THE RITZ-CARLTON®

# The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application

FIVE STAR DEVELOPMENT

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FIVE STAR DEVELOPMENT

## INTRODUCTION

Five Star Development Resort Communities, LLC ("Five Star"), in cooperation with the Ritz-Carlton group of hotels, is submitting this application for a Special Use Permit for the 105-acre property northeast of the corner of Lincoln Drive and Mockingbird Lane. The project's features will help ensure this resort development becomes one of the crown jewels of Paradise Valley. The centerpiece of the project is a new Ritz-Carlton resort and hotel which promises to be one of the finest properties of its kind ever built in Arizona.

With the economy now recovering, project developer Five Star is poised to move forward with a thoughtfully refined development plan for the Ritz-Carlton resort and residential properties sensitive to the realities of a new economic landscape. The refined and improved plan also reflects the reality of development which has recently taken place adjacent to Paradise Valley in Scottsdale, where building heights now reach 48 feet with a density of 31 dwelling units per acre at the northwest corner of Scottsdale Road and Lincoln Drive. With the existing building intensity in Scottsdale, the proposed development is perfectly positioned to serve as the key transitional property between Scottsdale's bordering uses to the east and existing residences within Paradise Valley to the west.

## THE RITZ-CARLTON RESORT FULFILLS THE INTENT OF THE 2012 GENERAL PLAN

The Ritz-Carlton Paradise Valley plan, inclusive of the proposed heights, densities, and resort-related retail uses, is consistent with the vision of the voter-approved 2012 General Plan. As a tool designed to guide future development of the Town, the General Plan specifically designates the Property as the largest of only three "Development Areas" within the Town. The General Plan labels the Property as the "East Lincoln Drive North Development Area." The 2012 General Plan states "Development Areas are meant to encourage new resort development and redevelopment that reflects the Town's needs for fiscal health, economic diversification, and quality of life." See 2012 General Plan, p. 2-5. The Development Area designation further justifies the proposed location of the Ritz-Carlton resort and the uses proposed therein, as each aspect of the proposed Ritz-Carlton will have direct positive impacts on the fiscal health and economic diversification of the Town.

With the 2012 General Plan being the most recently articulated vision for the Town, any Special Use Permit Resort guidelines found with the Town Ordinance must be examined against the more recently stated intent of the General Plan, which affords unique development opportunities to officially approved Development Areas. One of the core goals of the 2012 General Plan is "SUP Revitalization" with the specific intent to "evaluate and amend the SUP Guidelines" which have become outdated or inapplicable to Development Areas. See 2012 General Plan, p. 2-10. For example, the SUP Guidelines were generally written to address resort properties averaging 20-30 total acres and did not anticipate the currently proposed 105 acre master planned development. Unlike the SUP Guidelines, the 2012 General Plan's Goals and Policies were designed to encourage a creative and unparalleled resort development. Specifically, General Plan Policy DA 2.2.3.3 states that within the East Lincoln Drive Development Area, "the town should encourage moderate intensity, mixed use" resort development. See 2012 General Plan, p. 2-7. The proposed Ritz-Carlton resort development responds directly to Policy DA 2.2.3.3 and provides a unique mix of resort, residential, and resort-related retail uses and adheres to the Town's decree to provide a level of "moderate intensity" through heights and densities only appropriate on the eastern most border of the Town against the existing heights and densities within the City of Scottsdale.

The SUP Guidelines (Town of Paradise Valley Zoning Ordinance Article XI) written in 2005 do provide general guidance for development in order to "facilitate creative, high quality development that incorporates the implementation of the goals and policies of the General Plan." As stated within the Ordinance, the SUP guidelines strive to facilitate the goals of the General Plan. Therefore, the goals and development rights inherent within a Development Area should warrant flexibility and appropriate deviations from the SUP Guidelines. The Ritz-Carlton Master Plan was designed to adhere to the planning and economic development principles of the 2012 General Plan. The General Plan Development Area Policy (DA 2.2.1) goal is to "support limited, targeted and context appropriate development and redevelopment … that provides for the needs of existing and future residents, and makes efficient use of land and infrastructure." See 2012 General Plan, p. 2-6. The proposed development takes into consideration the needs of the existing Paradise Valley residents and the Town. This approach yields a Master Plan that will sustain the test of time both architecturally and economically by providing a mix of resort, residential, retail, and dining uses targeted to support the resort and fiscal health of the Town.

According to Development Area Policy (DA 2.2.1.3), "development or redevelopment within Development Areas [should] provide reasonable separation of incompatible land uses from adjacent residential areas through context and scale appropriate land planning and architectural design, greater setback distances, noise mitigation, resort property programming, and landscape buffering." See 2012 General Plan, p. 2-6. The Ritz-Carlton Resort and resort related uses will step down in height and density and serve as a transition between the more intense uses east of the site in Scottsdale and the single family detached residences to the west along Mockingbird Lane and to the north along Indian Bend Road.

Development Area Policy (DA 2.2.1.2) states that "consideration of Development Area Special Use Permit applications should balance a need for the Town's fiscal health against a steadfast commitment to protecting adjacent low-density residential character and quality of life." Id. The Ritz-Carlton Resort and resort related uses have been planned with this policy in mind. The uses proposed, along with the scale, density and location of each use, provides this balance to the Town and neighboring properties.

The Land Use and Development Implementation Program of the General Plan (Table 2.3-1, No. 21) calls for "open spaces in Development Areas that encourage public gathering, enhance aesthetics, serve as buffers, connect with other open areas, integrate pedestrian amenities, traffic calming feature, plazas and public areas, attractive streetscapes, shade trees, lighting, and public art." The Ritz-Carlton Resort and resort-related uses have been carefully designed to provide the most pedestrian friendly environment. From streetscapes to public open spaces, each area of the site is designed to provide seamless design and connectivity between all uses.

Regarding proposed heights and densities within the development, Policy DA 2.2.3.3 of the 2012 General Plan encourages an increase in intensity related to mixed use resort developments, especially if a "moderate intensity" would result in significant positive impacts to the Town's fiscal health and economic diversification. Creating a sustainable and economically viable development within the Ritz-Carlton resort area requires density and height on the eastern most portion of the site reflective of the adjacent three and four story properties in the City of Scottsdale. The development is designed to allow both height and density to step down and decrease toward the western boundary of the site. In order to provide a mix of uses to support the resort and the fiscal health of the Town, the Master Plan provides a variety of resort, hotel, residential and retail/health services uses which exhibit the "moderate intensity" envisioned by the 2012 General Plan. This overall design approach provides the best possible experience for homeowners, guests, and retail customers which will allow the Ritz-Carlton resort to create and maintain a productive economic engine for the Town in perpetuity.

## MASTER PLAN VISION

As a unique destination in a distinctive community, this 105 acre site includes over 60 acres of open space, includes dramatic views of Camelback Mountain and Mummy Mountain and is currently the largest undeveloped parcel in the desert enclave of Paradise Valley.

Five Star is setting out to create a world-class resort with associated residential and mixed use development that will not only draw visitors to Paradise Valley from around the world, but will also meet the current and future needs of local residents and neighboring communities. The first phase of the development is slated to open in 2018. The detailed Master Plan can be found on page D-1 and the Master Phasing Plan can be found on page D-4. The Master Plan is built on four unifying themes:

- Allow the history and beauty of the region to prevail by showcasing the spectacular natural features of Paradise Valley and by capturing the earthy spirit of the Sonoran desert.
- Consistent with the Town of Paradise Valley General Plan - Community Character and Housing 3.1.3.6, create a unique and memorable 21st century resort epitomizing the lifestyle of the desert southwest and serving as a world class asset for the Town of Paradise Valley.
- Introduce a sensitive and appropriate transitional use between Scottsdale Blvd, the Ritz-Carlton Hotel and the more rural areas of Paradise Valley honoring the Town's distinctive character.
- Introduce and sustain a wide variety of residential opportunities and recreational and entertainment amenities exceeding the expectations of current and future residents of Paradise Valley and its visitors.

Along with the exceptional Ritz-Carlton property, several other noteworthy project features are planned to elevate the new development to one of the finest attractions in the region:

- Plans for the project include creation of an open space area along Mockingbird Lane that will serve as a buffer between resort uses and the existing church to the north, and residential development to the west.
- Plans also include significant improvements along Lincoln Drive, including a gateway feature at the Paradise Valley border on Lincoln Drive, as well as significant improvements to the median running through the middle of the street.
- Plans include a pedestrian-friendly greenbelt open to the public that will provide a walking/hiking/biking path running from Mockingbird Lane through the project, improving pedestrian access to the Scottsdale Road corridor.
- Plans include a 50' landscaped setback along Lincoln Road, with a total of 82' of landscaped setback including existing right-of-way.
- Plans include a 50' landscaped setback along Mockingbird Road, with a total of 67' of landscaped setback including existing right-of-way.
- Plans include an expanded corner landscaping feature at the Northeast corner of Lincoln and Mockingbird Lane, including 120 feet of landscaped setback as measured diagonally from the Property's corner.
- Plans include a 10' landscape set back to the north of St. Barnabas church to allow for an added buffer between the uses.

The Master Plan proposes several different uses throughout the site:

Area A – Resort Hotel (18.1 Acres, 200 Rooms)
Area A1 – Resort Villas Attached Residential (11.1 Acres, 120 units)
Area B – Resort Branded Single Family Residences (31.3 Acres, 80 units)
Area C – Resort Branded Single Family Residences (22.5 Acres, 45 units)
Area D – Resort Related Attached Village Townhomes (8.8 Acres, 74 units)
Area E – Palmeraie Resort-Related Mixed-Use: Hotel, Residential, Resort-Related Retail, and Resort-Related Health Services.(12.9 Acres)

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## 21ST CENTURY RESORT

The centerpiece of the project is a new Ritz-Carlton resort and hotel (or luxury resort) which promises to be one of the finest properties of its kind ever built in Arizona. The hotel (Areas A & A1 on the Master Plan) is proposed to have 200 suites and bungalow rooms and 120 resort villas. The hotel includes design features that will ensure its place as the premier resort destination in the region. Arizona's dramatic natural environment provides the design inspiration for the new Ritz-Carlton Resort and associated development in Paradise Valley. In a lush pocket of the Sonoran desert with breathtaking views of Camelback Mountain and Mummy Mountain, this legacy resort will provide a relaxing retreat for visitors drawn to the area's natural beauty, 5-star recreational amenities, world-class restaurants, luxury retail stores, and a one-of-a-kind rooftop amenity to allow guests to enjoy unparalleled views of Camelback Mountain and Mummy Mountain . The wide range of rooms and suites, with their corresponding square footage, will allow the resort to accommodate both short-term and long-term stays.

The hotel building massing will be horizontal and linear with a sinuous layout branching from a central axis echoing the iconic cottonwood and willow groves of Sonoran desert river valleys. The central axis, dominated by water features, has been oriented toward the direct views of Camelback Mountain. All elevations, architectural examples, imagery, photographic representations, and renderings provided in this SUP booklet are conceptual in nature and do not necessarily represent the final design and construction in Areas A and A1.

The arrival experience to the resort will be built on a gentle rise that delivers the guest to the stunning Grand Lobby situated above the rest of the project and with open views of the nearby mountains. The Grand Lobby will be the highest point on the project and will create an iconic architectural presence for the new Ritz-Carlton. The resort will include water features that cascade down from the elevated Grand Lobby through the project, down to where the world-class spa will be located in the southwest portion of the property.

Further homage is paid to the natural order of the desert landscape by creating a new topography on site. The guest arrival experience from Lincoln Drive will occur over a slight incline to the hotel lobby where they will be received at the second floor designed some 22 feet above existing grade. The elevated prominence of the lobby will allow for an enhanced view of Camelback Mountain, and from portions of the public spaces, a view of Mummy Mountain and western sunsets. Additionally, the hotel will feature a rooftop amenity with a 360 degree views of Mummy, Camelback and the McDowell Mountains.

