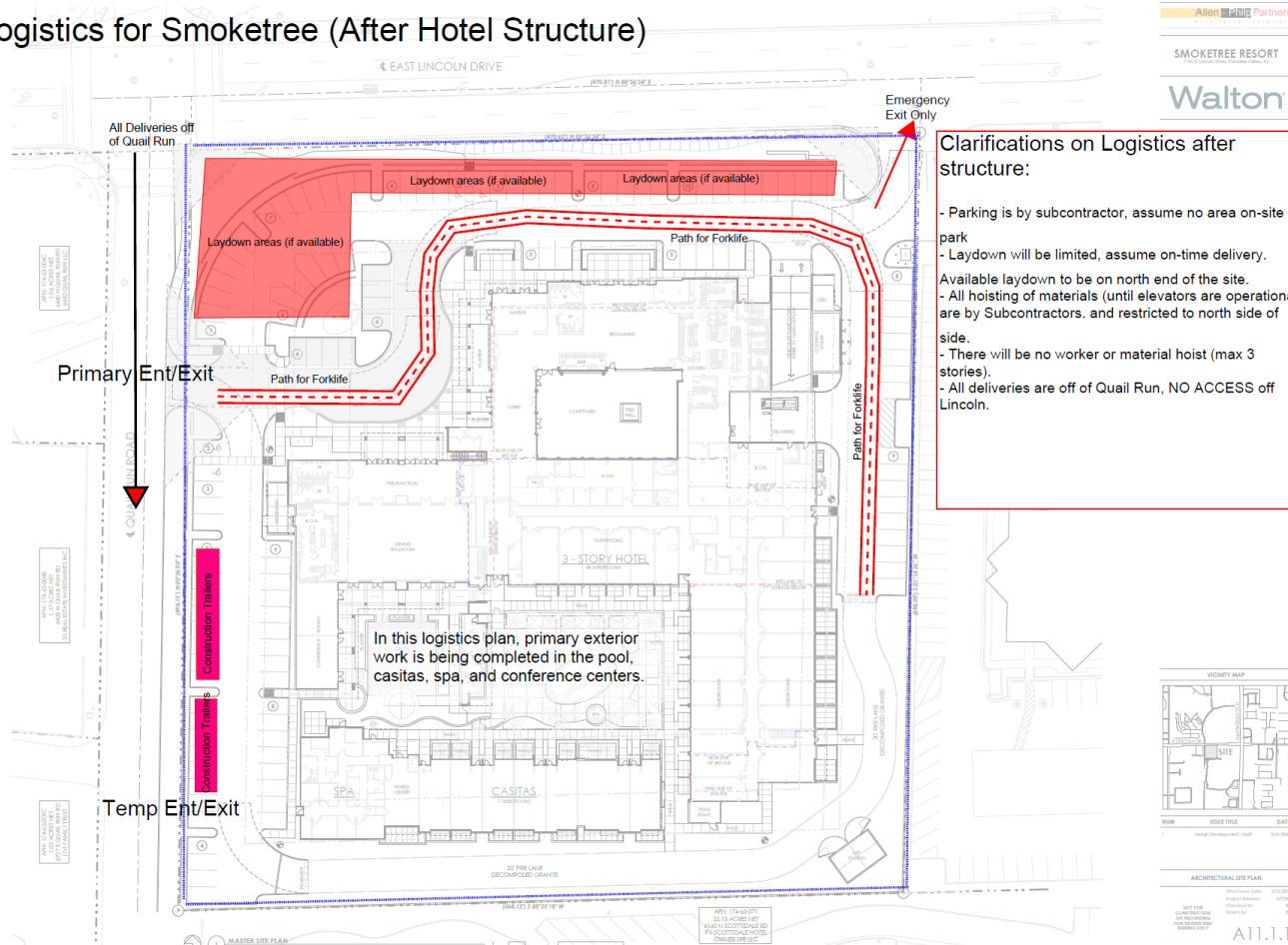




# CONSTRUCTION ACCESS

38

## Logistics for Smoketree (After Hotel Structure)



### Clarifications on Logistics after structure:

- Parking is by subcontractor, assume no area on-site to park
  - Laydown will be limited, assume on-time delivery.
- Available laydown to be on north end of the site.
- All hoisting of materials (until elevators are operational) are by Subcontractors, and restricted to north side of side.
  - There will be no worker or material hoist (max 3 stories).
  - All deliveries are off of Quail Run, NO ACCESS off Lincoln.