The site has been designed so that the guestroom casitas, nestled in an oasis of vegetation, will be stepped down behind the lobby buildings in three separate tiers on either side of the hotel's central axis. The central axis contains the hotel's swimming pools and other water features positioned in a meandering layout in separate tiers stepping down to the Spa complex at the foot of the axis and located six feet below current grade. This will enable the spectacular views to be maximized while reinforcing the visitor's sense of a river winding its way between canyon walls down the hotel's central axis and out towards Camelback Mountain. The 120 Resort Villas are much larger than normal resort rooms with superior amenities and design. Typical as with other luxury resort properties, the Villas will be available for private ownership with an option for inclusion in the Ritz-Carlton hotel guest suite inventory for nightly rental. Hotel Guests of the Villas will utilize hotel check-in upon arrival and will have access to all services and amenities of the hotel for the duration of their stay. The Villas play an important role and function for luxury properties of this type – they facilitate comfortable stays for larger families and higher profile visitors who desire enhanced amenities and privacy.

The design for the resort hotel and villas will employ simple elegant forms to create relaxed comfortable spaces in the time-honored tradition of luxury architecture. Rooms and suites will be connected by quiet courtyard gardens and shaded walkways – evoking the sense of a village. Large windows with deep overhangs promote the resort's indoor – outdoor living ethos and provide unobstructed views of Camelback Mountain and the dark star-studded skies of the Arizona night. The restaurants, ballrooms and meeting rooms also flow into adjacent outdoor spaces to take advantage of Arizona's climate.

Building materials appropriate for a desert climate will be chosen to enhance a quality of organic desert-bred naturalness for the resort; local stone and tile, wood, plaster, and glass, will be used to promote a sense of modern elegance and intimacy while paying homage to the essential elements distinctive of the Sonoran desert.

## VARIETY OF RESIDENTIAL LIFESTYLES

TThe Master Plan envisions a variety of residential units (Areas B, C, D, and E) for the site intended to provide for the different lifestyle needs of current and future Paradise Valley residents. The undeveloped project site has long acted as an outlying vacant barrier between the intensity of development on Scottsdale Road and neighboring communities and the residences of Paradise Valley. While the site cannot remain vacant in perpetuity, the proposed Master Plan recognizes the desirability of an appropriate transitional use for this development which will employ the principle of buffering density and massing in the various residential components as they recede from Scottsdale Road towards the existing residential areas of Paradise Valley.

To meet this goal, the Master Plan provides a variety of residential options:

- From a quality and thematic appearance perspective, the single-family homes found in Areas B and C will be like-minded and consistent to ensure a seamless transition throughout the community. The notable difference between the two neighborhoods will be Area C's status as a resort-branded residential neighborhood. Being resort-branded will provide the Area C homeowners with access to hotel services and a host of other luxury amenities.
- These detached single family residential areas offer slightly smaller homes than most other areas in Paradise Valley, but still provide homeownership opportunities on individual lots with a luxury design and privacy. Areas B and C have two different average lot sizes. Area B (80 lots) has a total of 440,000 square feet of floor area and Area C (45 lots) has a total of 295,313 square feet of floor area. The density of the single-family detached residential uses is 2.2 dwelling units per acre. Within Area B, it is anticipated that approximately 15% of the dwelling units will be two-story.

  The proposed densities of the detached single family residential areas are reflective of other existing and planned developments within Paradise Valley such as Colonia Miramonte, Montelucia, and Mountain Shadows Resort. The densities of these comparable developments range from 4.36 to 5.45 dwelling units per acre and the detached single family residential range from 3.52 to 4.68 dwelling units per acre and lot sizes from 9,000 square feet to 21,500 square feet.
- The Resort Related Attached Residences in Area D of the Master Plan is also closely related to the hotel site and will feature stunning views of Camelback and Mummy Mountain. Attached luxury townhomes average 1,800 square feet for each unit, with a total of 219,130 square feet of residential floor area. The attached residences will be two and three stories and will serve as a buffer from the 4-story multi-family residences on the site's eastern boundary, and will step down toward Lincoln Drive. The proposed use of luxury attached residences, while unique within Paradise Valley, is not unprecedented. Both Montelucia and Mountain Shadows were approved with the option of attached-residences within areas much closer to the center of Town. In this case, however, the proposed use falls within the General Plan's largest "Development Area" against the Town's most eastern border on land abutting intense Scottsdale uses and heights. Five Star acknowledges the eastern-most section of the 105 acre Master Plan may, in fact, be the only appropriate portion of a Development Area within the Town for this type of luxury housing option.
- Non-branded residences may be located between the Scottsdale City limit line and the resort in Area E of the Master Plan. This luxury residential product will provide a buffer from the variety of buildings and massing along Scottsdale Road.
- All elevations, architectural examples, imagery, photographic representations, and renderings provided in this SUP booklet for Areas B, C, and D are conceptual in nature and do not necessarily represent the final design and construction.

  A more detailed overview of densities, total floor area and average lot sizes for each residential use is provided on page D-3. Throughout this application, additional narrative detail can be found relating to development standards, design guidelines, infrastructure development, and phasing proposed for each area of the Master Plan.



## PALMERAIE

The Palmeraie, shown as Area E on the Master Plan, will be home to an unparalleled selection of the world's most prestigious brands and specialty retailers. With premier designer boutiques, world-class dining, and renowned residences, the Palmeraie will deliver a stylish and unique experience unlike any other in Paradise Valley. The Palmeraie is anticipated to encompass a variety of uses, including but not limited to: hotel, residential, resort-related retail, and resort-related health services. This SUP application will be approved with this nonexclusive list of permitted uses for Area E and the owner/developer will be required to submit an Area E site plan to be approved as an Intermediate SUP Amendment by the Town's Planning Commission and Town Council. The Area E site plan and amendment may also be approved by a joint meeting of the Planning Commission and City Council. The amendment shall be limited to Area E. All elevations, architectural examples, imagery, photographic representations, and renderings provided in this SUP booklet for Area E are conceptual in nature and do not necessarily represent the final design and construction.

The Palmeraie is situated within both the Town of Paradise Valley and the City of Scottsdale. The development is bifurcated by a roadway along the City/Town boundary lines with a portion of the residential and retail uses on both sides of the site. Only the portion of the site on the west side of the bifurcated roadway will be subject to review by the Town of Paradise Valley.

On the Paradise Valley portion of the site, proposed uses include a hotel, residential, resort-related retail, restaurants, resort-related health services and possible grocery. The development will be served by a below grade parking garage.

The typical boutique shop at the Palmeraie may range between approximately 2500 and 5000 square feet. The unique mix of uses within the Palmeraie brings light to another example of how the current SUP Guidelines did not anticipate the scale of the Ritz-Carlton resort. Section 4(1)(g) of the SUP Guidelines states no individual retail business should occupy more than 2000 SF, excluding service and spa related uses. See 2005 SUP Guidelines, p. 3. When this guideline was written, it may have been appropriate as applied to a five acre parcel located in the center of the Town. As applied to a 105 acre resort and mixed-use development, however, the SUP Guideline is inapplicable and contrary to the market demands for a luxury, high-quality boutique shopping pavilion. As previously noted, the Palmeraie does support the overarching General Plan's Development Area Policy goals of furthering economic development to support the Town's fiscal health through the abundance of tax-generated revenue collected through the proposed development. Furthermore, the proposed resort-related retail and health services comingled with residential and resort/hotel uses is specifically in line with Policy DA 2.2.3.3 which states that within the East Lincoln Dive Development Area, "the town should encourage moderate intensity, mixed use" resort development. See 2012 General Plan, p. 2-7.

Palmeraie is designed to provide resort-related options for the Ritz-Carlton guests and residents. With its walkable, pedestrian-friendly urban streetscape, the Palmeraie provides a natural connection to the Ritz-Carlton. Palmeraie's vehicle circulation and parking destinations will provide safe pedestrian linkages within and to the center. Meaningful public gathering spaces will be created for multiple uses including community gatherings and other events. The retail and health services areas are designed for ideal solar orientation with wide, shaded sidewalks and multiple outdoor dining patios. Lush contextual landscape will be provided along with water features to naturally cool outdoor spaces and create a sense of place. Palmeraie's design will ensure cross-shopping opportunities and connections within the shopping center and from the Ritz-Carlton Resort. The residential, retail and dining at Palmeraie will have a symbiotic relationship with the world-class Ritz-Carlton Resort, and will provide a new and vibrant destination for Paradise Valley and Scottsdale.

## COMMUNITY AND INTER-CONNECTIVE DESIGN

The Master Plan envisions the Ritz-Carlton Hotel becoming an integral part of the local community. While the main access to the Ritz-Carlton Hotel is via Lincoln Drive, the Hotel will also enjoy a connection via a walking Plaza to the Palmeraie Shopping Center to be constructed on the portion of the site within the City of Scottsdale. This central Plaza with its open air restaurants, outdoor cafes, boutiques and adaptive open spaces will be an entertainment draw for visitors, residents and hotel guests alike with special events. Along Indian Bend in the Shops at Palmeraie, ground floor community oriented retail will meet the daily needs of the residents for quality specialized food and services. The hotel's specialty restaurant will anchor the west end of the central square furthering the symbiotic relationship between the hotel and its community.

Vehicle circulation within each development area is planned to be cognizant of the traffic patterns and roadway types adjacent to the site. The primary access for the hotel and single family residential immediately to the south is from Lincoln Drive, which will be the main entrance to the resort hotel; Palmeraie is accessed from Indian Bend Road and Cactus Wren Road; and the resort-branded attached residences may be accessed from Cactus Wren Road via Scottsdale Road. There will be no entrance to the development from Mockingbird Lane, which is specifically designed to protect and preserve our neighbors to the west, including the Judson Estates Homeowner's Association.

To ensure minimal disruptions to nearby neighborhoods, the development team will be focused on keeping the construction period as short as reasonably possible. The project is also anticipated to have a positive impact on nearby property values, due namely to the quality and reputation of the Ritz-Carlton brand and the anticipated price of the Ritz-Carlton branded residences.

The project is designed to direct traffic to a primary entrance off of Lincoln Drive, away from existing residential neighborhoods, thereby mitigating any possible traffic impacts on nearby residents. The project's design will also include extensive landscaping on the perimeter that will not only enhance the overall beauty of the project, but also complement nearby neighborhoods and improve the landscaping along the streets surrounding the project.

The new Ritz-Carlton will truly be the finest resort development ever completed in Arizona, and one that Paradise Valley residents will be proud to consider as a sensitive and beneficial neighbor.

## KEYS TO SUCCESS

Five Star appreciated the opportunity to be part of the "Community Conversation" on the Ritz-Carlton Paradise Valley project held on February 12, 2015. It was a positive experience that generated a great deal of excitement and enthusiasm about the project as well as constructive commentary from members of the community and Town Staff.

Per Town Staff's request, this section will provide a narrative on how the "Keys to Success" outlined in the Community Conversation are intended to be incorporated into this application.

### FORM

The Ritz-Carlton Paradise Valley will be designed and constructed to not only compliment but also enhance the character of Paradise Valley, while making the Town's "brand" even stronger by adding in a world-class resort destination and community.

The project will incorporate many innovative design features with the goal of creating a world-class project while addressing land-use challenges outlined in the Town's voter-approved General Plan. The appropriate plan for this site has been carefully studied and the proposed development will provide significant open space, ensuring single-family residential uses along the portions of the property bordering Paradise Valley, significant underground parking and exceptional architectural design.

The project's height and density will achieve a balance between preserving the character of the community, making the project financially viable and achieving the General Plan's designation of providing a "transitional" zone to taller projects directly adjacent to the project in Scottsdale.

As for the community's questions related to the Town's traditional one-acre lots, we understand that a significant portion of the Town is designated for one-home-per-acre zoning. However, the Town's voter-approved General Plan recognizes this property is better suited for other land uses. Additionally, the land uses proposed for this project are consistent with land uses developed within other resort projects in the community. There are several similar communities in Paradise Valley that enhance the character of Paradise Valley and which provide a model for the Ritz-Carlton such as Colonial Miramonte and Mountain Shadows. Another goal of the "Keys" document is to "Provide residential options for residents who wish to downsize but still live in Paradise Valley." The Ritz-Carlton Paradise Valley will achieve this goal while serving a niche in Paradise Valley real estate which is in high demand in today's market.