484

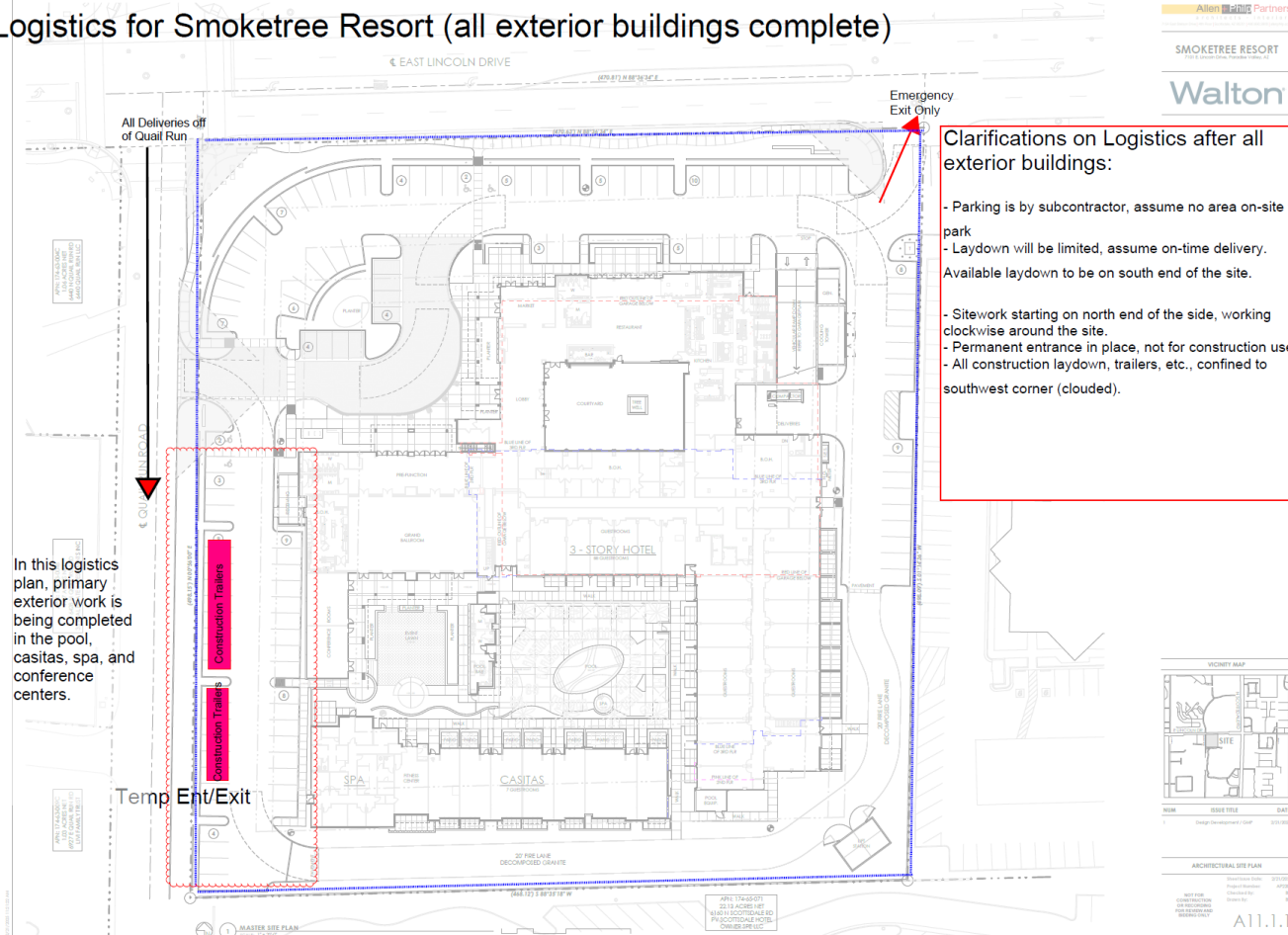
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# CONSTRUCTION ACCESS

39

## Logistics for Smoketree Resort (all exterior buildings complete)



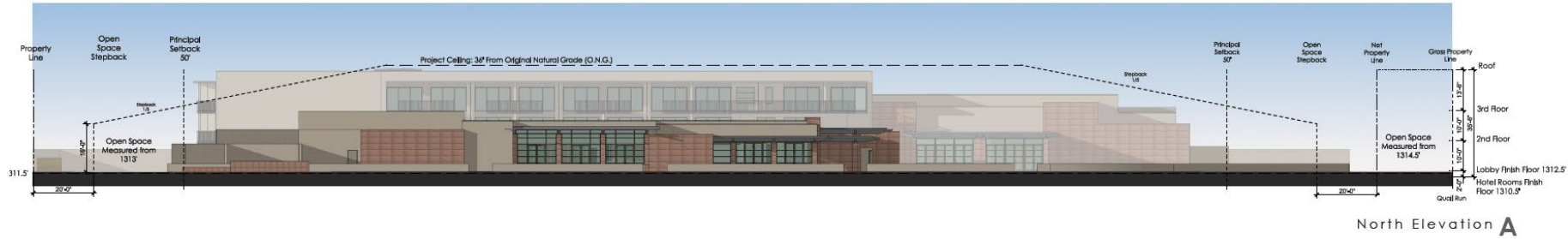
485

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# NORTH ELEVATION

40



SUP-25-03



SUP-23-01



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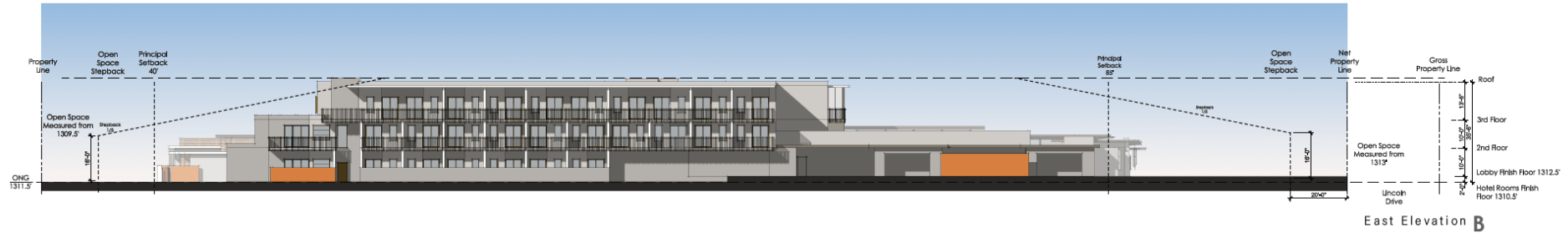