### FUNCTION

As previously mentioned, the Ritz-Carlton Paradise Valley's branded residences will be built to provide exceptional quality with the intent to enhance nearby property values while providing new residential opportunities for Paradise Valley residents who wish to downsize from larger lots. The residences will be designed to be the premier single-family homes of their size in Paradise Valley, with exceptional quality and finishes.

The traffic circulation plan is outlined in the traffic study included within this application, and is designed to minimize traffic impacts on all nearby neighborhoods. The Ritz-Carlton Paradise Valley project will generate significant revenue for the Town of Paradise Valley, both from construction and from ongoing resort and supporting retail operations. This impact will be well into the millions of dollars and will have a positive effect on the Town's long-term financial picture.

Finally, the Ritz-Carlton Paradise Valley will include all the features one might expect from a world-class resort, including dining options, a spa, and supporting retail services. The design also includes a greenbelt retention trail running through the property and would be available for the public to utilize and enjoy.

### PROCESS

This application is designed to create a new Ritz-Carlton Paradise Valley project consistent with the character of the community and the General Plan while taking into account changes in the marketplace and the effects of nearby development in Scottsdale. The primary features of the Ritz-Carlton development remain the same and the land use is consistent with the General Plan and other resorts in the area.

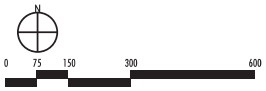
The Town of Paradise Valley, the City of Scottsdale, and Five Star are in conversations to ensure development in both Paradise Valley and Scottsdale are well-designed and planned to alleviate any negative impacts.

Five Star has an agreement with the Ritz-Carlton for the operation, management and marketing of the Ritz-Carlton Paradise Valley. The agreement is a standard 30-year operating contract with extension options. The resort portion of the project will be built in the initial phase along with surrounding residential to ensure construction impacts are minimal and both the resort and residential use open concurrently. Therefore, residents can immediately take advantage of resort amenities and the resort will not be impacted by residential construction.

## MASTER PLAN

| Area | Description |
|---|---|
| A \| A1 | Ritz-Carlton Hotel and Villas |
| B | Single Family Resort Related Residential |
| C | Single Family Ritz-Carlton Branded Residential |
| D | Resort Related Attached Residences |
| E | Palmeraie Resort Related Mixed Use (Deferred - Final Site Plan to Follow) |





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FIVE STAR DEVELOPMENT


**The Ritz-Carlton Resort**
Paradise Valley Special Use Permit Application
October 14, 2015

THE RITZ-CARLTON®

## 2015 Proposed SUP Overview (Excluding Area E)

| Area | Land Use Product | Gross Acreage | Proposed Residential Units | Residential Lot Sizes | Setbacks [3] | Nominal Dwelling Unit Size, sf | Total Residential Floor Area, sf [4] | Total Resort Related Floor Area, sf [4] | Lot Coverage: Drip Line Area, sf | Area Coverage, Percentage [1] | Maximum Height, ft [2] |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | The Ritz-Carlton Resort Hotel | 18.1 | Public Spaces | | A to B: 30' | | | 352,000 | 234,000 | 29.7% | 56' |
| | | | 200 Hotel Rooms | | A to C: 30' | | | | | | 24' |
| A1 | Resort Villas | 11.1 | 120 Resort Villas | | A1 to D: 30' | | | 348,000 | 149,000 | 30.8% | 36' |
| | - Food & Beverage | | | | | | | 21,000 | | | 24' |
| | Subtotals - A & A1 | 29.2 | | | | | | 721,000 | 383,000 | 30.1% | |
| B | Resort Related Detached Single Family 80% One Story Residential 20% Two Story Residential | 31.3 | 80 | 9,000 sf min | Front: 20'/25'/35' | 3,200 | 440,000 | | 336,640 | 24.7% | 24' |
| | | | | 11,741 sf avg | Side: 10' | | | | | | |
| | | | | 28,503 sf max | Rear: 20'/35' | | | | | | |
| | | | | | Min Width: 65' | | | | | | |
| C | Ritz-Carlton Detached Single Family 100% One Story Residential | 22.5 | 45 | 12,000 sf min | Front: 20'/25'/35' | 4,000 | 295,313 | | 236,250 | 24.1% | 24' |
| | | | | 16,192 sf avg | Side: 10' | | | | | | |
| | | | | 24,326 sf max | Rear: 20'/35' | | | | | | |
| | | | | | Min Width: 70' | | | | | | |
| D | Resort Related Attached Residences | 8.8 | 74 | | Front: 10' | 2,000 | 209,700 | | 97,450 | 25.3% | 24' & 36' [5] |
| | | | | | Side: 0' | | | | | | |
| | | | | | Rear: 10' | | | | | | |
| E | Resort Related Mixed-Use (Deferred) | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | Subtotals - B, C & D | 62.6 | | | | | 945,013 | 0 | 670,340 | 24.6% | |
| | Total all parcels | 91.8 | | | | | 945,013 | 721,000 | 1,053,340 | 26.3% | |

### Total Development Floor Area

| | |
|---|---|
| Residential | 945,013 |
| Resort Related | 721,000 |
| Total Proposed | 1,666,013 sf |
| 25% (at 2 stories) SUP Guidelines | 2,000,275 sf |

### Area Setbacks (from post dedication property lines)

| | |
|---|---|
| North of Lincoln Drive: | 50' |
| East of Mockingbird Lane: | 50' |
| South of Indian Bend Road: | 30' |
| North of St. Barnabas Church | 10' |

### Single Family Dwelling Units per Acre

| | | | |
|---|---|---|---|
| Parcel B | 80 | du | |
| Parcel C | 45 | du | |
| Total | 125 | du | |
| Net Acres | 53.8 | ac [6] | 2.3 du/ac |
| Gross Acres | 54.5 | ac [7] | 2.3 du/ac |
| Improved Acres | 56.5 | ac [8] | 2.2 du/ac |

### Notes:

[1] Area coverage is calculated using drip line of structures including trellises at 50% coverage

[2] The maximum heights indicated are measured from finish grade. Finish grade is no more than 2' above existing grade or as depicted on Page E-7.

[3] Residential Setbacks adjust as follows: Front Setback: 20' ground floor, 25' second story, 35' to the front facing garage; Rear Setback: 20' ground floor, 35' second story; Side yard: Sum of side yard setbacks equals min. 10', zero lot line allowed at all interior lots. All perimeter lots (backing to Lincoln, Mockingbird or Indian Bend) will have side yard setbacks of 10' minimum each side.

[4] Gross area including at-grade garages, patios, trellises, overhangs but excluding basements

[5] 36' (three story) height only occurs as a buffer along the eastern border. Third floor: interior area will not exceed 50%, exterior covered will not exceed 10%, exterior uncovered will not exceed 10% of the second floor area.

[6] Post-dedication acreage

[7] Pre-dedication acreage

[8] Improved Acres include landscaped right-of-way in addition to the perimeter Area Setbacks


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FIVE STAR DEVELOPMENT

## LEGEND

| | | |
|---|---|---|
| | One Story Building: | 14' - 16' above finish grade |
| | Two Story Building: | 20' - 24' above finish grade |
| | Three Story Building | 28' - 36' above finish grade |
| | Hotel Lobby Roof Venue | 56' above finish grade |





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FIVE STAR DEVELOPMENT


# The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application
October 14, 2015

THE RITZ-CARLTON®

## PROJECT HEIGHTS

Hotel | Residential | Mixed Use

D-5




## PLANT PALETTE

to occur at the base of the two entry monuments

### Trees

Blue Palo Verde
Desert Willow
Ironwood

### Shrubs

Hopbush
Fairy Duster
Desert Bird of Paradise
Desert Ruellia
Brittle Bush
Chuparosa
Globe Mallow

### Accents

Agave sp.
Opuntia sp.
Dasylirion sp.
Desert Milkweed

### Ground Cover

Lantana sp.
Verbena sp.
Desert Marigold


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FIVE STAR DEVELOPMENT


# The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application
October 14, 2015

THE RITZ-CARLTON®

## ENTRY RENDERINGS

Welcome to Town of Paradise Valley

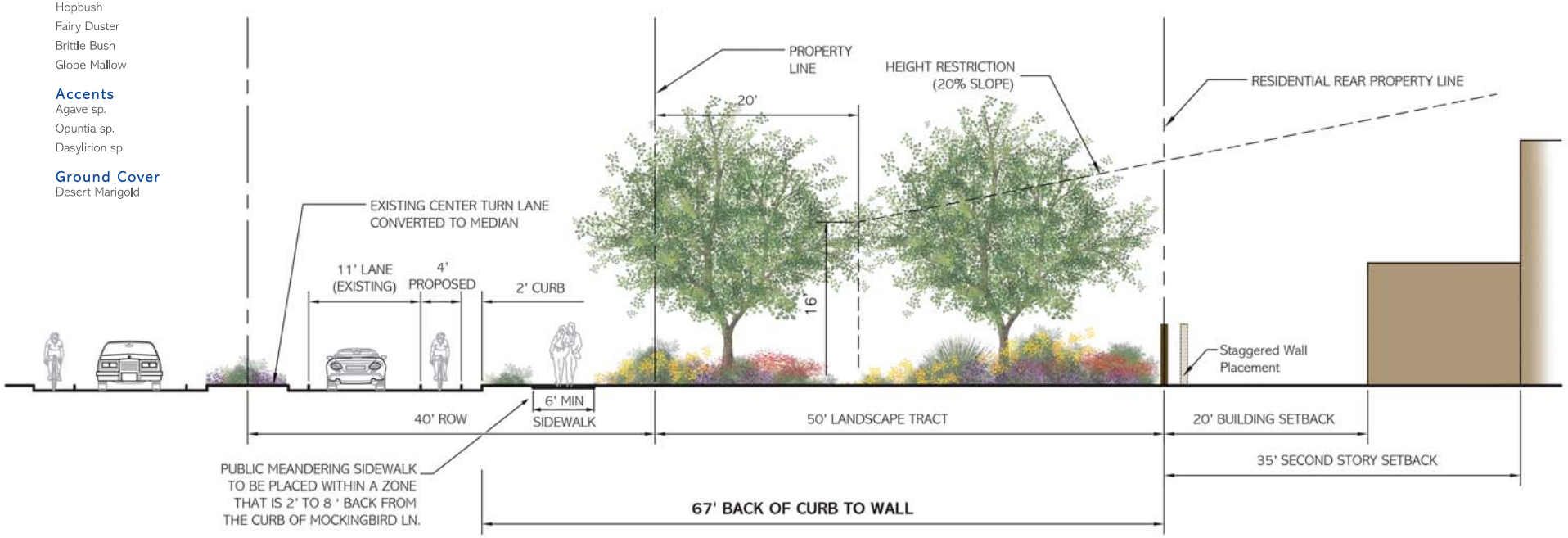
## TRANSITIONAL DESERT PLANT PALETTE

### Trees
Foothills Palo Verde
Desert Willow
Ironwood

### Shrubs
Hopbush
Fairy Duster
Brittle Bush
Globe Mallow

### Accents
Agave sp.
Opuntia sp.
Dasylirion sp.

### Ground Cover
Desert Marigold





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FIVE STAR DEVELOPMENT

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FIVE STAR DEVELOPMENT


# The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application
October 14, 2015

THE RITZ-CARLTON®

## RESORT HOTEL

Building Heights

E-3

## LEGEND

RITZ CARLTON HOTEL
- 1 PORTE COCHERE
- 2 RECEPTION
- 3 HOTEL LOBBY
- 4 LOBBY LOUNGE
- 5 SPECIALTY RESTAURANT
- 6 THREE MEAL RESTAURANT
- 7 POOL BAR AND GRILL
- 8 BALLROOM
- 9 JUNIOR BALLROOM
- 10 MEETING | BOARD ROOM
- 11 PREFUNCTION
- 12 HOTEL PARKING (VALET)
- 13 MECHANICAL | ELECTRICAL
- 14 ADMINISTRATIVE OFFICES
- 15 BACK OF HOUSE
- 16 LAUNDRY | EMPLOYEE FACILITIES
- 17 CART STAGING
- 18 REMOTE SERVICE BUILDING
- 19 KITCHEN

RITZ CARLTON HOTEL - AMENITIES
- 20 SPA
- 21 FAMILY POOL
- 22 ADULT POOL
- 23 OUTDOOR FUNCTION
- 24 CLUB LOUNGE

RITZ CARLTON VILLAS
- 30 VILLA UNITS
- 31 VILLAS LOBBY
- 32 RESIDENT'S POOL
- 33 RESIDENT'S PARKING
- 34 AMENITIES SPACE
- 35 RESIDENT'S STORAGE
- 36 BACK OF HOUSE | MEP
- 37 RETAIL PARKING
- 38 RETAIL STORAGE
- 39 SUNKEN GARDEN | ENTRY COURT

PALM COURT (TOWN SQUARE)
- 40 CENTRAL PLAZA | PARK
- 41 RETAIL | RESTAURANTS
- 42 RESIDENTIAL UNITS
- 43 RITZ CARLTON FUNCTION DROP-OFF

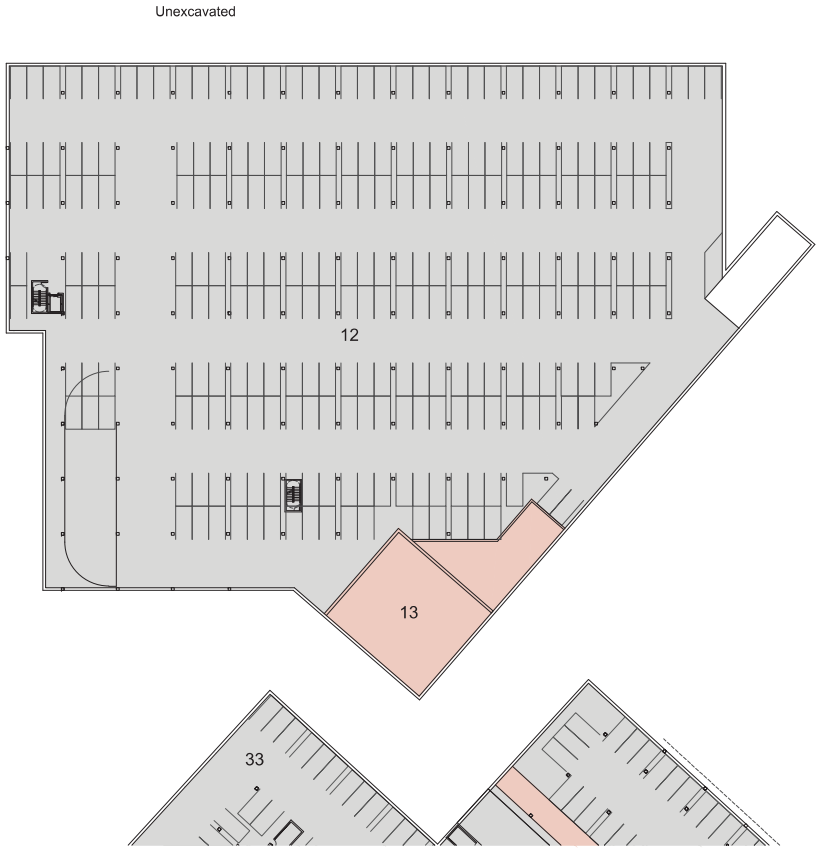
RESORT RELATED ATTACHED RESIDENCE VILLAGE
- 51 AMENITIES | ADMINISTRATIVE OFFICE
- 53 GUEST PARKING
- 54 RESIDENT'S POOL
- 55 ATTACHED RESIDENTIAL UNITS



## PARKING SUMMARY

Total hotel parking spaces provided: 390 during self-park configuration, 449 during valet parking configuration

Total villa parking spaces provided: 80 guest spaces during self-park configuration, 86 valet spaces during valet parking configuration, 240 owner spaces at all times.





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FIVE STAR DEVELOPMENT


# The Ritz-Carlton Resort

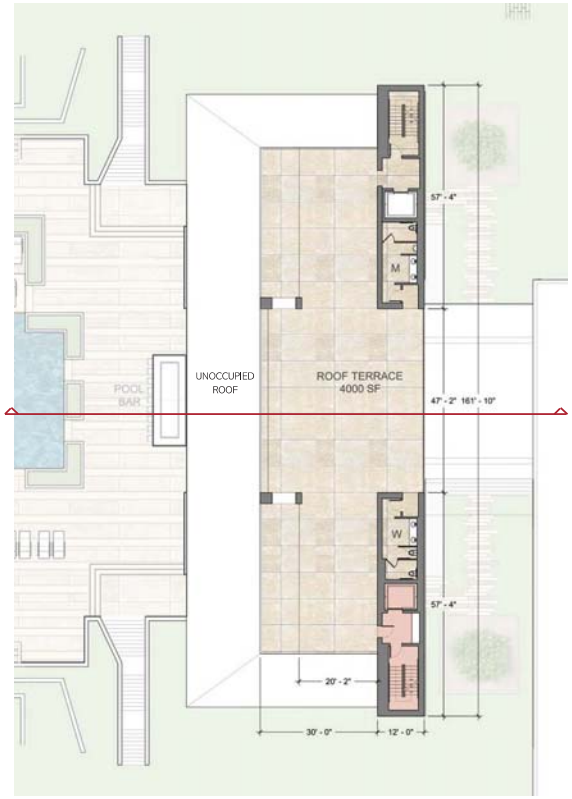
Paradise Valley Special Use Permit Application
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THE RITZ-CARLTON®

## RESORT HOTEL

Basement Level Plan - Parking (el 0')

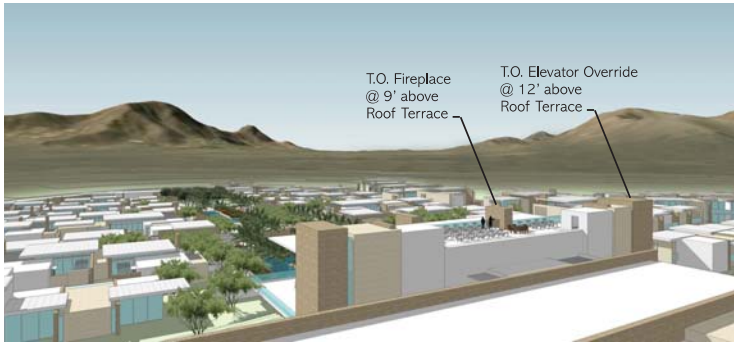
E-9












ROOF TERRACE - LEVEL 04


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# The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application
October 14, 2015

THE RITZ-CARLTON®

## RESORT HOTEL

Enlarged Roof Terrace Plan

E-14

## LEGEND

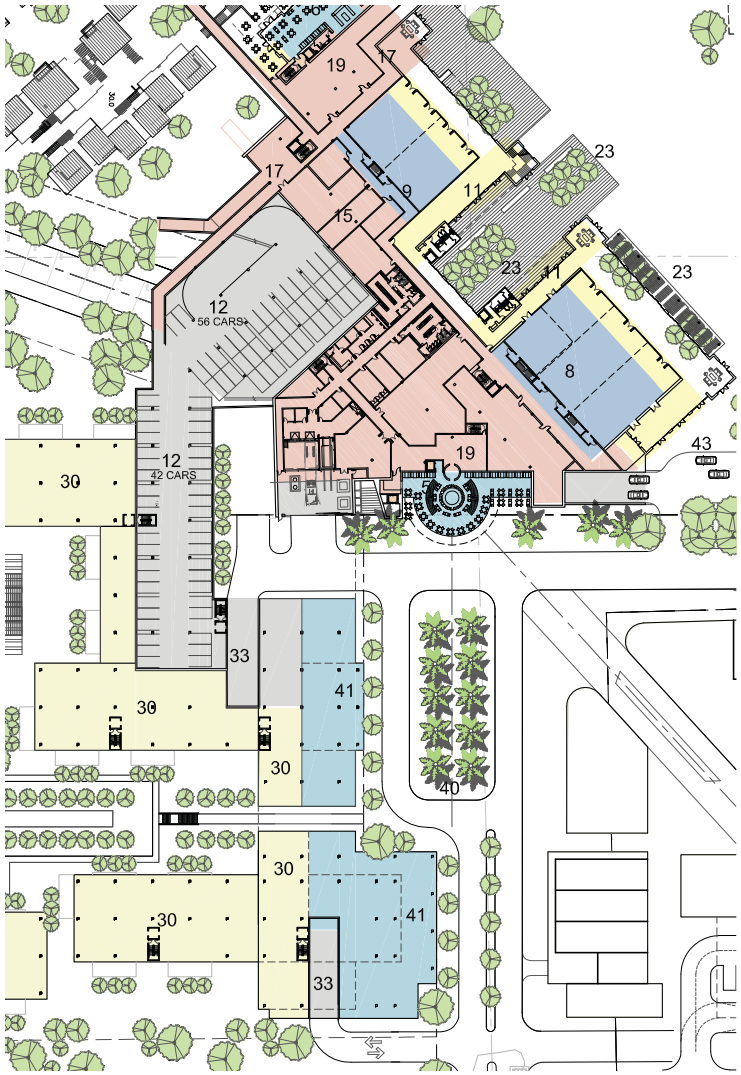
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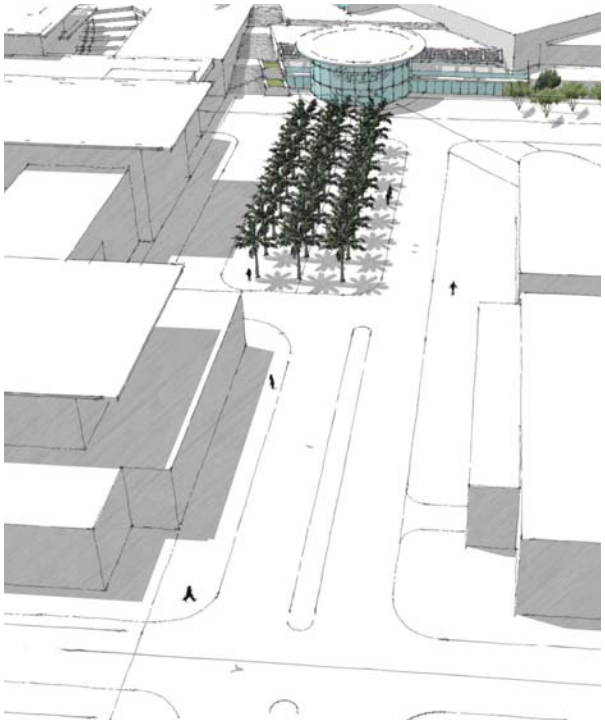
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## THE PALM COURT PLAZA

The Ritz-Carlton Hotel will become an integral part of the local community. While the main access to the Ritz-Carlton hotel is via Lincoln Drive, the hotel will also enjoy a connection via a plaza to the Shops at Palmeraie.

The Palm Court central plaza with its open air restaurants, outdoor cafés, boutiques and adaptive open spaces will be an entertainment draw for visitors, residents and hotel guests alike with special events. The hotel's specialty restaurant will anchor the west end of the central square furthering the symbiotic relationship between the hotel and its community.




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FIVE STAR DEVELOPMENT


# The Ritz-Carlton Resort

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THE RITZ-CARLTON®

## RESORT HOTEL

Palm Court Plaza



AERIAL VIEW TOWARD NORTHWEST



AERIAL VIEW TOWARD NORTHEAST



AERIAL VIEW TOWARD LINCOLN DRIVE - From Palm Court

## RITZ-CARLTON RESIDENTIAL VILLAS

Adjacent to the Hotel, the branded Ritz-Carlton Residential Villas will offer whole ownership luxury attached residences. There will be 120 residential units within the two and three story buildings. In addition to the hotel staff, the property will have staff dedicated to serving only the guests of the Villas.