# EAST ELEVATION

41



SUP-25-03



SUP-23-01



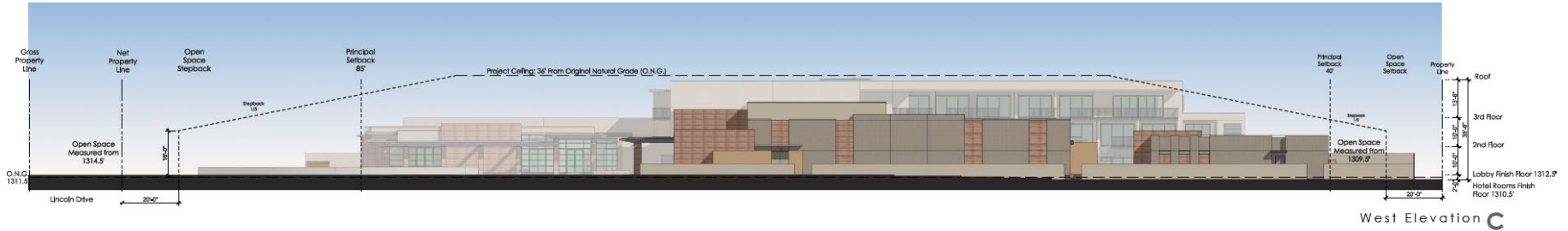
487

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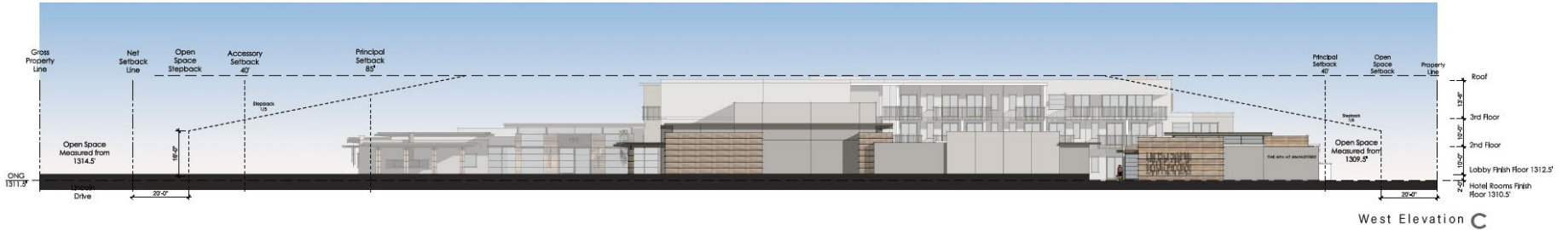


# WEST ELEVATION

42



SUP-25-03



SUP-23-01



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# SOUTH ELEVATION

43



SUP-25-03



SUP-23-01



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# PUBLIC COMMENT SUMMARY

44

- *Dust*
  - Follows state/county requirements and compliance process
  - Dust plan submitted with building permit
- *Shared Driveway (Use)*
  - Resort agrees will only be for emergency access during construction
  - Documented in narrative and draft stipulation
- *Shared Driveway (Design & Timing)*
  - SUP-23-01 noted verbal design (1 inbound/2 outbound lanes)
  - Timing is generally covered in Stipulation 14 of Ordinance 2023-05 which is Phase 2 (after garage – before buildings)
- *Perimeter Walls (Timing)*
  - Design with SUP-23-01 (no change)
  - Timing Phase 2





# SmokeTree Resort


## Minor SUP Amendment



SUP 25-03  
7101 E. Lincoln Drive







# Development Team

Walton®





# About the Site

- SEC Lincoln Drive & Quail Run Road
- 5.36 gross acres
- Zoned SUP-R
- Surrounding Land Uses:
  - **North:** Ritz Carlton Paradise Valley (SUP-R)
  - **East:** Lincoln Plaza Medical Center (SUP-M)
  - **South:** ANdAZ Scottsdale Resort & Bungalows (SUP-R)
  - **West:** Single-Family Residential (R-43)
- Existing SmokeTree resort demolished Spring 2025 - site currently vacant and pending construction.



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MORRIS  
BAUGH**



# SmokeTree Resort SUP

4

- Major Amendment SUP 23-01 approved January 2024 for 82-key boutique luxury resort.
  - 77 guestrooms in main building
  - 5 single-story casitas
  - Upscale hotel restaurant with indoor/outdoor cocktail bar and dining, adjacent to lobby and main entrance with primary frontage on Lincoln Drive.
  - Café and market with outdoor seating areas facing Lincoln Drive and arrival court.
  - Short-term surface parking for quick visits.
- 3,500 SF event space with adjacent event lawn.
- 4,800 SF resort spa facility.
- Subterranean parking structure with 68 parking spaces.



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BAUGH**



# Post-Approval Planning

- Following SUP approval, Walton moved into next phase of planning for construction drawings.
- Refining plans through more specific definition of spaces:
  - Oversized back-of-house space
    - Kitchen
    - Employee lockers/break room
    - Engineer's shop
    - Admin offices
  - Oversized restaurant (8,000+ SF)
  - Sub-optimal fitness center location
  - Oversized spa (5,000+ SF)
  - Top-heavy unit mix
    - Excessive number of standard suites
- Room for additional surface and subgrade parking.