The architecture of the Residential Villas follows the general direction of the Ritz-Carlton Hotel with simple forms and natural materials. Each unit is oriented toward the views of Camelback and Mummy Mountains, and will have expansive outdoor patios, expansive balconies and plunge pools. The units will have high open ceilings with expansive windows overlooking the views. Deep overhangs and sun shades will add to the interest of the exterior facades.

The building massing steps back from Lincoln Drive and off the resort entry drive. This will create expansive balconies for each unit as well as break down the building massing.

In addition to having access to the Hotel amenities and services, the Residential Villas will have additional Ritz-Carlton managed amenities and services, including a separate resort style swimming pool, lobby, concierge and underground valet parking where semi-private elevators take residents and hotel guests directly to their villa. Residential Villa guests will check-in and use the valet services at the Hotel. Residential Villa owners will have the option to self-park in either of their two designated parking spaces located adjacent to the semi-private elevator access from the garage level to their villa.




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FIVE STAR DEVELOPMENT


# The Ritz-Carlton Resort

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THE RITZ-CARLTON®

## AREA B

Resort Branded Residential Lots
F-2

## LEGEND

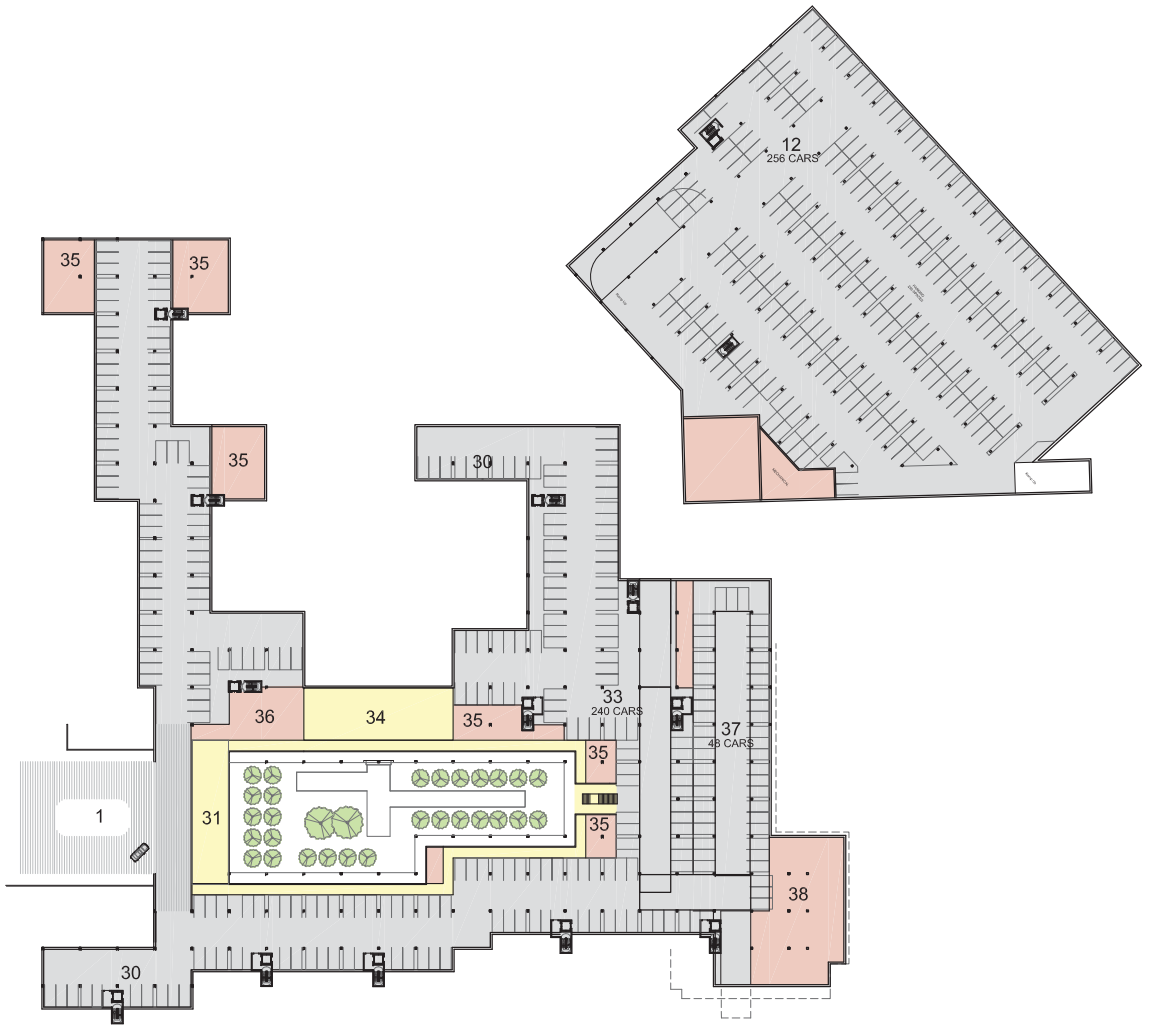
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- 55 ATTACHED RESIDENTIAL UNITS




### PARKING SUMMARY

Total hotel parking spaces provided: 390 during self-park configuration, 449 during valet parking configuration.

Total villa parking spaces provided: 80 guest spaces during self-park configuration, 86 valet spaces during valet parking configuration, 240 owner spaces at all times.


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FIVE STAR DEVELOPMENT


# The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application
October 14, 2015

THE RITZ-CARLTON®

## AREA A1 & D

Basement Level Plan

F-6

## LEGEND

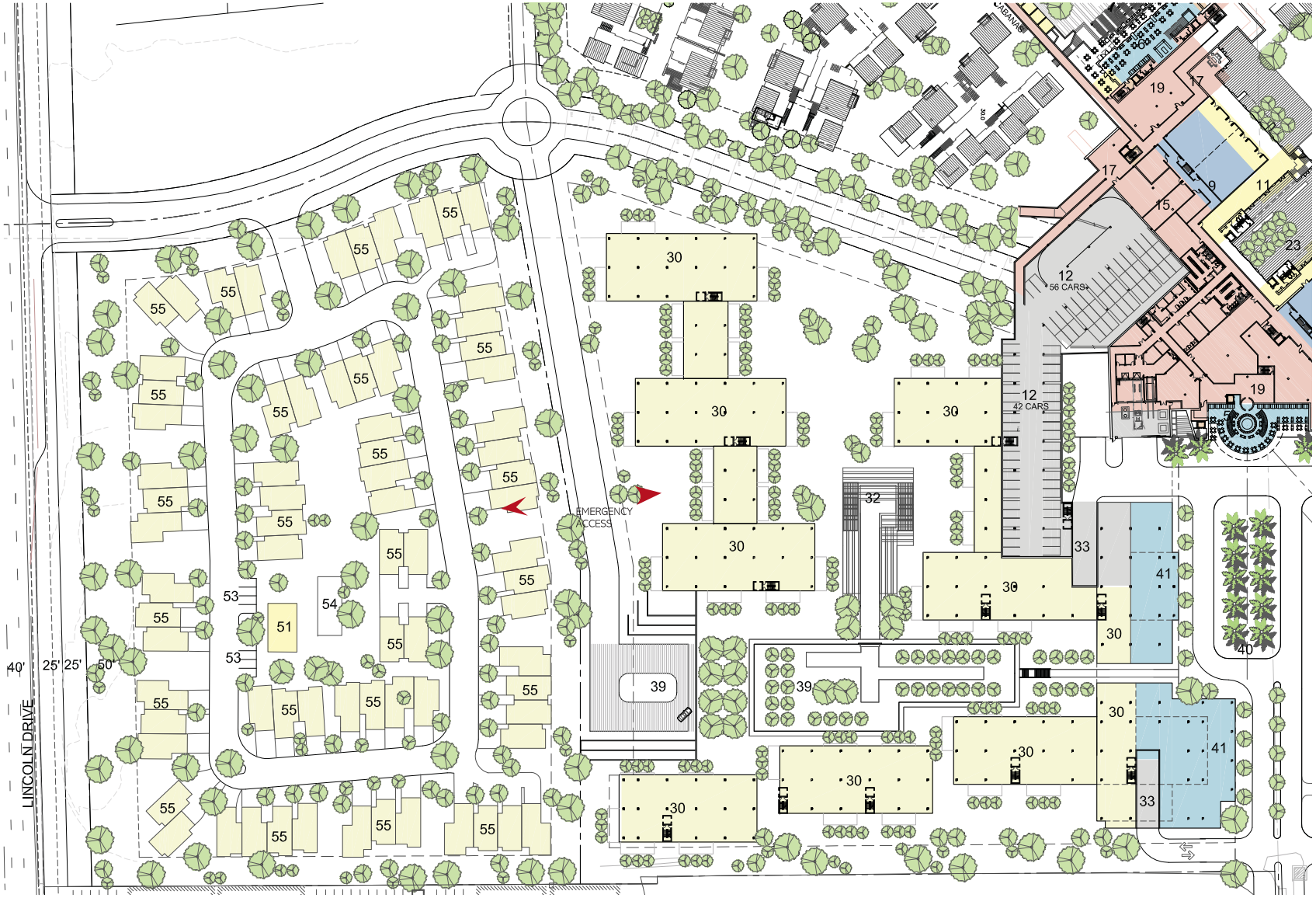
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FIVE STAR DEVELOPMENT


# The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application
October 14, 2015

THE RITZ-CARLTON®

## AREA A1 & D

Level 1 Plan

F-7

## LEGEND

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FIVE STAR DEVELOPMENT


# The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application
October 14, 2015

THE RITZ-CARLTON®

## AREA A1 & D

Level 2 Plan

F-8

## LEGEND

RITZ CARLTON HOTEL
- 1 PORTE COCHERE
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# The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application
October 14, 2015

THE RITZ-CARLTON®

## AREA A1 & D

Level 3 Plan

F-9

## LEGEND

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# The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application
October 14, 2015

THE RITZ-CARLTON®

## AREA A1 & D

Roof Plan
F-10

## RESORT WALL MASTER PLAN

Initial locations of site walls have been identified in the exhibit to the right. The design intent of the walls will be to provide both security for residents and guests, while also respecting view corridors and a sense of open space. As such, view fences have been used where possible, and solid walls and screen walls are limited to areas that require enhanced privacy or security, or to shield resident views to utility or back of house uses.

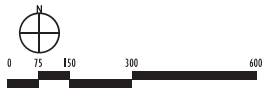
Perimeter walls have been identified on this exhibit. The Hotel area will contain additional landscape walls of varying heights to define open space areas and uses.

Notes:

- Private yard walls provided by owner.
- Screen wall and fence guidelines: Screen walls are used to shield delivery areas, service areas, truck courts, mechanical, electrical, plumbing, and fire protection equipment, storage areas, recycling containers, dumpsters, and the like, from public view. Screen walls must respond in form to architecture. The height of screen walls should be as low as possible, but are limited to fifteen feet (15') limited to the hotel loading dock and central plant, as measured from the grade of the outside of the wall.

## LEGEND

- 8' Solid (6' Wall + 2' Berm)
- 6' Solid
- 6' View
- Wall Jog Locations
- Primary Resort Entry Monument
- Town Entry Monument
- Resort Branding Sign
- Guardhouse
  Manned Access control point. Not to exceed 16' in height, 250sf in size with a gate not to exceed 8' in height
- Electric Gate
  Access control point with visitor call box. Adequate vehicular turn around to be provided. Adjacent residential lots may need modification or deleted to accommodate required turn around and emergency access. not to exceed 8' in height.