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# Amendment Overview

- Guiding principle for plan revisions: no net impact.
  - Parking ratio, building footprint, FAR, etc. must stay the same or be improved upon.
- Hotel back of house areas right-sized and restaurant SF reduced by approximately 2,900 SF.
  - Allowing additional space for first-floor guest rooms in east wing.
- Fitness center relocated from first floor of main building to southwest corner of site adjacent to spa, providing space for additional first-floor guest rooms in east wing.
- Spa/fitness center floor area reduced, allowing for two additional spa casitas.
- Standard suites reduced from 18 to 13.
  - Bifurcated into standard guestrooms.
- Parking increased by 28 spaces.





# By the Numbers

7

- Hotel Keys: 82 → 95
  - Standard rooms: 59 → 75
  - Suites: 18 → 13
  - Spa Casitas: 5 → 7
- Parking Spaces: 159 → 187
- Parking Ratio (Spaces/Key): 1.94 → 1.97
- Gross Building Area: 0.19% decrease
- Lot Coverage: 1,756 SF decrease
- FAR: 0.001 decrease
- All changes occurring within approved building envelope with slight decrease in overall building area and mass.

Development Standard	Approved	Proposed	Difference
Gross Building Area Above Grade	106,030 SF	105,826 SF	-0.19%
Lot Coverage % (Drip Line Net)	35.00%	34.96%	-0.04%
Lot Coverage SF (Drip Line Net)	73,940 SF	72,184 SF	-1,756 SF
Floor Area Ratio (Net)	0.514	0.513	-0.001
Hotel Keys	82 Keys	95 Keys	+13 Keys
Parking Stalls	159 Stalls	187 Stalls	+28 Stalls
Parking Ratio (Spaces/Key)	1.94	1.97	+0.03



Approved

Ground Floor

Proposed

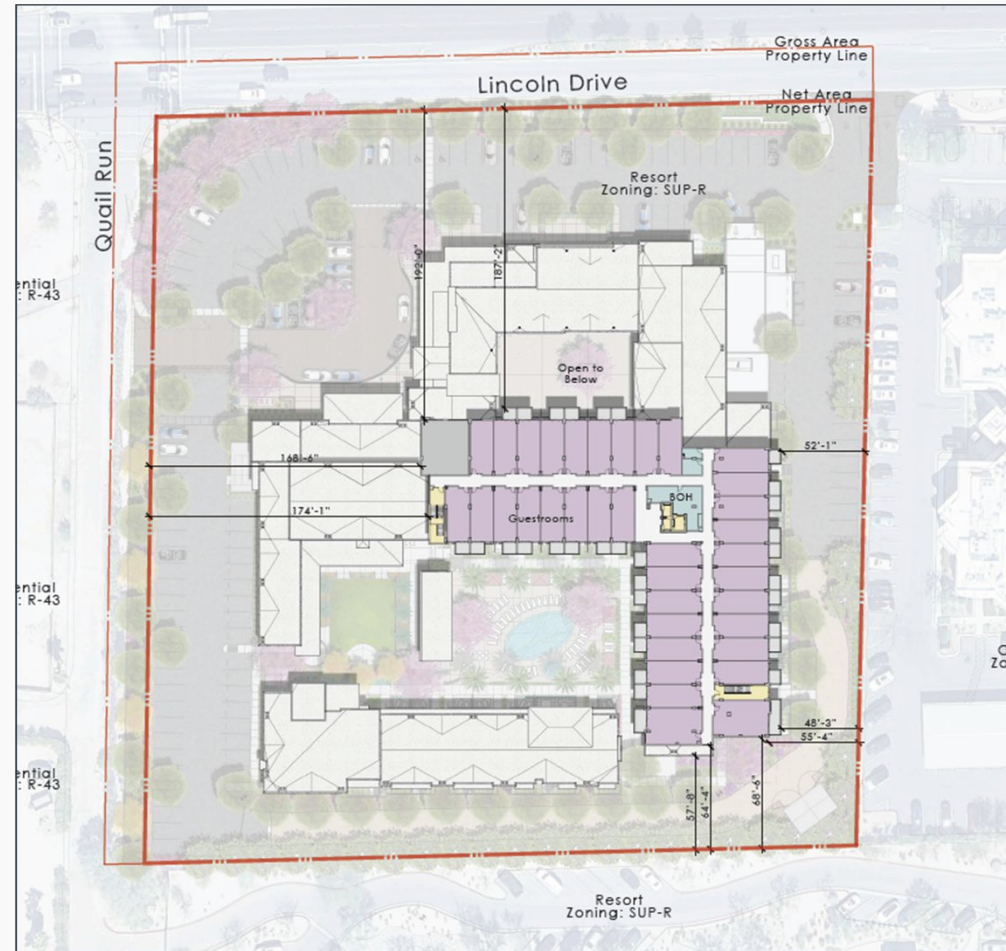
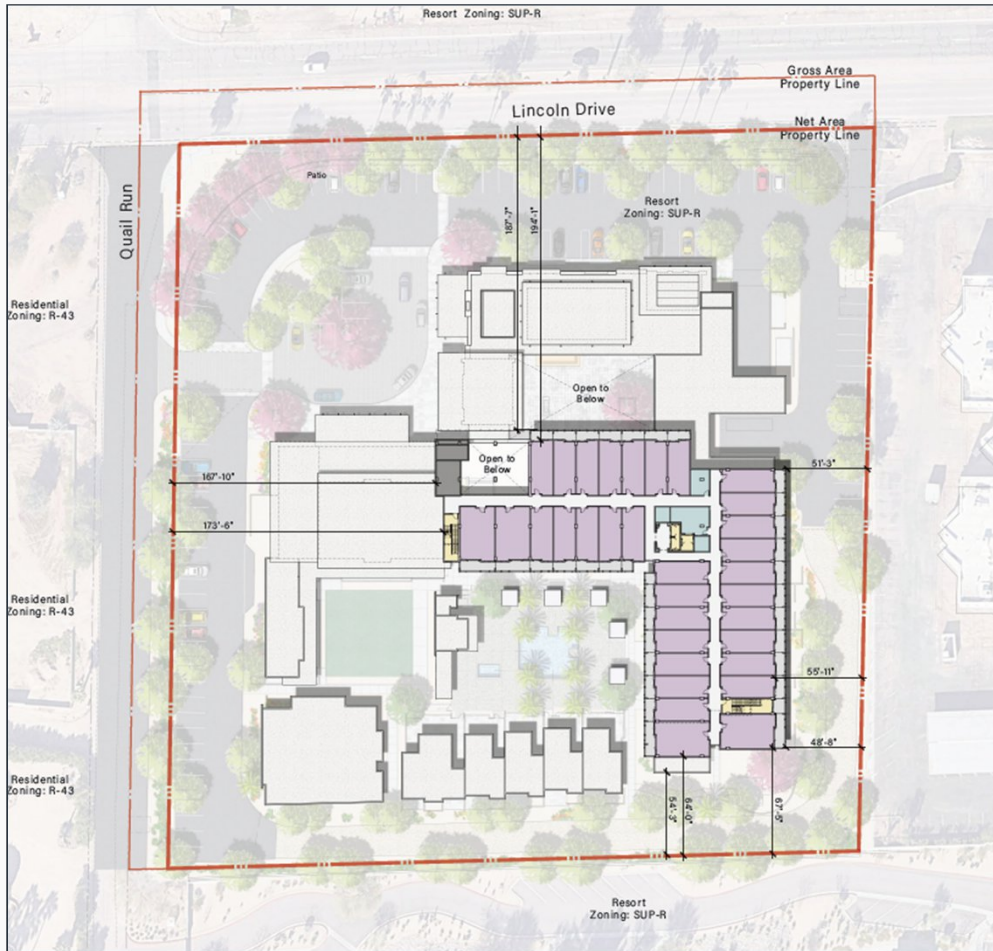