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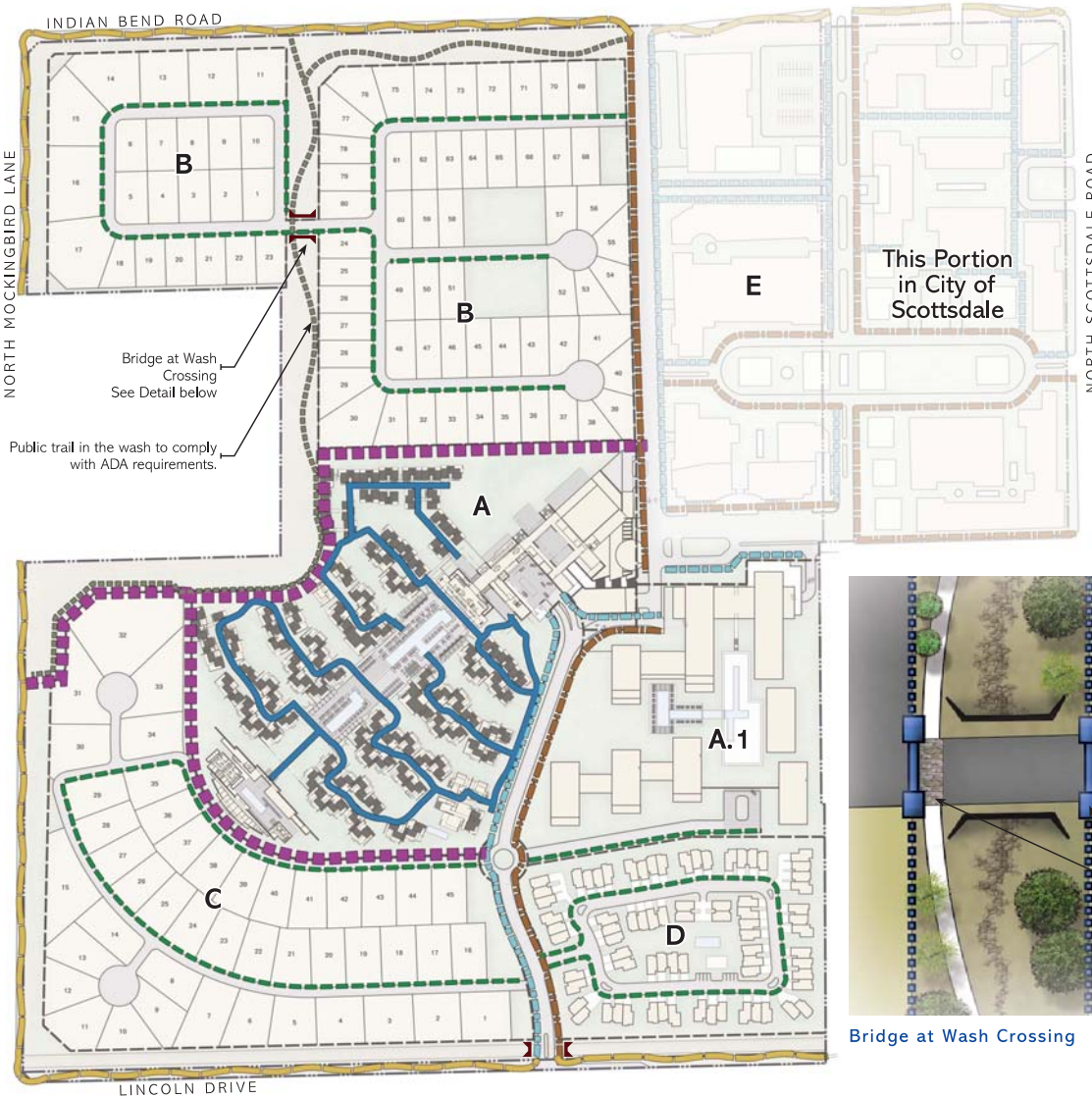
FIVE STAR DEVELOPMENT

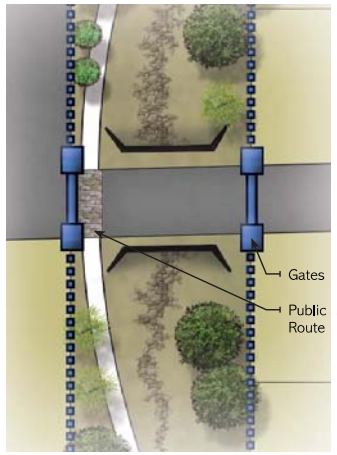
## LEGEND

- 6' Major Pathway (Public)
- 6' Minor Pathway (Public)
- Varying Width Resort Pathway (Ritz-Carlton Controlled Public Access)
- 6' New Perimeter Sidewalk (Public)
- 5' Neighborhood Walk (Private)
- 8' Stabilized Compacted DG Trail (Public)
- 20' Emergency Access Lane/Pedestrian Pathway
- Bridge at Wash / Swale Crossing

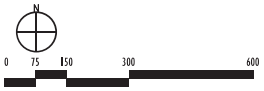


**Example of Box Culvert Bridge.**
Wash Crossing In Parcel B to be Similar In Design.




Bridge at Wash Crossing





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FIVE STAR DEVELOPMENT


# The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application
October 14, 2015

THE RITZ-CARLTON®

## RESORT LANDSCAPE
Pedestrian Pathway System
G-6



## Visually Significant Corridor Design Considerations

1. Architectural screens will be provided around all above ground utility structures
2. Seating areas with benches will be provided along the sidewalk at a minimum of 1000' intervals.
3. Themed wayfinding signage will be provided along the corridor.
4. Enhanced landscape lighting will be provided to differentiate the corridor from other streets.

## LANDSCAPE DENSITIES ALONG LINCOLN



CORNER LANDSCAPING:

- Ten to Twelve 48" Box (Min) Specimen Desert Trees
- Twenty Specimen Agave
- 60% Live Vegetative Cover with Shrubs and Groundcover
- Turf Area

MEDIAN PLANTING:

- 36" Box (Min) Desert Tree at 25' O.c.
- Three 5-Gallon Shrubs and Five 1-Gallon Groundcover Per Tree

LINCOLN PLANTING:

- 36" Box (Min) Desert Tree at 25' O.c.
- Five 5-Gallon and Five One-Gallon Groundcover Per Tree

ENTRY PLANTING:

- Eight to Ten 48" Box Min Specimen Trees
- 60% Live Vegetative Groundcover
- Turf Area
- One Specimen Agave or Succulent Per Tree. 15-Gal (Min)

Note: This landscape design and density is also representative of what will occur in front to Area D along Lincoln Dr


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FIVE STAR DEVELOPMENT

CivTech

October 8, 2015

Mr. James Shano
Public Works Director / Town Engineer
Assistant to the Town Manager for Strategic Planning
Town of Paradise Valley
6401 East Lincoln Drive
Paradise Valley, Arizona 85253-4328

***RE: Ritz Carlton Parking Study Comment Responses and Resubmittal***

Dear Mr. Shano:

CivTech is resubmitting the parking study for the Ritz Carlton resort to include three previous comments that still required updating. Comments were collected during a presentation to the planning commission as well as from an email indicating the staff requested corrections. The report now addresses those comments and concerns and presents the parking required and provided by the Ritz Carlton for the hotel and retail parcels. The residential parcels within the development will be self parked and are encouraged to meet the Town's parking requirements. This submittal supplements the update provided on October 8, 2015. The comments received are noted below:

October 14, 2015 Update

- Page 1, first paragraph – The hours utilized for peak use should be 6am to 12am, not 6am to 12pm.

  The text on page 1 has been revised to read 6am to 12 am.

- Page 5, third paragraph – The report indicates that the hourly occupancy rate as a percentage of use was suggested by the operations department of the Ritz Carlton, should this be based on a standard such as ITE, ULI, City of Scottsdale, etc.?

  The report has been updated to use ULI instead of operational data provided by the Ritz Carlton. The parking required increased slightly and therefore the provided parking was adjusted to accommodate the peak event when using a valet only scenario.

- This analysis discusses shared parking with the Palmeraie and an agreement will need to be in place once operational.

  A statement was added to the conclusions that a shared parking agreement between the Ritz Carlton and the Palmeraie will be required.

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Phone: 480.659.4250 • Fax: 480.659.0566

October 8, 2015 Update

- The total valet parking provided calculation removed the self-parking after applying the 1.15 ratio. Please remove those areas before applying the 1.15 ratio.

  This calculation has been revised as shown on page 1 of the parking analysis. It should be noted that the number of traditional parking spaces provided has increased from 438 to 460 which is reflected in the updated study.

- Note that B, C and D will be self parked and are encouraged to meet the Towns code.

  A description of the residential nature of these parcels and their need to self-park has been added to the first paragraph in page 1 of the parking analysis.

- Discuss the valet only scenario implementation.

  Additional discussion regarding the implementation of the valet-only scenario from the traditional scenario has been added to page 6 in the valet only section of the report.

- Where is the ADA parking shown in the plan?
  ADA parking will be provided near the porte-cochere at the front of the resort. While not specifically discussed in the parking study, a recommendation to include ADA accessible parking has been provided on page 2.

- Add discussion of parking isle width.

  A quick discussion of meeting Town requirements for parking stall size and depth along with isle width was added to the Conclusion section of the report shown in page 2.

- There could be some loss of parking based on locations shown at edge of garage.

  The parking shown in conceptual and the final design will provide the required number of parking spaces and ensure that circulation can be provided.

- Remove surface parking related to Ritz Carlton.

  The text relating to Ritz Carlton surface parking has been removed.

We appreciate your time and assistance with the Ritz Carlton project. Please contact me with any questions you may have on this resubmittal.

Sincerely,

Dawn D. Cartier, P.E., PTOE
Project Manager

CivTech

# RITZ CARLTON PROPERTY
# PARKING ANALYSIS

## Northeast Corner of Section 10
## Township 2 North, Range 4 East




**Prepared for:**

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Paradise Valley, Arizona 85253

**By:**

**CivTech, Inc.**
**8590 East Shea Boulevard**
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**(480) 659-4250**

**October 2015**
**CivTech Project # 15-360**

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contact: Jason Morris

A parking demand analysis was conducted for the Ritz Carlton Resort ("Resort") and the surrounding Palmeraie mixed-use area to determine the number of parking spaces required to support the new resort hotel, amenities and retail area when fully utilized. These calculations determine the average parking requirements and the overall peak parking requirements for the area pursuant to the site plan revised in July 2015. A shared parking analysis was also completed to account for the changes in parking demand created by alternate uses within the Resort and retail areas including the hotel, restaurants, offices, event areas and recreation areas during various times of the day. The shared parking analysis for the resort was conducted using a shared parking methodology approved by the Town of Paradise Valley for two scenarios, Average Use and Peak Use for both Weekdays and Weekends, between the hours of 6:00 a.m. and 12:00 a.m. Shared parking for the Palmeraie development was calculated using the City of Scottsdale's approved shared parking methodology. This letter documents the findings of the analysis for the resort and retail portions of the Ritz Carlton. There are three other parcels within the development, Parcels B, C and D, which will be developed with residential land uses and are encouraged to provide parking consistent with the Town's code requirements.

## EXECUTIVE SUMMARY

Shared parking calculations were performed for the Ritz Carlton Resort for the average utilization and the peak utilization. Average utilization of the resort requires 406 parking spaces while peak utilization requires 535 parking spaces. The current resort plan provides for 710 parking spaces which includes the required parking for the resort villas, an ownership product which can revert into the resort rental pool. A total of 390 parking spaces are provided adjacent to the resort and 310 parking spaces are provided adjacent to the villas and resort retail shops. 240 parking spaces are reserved for the resort villas leaving 470 parking spaces to be shared amongst the resort uses, 48 shared spaces are located adjacent to the resort retail. These spaces, along with miscellaneous spaces provided around the site, provide enough parking supply for the highest use during the non-peak season. **Table 1** provides a summary of the resort parking.

**Table 1 – Resort Parking Summary**

| | Spaces |
|---|---|
| Shared Peak Parking Required | 535 |
| Shared Non-Peak Parking Required | 406 |
| Traditional Parking Provided | 470 |
| Valet Parking Provided | 540 |

Additionally, to accommodate parking demand in excess of the highest peak hour calculated, a valet scenario has been established. The Ritz Carlton resort will operate with a full time mandatory valet service although traditional parking was considered in the report to evaluate a more conservative condition. Parking spaces shown in the plan are striped for traditional parking. The valet scenario considers the use of both the resort and resort villa parking areas.

An increase of 15 percent may be applied to the available parking when providing valet services, thus increasing the available parking to 540 spaces [(710 – 240) x 1.15]. With the valet, there would be a surplus of 5 parking spaces during the peak event. A valet service is required during the peak event to meet the parking demand.



Without shared parking, the Town of Paradise Valley SUP Guidelines indicate that 472 parking spaces are required during the average use period and that 621 parking spaces are required during the peak use period.

The proposed resort facility meets the parking requirements as determined by the Town of Paradise Valley's SUP Guidelines using a shared parking demand model.

Shared parking calculations were also prepared for the Palmeraie development using the shared parking model established by the City of Scottsdale. A total of 2,291 parking spaces are required for the Palmeraie development without consideration for shared parking. Using the City's shared parking model, a total of 1,876 parking spaces are required. The current plan for the Palmeraie indicates that 3,366 parking spaces will be provided. These values are summarized in **Table 2**.

**Table 2 – Palmeraie Parking Summary**

| | Spaces |
|---|---|
| Shared Peak Parking Required | 1,876 |
| Parking Provided | 3,366 |

A total of 3,366 parking spaces will be provided at the Palmeraie development which indicates that a surplus of as many as 1,490 spaces could be available for use by the Ritz Carlton. Both Palmeraie and Ritz Carlton have agreed to share these excess spaces in the case of large events at the Ritz Carlton Resort. Retail and office parking needs diminish greatly in the evening which is the typical peak for resort parking.

## CONCLUSION

The parking provided by the Ritz Carlton Resort will accommodate the average resort utilization. During a peak event, the resort will provide a valet only scenario which will accommodate the required parking.

The adjacent Palmeraie development provides an opportunity to share some additional parking due to their symbiotic uses. The parking for a resort hotel typically peaks during an event which happens in the evening. Palmeraie will contain retail and some office uses. Parking spaces associated with office uses are typically available for other users after 5:00 PM. Retail parking tends to peak in the late afternoon and then steadily decrease through the evening with most retail stores closed by 9:00 PM. Palmeraie is currently showing excess parking of more than 1,000 spaces that could be shared with the Ritz Carlton development should the need arise. A shared parking with the Palmeraie and an agreement should be in place once operational.

Parking should be designed to meet the Town of Paradise Valley code and should meet all ADA requirements. Parking stall depth and width along with isle width should be design in accordance with Town standards. ADA accessible parking should be designed in a location convenient for resort entry. Although a valet option will be available for ADA patrons, ADA accessible parking will still be required.



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FIVE STAR DEVELOPMENT

## PROPOSED DEVELOPMENT

This parking evaluation considers the effects of both the Ritz Carlton Resort and the Palmeraie Center. These two properties are adjacently located and will have cross access for shared parking.

Regular parking for the resort will be provided by two parking areas connected by internal driveways. The main parking area for the Resort as proposed will consist of 390 spaces. Approximately 310 additional parking spaces are located adjacent to the resort villas and the 30,000 square foot resort commercial use.

The Ritz Carlton development is proposed with a 200 room resort hotel and 120 villas including a spa, lodge, meeting facilities, gardens, outdoor function space, and retail. The residential component of the plan consists of 144 lots/units of low density single family residential and 100 units/lots of attached residences. The commercial component of the site within the Town limits is planned to consist of 151,000 square feet of retail/restaurant use and 200 attached residential dwelling units.

The adjacent Palmeraie development, located within the City limits of Scottsdale, will be cohesively designed with the retail portion of the Ritz Carlton. Palmeraie is located on the southwest corner of Scottsdale Road and Indian Bend Road. Palmeraie is a planned retail development consisting of approximately 300,000 SF of retail and restaurant land uses, a 175 room hotel and 235 resort hotel condominium units. There has been some discussion of allowing the City of Scottsdale to annex the retail portion of the Ritz Carlton plan. Therefore the parking analysis for the Palmeraie development has been evaluated using criteria from the City of Scottsdale. The current Palmeraie plan indicates that 3,366 spaced will be provided in the parking garage and surrounding surface parked areas.

Parking for the surrounding residences, as proposed in the Town of Paradise Valley *Draft October 2005 Special Use Permit (SUP) Guidelines*, which are separately "owned" components of the plan, will be self-contained.

## RITZ CARLTON PARKING CALCULATION METHODOLOGY

### Parking Generation

Parking demand was calculated using the rates provided by the Town of Paradise Valley SUP Guidelines. Square footage areas for various uses (i.e. restaurant, meeting rooms, etc.) and/or the number of units were based on a summary Resort program and corresponding site plan as shown within the Ritz Carlton SUP submittal dated July 2015. The Resort Summary Program is attached in Appendix A. Site plans for the Resort and for Palmeraie have been included in Appendix B. The following assumptions were made when generating parking for each use.

- Section 4 of the *Town of Paradise Valley Special Use Permit Guidelines* was used to determine the number of spaces required for the resort and uses located within and around the hotel.[1]

[1] Town of Paradise Valley Special Use Permit Guidelines Section 4 "Resorts", DRAFT October 27, 2005



Each use within the Resort was placed into one of the six categories presented within Section 4 of the SUP Guidelines. Section 4b states that the *"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 analysis."*

### Parking Calculation

Parking was calculated for individual uses within the Resort using the rates documented in Section 4 of the SUP Guidelines. The gross parking required for each use was calculated. The gross parking was then prorated by assigning a percentage indicating the overlap from guests already staying within the resort ("onsite demand") vs. drawing new trips (vehicles) from non-guests ("offsite demand"). All parking for guest rooms and employees was determined to be completely "off-site". Parking generated by all other uses was assumed to be used by Resort occupants ("on-site") and non-Resort occupants ("off-site"). Therefore, overlap percentages were applied to these uses to account for the "on-site" occupants who will already be parked as part of the resort guest room rate or within the Ritz Carlton community housing. This occurrence is known as internal capture. The percentages applied to the uses were originally determined from data provided by Marriott International for their resort at Camelback Inn and a verification letter provided 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 demand was calculated for both the average use and peak use of the hotel. The average use of the hotel would likely occur during the resort off-season. The number of occupied rooms during the off-season was assumed at full occupancy to maintain a conservative approach to these calculations. Peak demand calculations were prepared to provide a parking demand during the resorts peak season including events which would have a higher number of local users.

The net number of parking spaces for each use was summed to obtain the minimum *non-shared* parking requirements for the average and peak scenarios. The results of the calculations are presented in **Table 3**. Detailed calculations are attached in Appendix C.

**Table 3 – Non-Shared Parking Spaces Required**

| Calculation Method | Parking Spaces | |
|---|---|---|
| | Average Use | Peak Use |
| Town of Paradise Valley SUP Guidelines | 472 | 621 |

### Shared Parking Analysis

For projects with a variety of land uses, the parking demand for each land use would peak at different hours. Therefore, the actual number of spaces needed at a given hour is less than cumulative parking demand. *Shared Parking* Urban Land Institute [ULI] describes shared parking as follows:



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"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"

To determine the total number of shared parking spaces required between different land uses, a parking occupancy rate analysis was conducted. To calculate the total number of shared spaces required, the non-shared parking spaces (as previously calculated and shown in Table 3) are multiplied by the occupancy rate for that hour represented as a percentage of use. This analysis was completed using the distribution data as suggested by the Urban Land Institute's *Shared Parking*. ITE does not provide time of day data for a 'Leisure Hotel' or a 'Resort Hotel'.

Occupancy is dependent upon peak seasonal factors, days of the week, and time periods. Per the development code two scenarios were established, weekday and weekend. Each scenario looks at time periods beginning at 6:00 a.m. and ending at 12:00 a.m.

The "adjusted" net number of parking spaces required for each use during each time period is aggregated. The resultant is the required number of spaces for each time period. The shared parking demand required is determined by the greatest of the aggregate values calculated, weekday total or weekend total. The shared parking results are presented in **Table 4**. Detailed calculations are attached within Appendix D.

**Table 4 – Shared Parking Spaces Required***

| Scenario | Shared Parking Spaces | |
|---|---|---|
| | Weekday | Weekend |
| *Average Use* | 387 | 406 |
| *Peak Use* | 535 | 535 |

**Shared totals do not include the 240 spaces required by the Resort Villas which will be valet parked in an independent lot.*

A total of 406 shared parking spaces are required for the Resort based on average utilization while 535 will be required during the peak utilization.

## RESORT DESIGN AVERAGE WEEKDAY AND WEEKEND RESULTS

Using shared parking distributions, the average use parking demand for the resort is estimated to be 406 parked vehicles. Without shared parking, the Resort will require 472 parking spaces. The site plan for the resort currently shows 470 parking spaces available for shared parking (710 total spaces – 240 resort villa spaces) which indicates the resort has excess parking of 58 spaces. The peak demand period is in the weekend evening period, 7:00 p.m. – 8:00 p.m.



## RESORT PEAK SEASON WEEKDAY AND WEEKEND RESULTS

During the peak season the resort will be fully utilized with full occupancy of the guest rooms and the ballrooms and event areas. A peak season parking calculation was prepared to account for the possibility that the users of the ballrooms and event areas could be different from the guests within the resort. To account for the possibility of a higher number of non-guest ("off-site") users, the ratios applied to the Guest Lawn and the Ballrooms were modified to allow for 50 percent on-site and 50 percent off-site use. The analysis was also prepared assuming that all ballroom and event areas would contain individual non-related groups during the same time period. This would require the resort to provide 535 shared parking spaces to accommodate the likelihood of a peak event. This is 67 spaces less than the provided parking as shown on the site plan.

## RESORT VALET ONLY SCENARIO

Most Ritz Carlton Resorts operate on a valet only basis. The parking design in this location has been designed for self-parking with the option to switch to a valet only scenario as needed. Due to the advanced booking of hotel rooms and events which will take place in the ballrooms, the resort can easily determine when a valet only scenario must be used to accommodate the required parking. Discussions with Ritz Carlton operations indicate that the parking would begin the transition from traditional parking to valet-only parking 24-hours in advance of the peak event. The valet only scenario can be applied to achieve a higher rate of parking within the same field provided for self parking. On average, the parking rate achieved by a valet only scenario increases the number of spaces by 20 to 30 percent when planned. This evaluation assumes that an efficiency of 15 percent can be achieved since specific valet plans have not been created. The resort can self park 470 vehicles within the main parking areas and an additional 240 vehicles as required for the resort villas. This same area, when converted to a valet assist scenario would allow parking for a minimum of 540 cars [(710 total spaces – 240 resort villa spaces) x 1.15 efficiency)]. With the valet, there would be a surplus of 2 parking spaces. The valet only scenario provides more parking than that required by the peak event during the peak season.

Although it is not anticipated that any additional parking will be necessary to support the Ritz Carlton project, an agreement to park vehicles at the Palmeraie during the evenings and weekends, the peak usage of the resort, will provide in excess of 1,000 spaces in addition to the 540 spaces mentioned above.

This information has been summarized in **Table 5** below.

**Table 5 – Peak Season Peak Event Resort Parking Summary**

| Calculation Methodology | Parking Required | | Parking Provided | |
|---|---|---|---|---|
| | Gross | Shared | Traditional | Valet Assist |
| Town SUP Guidelines | 621 | 535 | 470 | 540 |



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## PALMERAIE PARKING CALCULATION METHODOLOGY

### Parking Generation

Parking demand calculations were generated separately for the Palmeraie development which will provide separate parking facilities from the Ritz Carlton Resort. It should be noted that a large portion of the proposed Palmeraie mix-use development is located within the City of Scottsdale limits. Therefore, parking rates and calculations for the Palmeraie development were computed using the City of Scottsdale parking requirements.