Approved

Second Floor

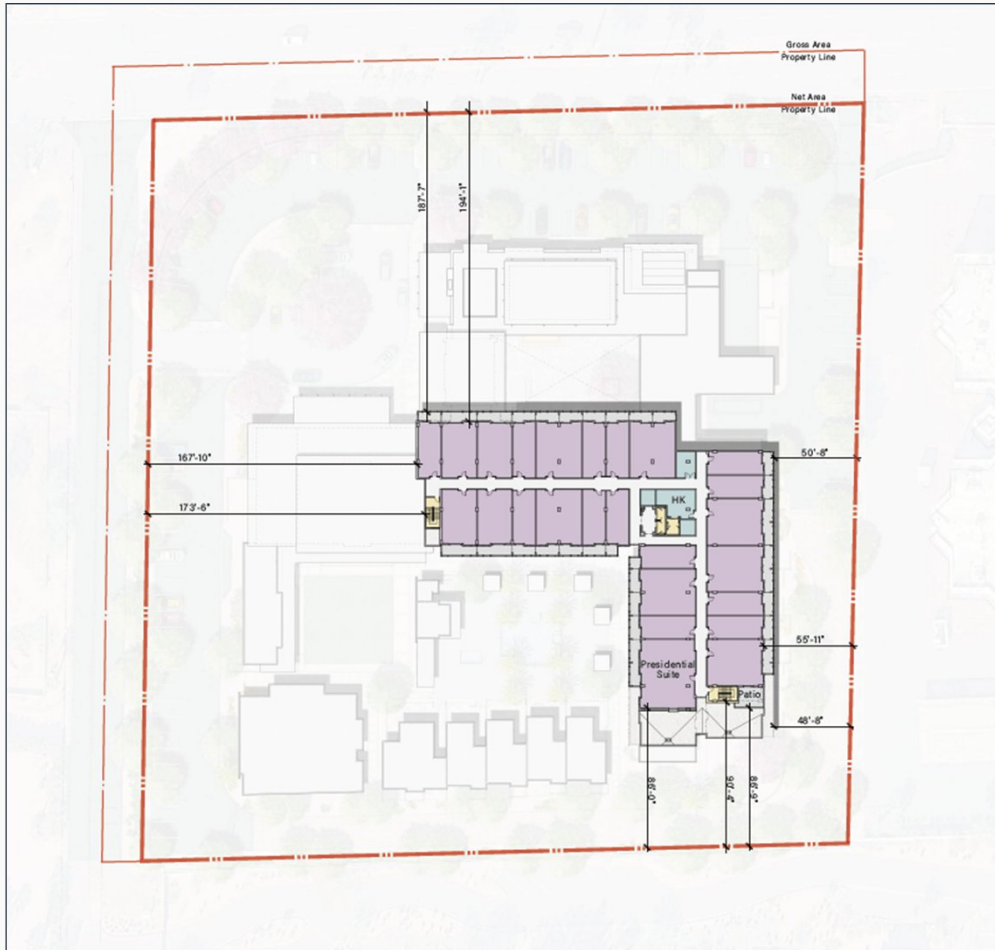
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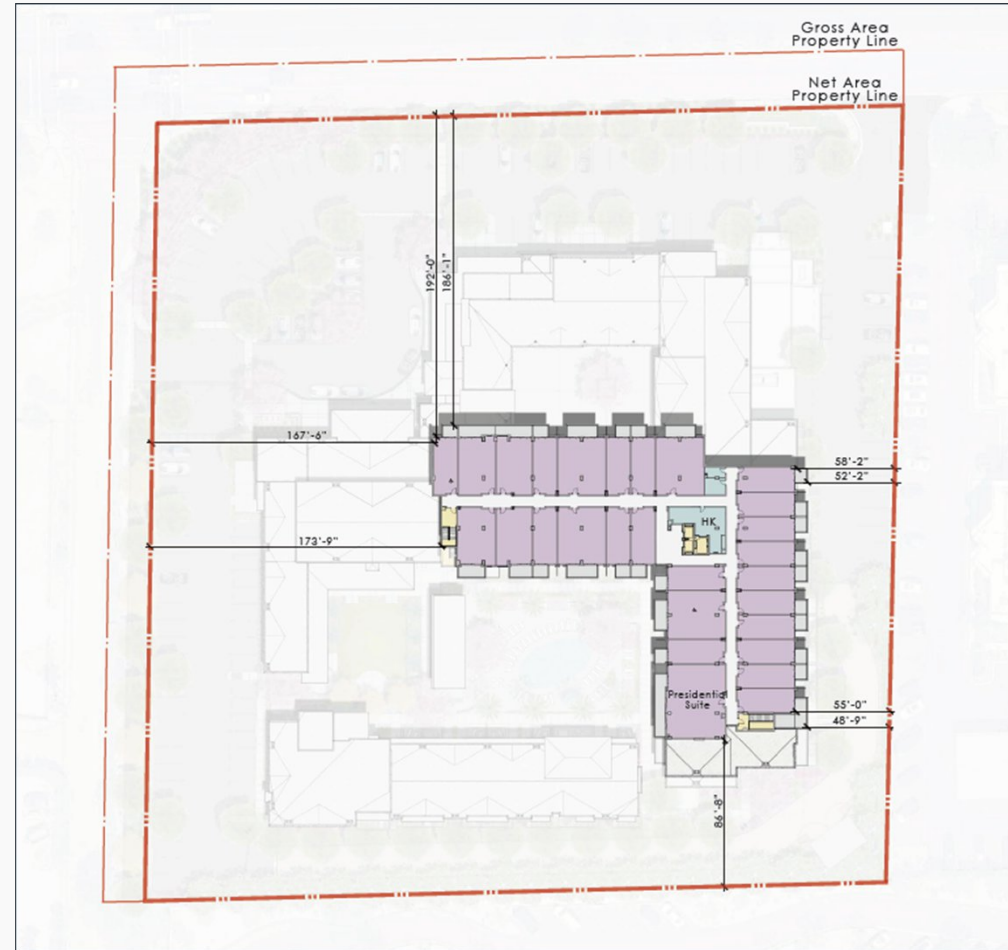


# Third Floor

Approved



Proposed





# Parking and Traffic

- Total parking spaces increased by 28 spaces from 159 to 187.
  - Parking ratio (spaces/key) improved from 1.94 to 1.97
- Significant decrease in parking demand due to shift in land use composition (decreased restaurant and spa SF, etc.)
  - Improved ratio of parking capacity to peak time demand both in-season and off-season.
- Negligible increase in average daily trips - only 44 additional trips over 24-hour period (average of less than two per hour).
  - Increase of 5 trips (in/out combined) in AM peak.
  - Increase of 2 trips (in/out combined) in PM peak.
- No change in LOS or required traffic improvements.

## Parking

	Approved	Proposed	Difference
Peak In-Season Net Stalls Required	168 Stalls	163 Stalls	-5 Stalls
Peak Off-Season Net Stalls Required	145 Stalls	135 Stalls	-10 Stalls
Peak Time Demand (In-Season)	142 Stalls	146 Stalls	+4 Stalls
Peak Time Demand (Off-Season)	120 Stalls	89 Stalls	-31 Stalls
Parking Capacity to Peak Time Demand Ratio (In-Season)	1.12	1.28	+0.16
Parking Capacity to Peak Time Demand Ratio (Off-Season)	1.33	2.10	+0.77

## Traffic

	Approved	Proposed	Difference
Total Weekday Average Daily Trips (With Internal Capture Reduction )	918 Trips	962 Trips	+44 Trips
Weekday AM Peak Trips (In/Out Total)	41 Trips	46 Trips	+5 Trips
Weekday PM Peak Trips (In/Out Total)	73 Trips	75 Trips	+2 Trips



# Summary

- Post-approval refinement of site plan and floor plans allows for 13 additional keys within approved building envelope.
- Improved unit mix, building layout, and composition of uses.
- “No net impact” guiding principle for amendment:
  - 28 additional parking spaces.
  - Improved parking ratio.
  - Slight decreases in lot coverage, FAR, and building area.
  - Negligible increase in average daily trips with no change in LOS or traffic improvements.
- Amendment allows most efficient and economical use of small site for boutique luxury resort.





# QUESTIONS



WITHEY MORRIS BAUGH