The City of Scottsdale stipulates the number of parking spaces required for various types of development. These parking requirements are outlined in *City of Scottsdale's Zoning Ordinance Appendix B, Article IX*. **Table 6** summarizes the City's required parking ratios by use according to the zoning ordinance.

**Table 6 - City of Scottsdale Parking Demand by Land Use**

| Land Use | Space Requirement | |
|---|---|---|
| | Rate | Units |
| Office | 1 space/300 SF | SF |
| Gym/Health and Wellness | 1 space/200 SF | SF |
| Retail | 1 space/300 SF | SF |
| Residential/Luxury Condos | 1 space/DU | DU |
| Restaurant and Bars | 1 space/120 SF | SF |
| Grocery Store/Gourmet Foods | 1 space/300 SF | SF |
| Hotel | 1.25 spaces/guest room | Room |

### Parking Calculation

Parking was calculated for individual uses within the Palmeraie development using the rates documented in Appendix B, Article IX. The gross parking required for each use was calculated. Internal capture within the site was not a consideration for the Palmeraie development.

The parking demand was calculated for the all of the uses within the Palmeraie development. The net number of parking spaces for each use was summed to obtain the minimum *non-shared* parking requirements.

The parking requirements outlined in **Table 6** were applied to the square footage for each land use within the Palmeraie development. **Table 7** summarizes the unshared parking needs for the Palmeraie development. Detailed calculations are attached in Appendix E.



**Table 7- Palmeraie Required Unadjusted Parking (Not Shared)**

| Land Use | Intensity | | Space Requirement | | Parking Required |
|---|---|---|---|---|---|
| Office | 102,031 | SF | 300 | S.F./space | 340 |
| Gym/Health and Wellness | 25,523 | SF | 200 | S.F./space | 128 |
| Retail | 210,879 | SF | 300 | S.F./space | 703 |
| Residential/Luxury Condos | 487 | DU | 1 | DU/space | 487 |
| Restaurant and Bars | 53,491 | SF | 120 | S.F./space | 446 |
| Grocery Store/Gourmet Foods | 18,149 | SF | 300 | S.F./space | 60 |
| Hotel | 159 | Room | 1.25 | Room/space | 127 |
| | | | | **TOTAL** | **2,291** |

The total number of spaces required by the City of Scottsdale Zoning Ordinance without consideration for shared parking by time of day is calculated at 2,291.

### Shared Parking Analysis

Similar to the shared parking analysis prepared for the Ritz Carlton Resort, a separate shared parking analysis was prepared for the Palmeraie development. The City of Scottsdale has established utilization percentages for both weekday and weekend operation. Each day is divided into three blocks of time, 12am-7am, 7am-6pm and 6pm-12am. Table 8 displays the utilization percentages as shown within the City of Scottsdale's Parking Code.

**Table 8 - City of Scottsdale Parking Utilization by Use**

| General Land Use Classification | Weekdays | | | Weekends | | |
|---|---|---|---|---|---|---|
| | 12AM - 7AM | 7AM - 6PM | 6PM - 12AM | 12AM - 7AM | 7AM - 6PM | 6PM - 12AM |
| Office | 5% | 100% | 5% | 0% | 60% | 10% |
| Gym/Office Health and Wellness | 5% | 100% | 5% | 0% | 60% | 10% |
| Retail | 0% | 100% | 80% | 0% | 100% | 60% |
| Residential/Luxury Condos | 100% | 55% | 85% | 100% | 65% | 75% |
| Restaurant and Bars | 50% | 70% | 100% | 45% | 70% | 100% |
| Grocery Store/Gourmet Foods | 50% | 70% | 100% | 45% | 70% | 100% |
| Hotel | 100% | 65% | 90% | 100% | 65% | 80% |

The total parking required for each use as shown in Table 7 was factored for each of the six categories shown in Table 8. Table 9 displays the resulting parking required for each major land use by day of the week and time of day.



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FIVE STAR DEVELOPMENT

**Table 9 - City of Scottsdale Shared Parking Calculation**

| General Land Use Classification | Weekdays | | | Weekends | | |
|---|---|---|---|---|---|---|
| | 12AM - 7AM | 7AM - 6PM | 6PM - 12AM | 12AM - 7AM | 7AM - 6PM | 6PM - 12AM |
| Office | 17 | 340 | 17 | 0 | 204 | 34 |
| Gym/Office Health and Wellness | 6 | 128 | 6 | 0 | 77 | 13 |
| Retail | 0 | 703 | 562 | 0 | 703 | 422 |
| Residential/Luxury Condos | 487 | 268 | 414 | 487 | 317 | 365 |
| Restaurant and Bars | 223 | 312 | 446 | 201 | 312 | 446 |
| Grocery Store/Gourmet Foods | 30 | 42 | 60 | 27 | 42 | 60 |
| Hotel | 127 | 83 | 114 | 127 | 83 | 102 |
| **TOTAL** | 891 | **1876** | 1620 | 842 | 1737 | 1442 |

**PALMERAIE PARKING RESULTS**

Using the City of Scottsdale shared parking utilization by time of day and day of the week; the parking demand for the mixed-use retail area is estimated to be 1,876 parked vehicles. Without shared parking, Palmeraie will require 2,291 parking spaces. The site plan for Palmeraie currently shows 3,366 parking spaces available for parking which indicates the mixed-use area could have an excess of as many as 1,490 spaces. The peak demand period is in the weekday period, 7:00 a.m. – 6:00 p.m.

CVL CONSULTANTS
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October 9, 2015

Mr. James Shano, P.E., C.P.M.
Public Works Director
Town of Paradise Valley
6401 E. Lincoln Drive
Paradise Valley AZ 85253

RE: Paradise Valley Ritz-Carlton
Wastewater Service Analysis

Dear Mr. Shano:

The Paradise Valley Ritz-Carlton project encompasses approximately 134 acres of land located on the northwest corner of Scottsdale Road and Lincoln Drive. A small portion of the property is located in the City of Scottsdale (City), approximately 17 acres, with the balance situated within the town limits of Paradise Valley (Town). Desert Ventures, the parcel owner, has retained Coe & Van Loo Consultants, Inc. (CVL) to perform due diligence, master planning, lotting and drainage analyses as part of its program to develop the site as a resort. An analysis to determine the site's water and sewer service requirements is also included in our scope of work.

CVL has performed a preliminary investigation to identify potential issues in providing sewer service to the property. Our findings to date are summarized below:

- The Town of Paradise Valley and the City of Scottsdale are signatories to an Intergovernmental Agreement (IGA) that stipulates that the City will reserve up to 1.0 MGD of collection system capacity for wastewater generated by properties within the Town.
- The average daily flow of wastewater originating from properties within the Town was reported to be approximately 0.35 MGD by the City's existing flow metering station located 600 feet west of Scottsdale Road in Indian Bend Road, as of August 2015.
- Estimated peak wastewater discharges of 0.388 MGD were calculated for that portion of Ritz-Carlton within the Town limits using the latest land use and layout plans for the property. The proposed sewer collection system for the property discharges flow to the existing 8-inch sewer in Indian Bend Road upstream of the City flow monitoring station.



- Sufficient capacity is available to accommodate the discharge of Ritz-Carlton flow to the Scottsdale sewer system as calculated here: 0.35 + 0.388 = 0.738 MGD. This total is less than the IGA stipulated maximum allowed discharge quantity of 1.0 MGD.
- Peak Day flow originating from the 17 acres of the development within the City sewer service area are estimated to be 0.091 MGD and will be connected to an existing 8-inch sewer line in Scottsdale Road.

CVL has been asked to proceed with the preparation of a Wastewater Master Plan to fully analyze the sewer system requirements of the Ritz-Carlton development. The Master Plan will include the following tasks:

- Prepare an accurate routing map of the proposed sewer system using approved site lotting and street layouts.
- Existing sewer manhole invert elevations will be determined through a topographical survey performed by CVL survey crews. Manholes upstream of the Indian Bend flow monitoring station will be dipped to determine pipe slopes and capacities.
- Discharges from the Paradise Valley and Scottsdale parcels will be updated to reflect the latest land use plan and sewer unit factors.
- Information contained in the latest City of Scottsdale Integrated Water Master Plan will be reviewed and all applicable information included in our analysis.
- Confirm that the City sewer system can accommodate the Ritz-Carlton flows. Coordinate with the City Engineering Department for the routing of the property's discharges through the City collection system using the City's current Sewer System Model.
- Develop alternatives to provide sewer service to Ritz-Carlton. Identify the cost and constructability of each alternative as well as their ease of implementation.
- Our findings will be summarized in a report that will include the necessary figures and exhibits to adequately describe the work.
- The Draft Report will be submitted to the Town of Paradise Valley and the City of Scottsdale following client approval.
- Incorporate all comments received in a Final Report to be distributed to all reviewing agencies.

CVL CONSULTANTS



Please do not hesitate to call us should there be any questions on these matters.

Sincerely,

COE & VAN LOO
Consultants, Inc.

Ryan Weed, PE
President, CEO

RW:aje

CVL CONSULTANTS

acoustical consulting services

Five Star Development
Richard Frazee
6720 N. Scottsdale Rd, Suite 130
Scottsdale, AZ 85254

October 14, 2015

Dear Mr. Frazee:

ACS has been asked to assess the potential noise impact from the proposed Ritz-Carlton rooftop terrace. I understand that the Town has commented that the report is not sealed/stamped by an Acoustical Engineer.

There is no such thing as an acoustical engineering stamp. No state licenses or certifies acoustical engineers. The Uniform Building Code ran into this exact same problem and changed their text from *acoustical engineer* to *professional acoustician.*

I understand that virtually anyone could call themselves a professional acoustician. (Through my work with various municipalities, I have been surprised by the level of incompetence exhibited by some people who call themselves acousticians.) Although there is not an actual acoustical engineering stamp, there is the Institute of Noise Control Engineering (INCE). I am a full member of INCE. To become a full member, there are education and experience requirements as well as the requirement of passing a professional exam. (Certificate can be provided upon request.)

The following is a brief description of my credentials:

> I have been working as an acoustical consultant in this region for over 25 years. During that time, I have worked on thousands of projects including building code verification, HUD noise studies, acoustical testing, expert testimony, consulting for municipalities (including Paradise Valley), architects and builders. I am a full member of both the Institute of Noise Control Engineering and the Acoustical Society of America. In addition to my work for **ACS**, I also have taught Acoustics at Arizona State University for over 20 years.

Please let me know if you have any questions or need additional information.

Respectfully,

Tony Sola
Acoustical Consulting Services

P.O. Box 41182 Mesa, AZ 85274
Tel: 480.827.1007 Fax: 480.644.0801

acoustical consulting services

Five Star Development
Richard Frazee
6720 N. Scottsdale Rd, Suite 130
Scottsdale, AZ 85254

October 14, 2015

Dear Mr. Frazee:

ACS has been asked to assess the potential noise impact from the proposed Ritz-Carlton rooftop terrace to the residential properties to the west and southwest. The project is located west of the northwest corner of Scottsdale Road and Lincoln Drive.

**TECHNICAL INFORMATION:**

**Noise**

*A-Weighted Sound Level* (dBA) - Sound pressure level, filtered or weighted at the various frequencies to approximate the response of the human ear.

| Changes in Intensity Level, dBA | Changes in Apparent Loudness |
|---|---|
| 1 | Almost imperceptible |
| 3 | Just perceptible |
| 5 | Clearly noticeable |
| 10 | Twice (or half) as loud |

**Noise Level Limits by Ordinance**

Town of Paradise Valley – Chapter 10, Article 10-7 Control of Excessive Noise

TABLE 1
Limiting noise levels for stationary sources

| TIME | MAXIMUM ALLOWABLE NOISE LEVEL dB (A) |
|---|---|
| 7:00 a.m. to 10:00 p.m. | 56 |
| 10:00 p.m. to 7:00 a.m. and on all Sundays and specified legal holidays | 45 |

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**FINDINGS:**

**Ambient Noise Levels**

ACS performed ambient noise levels at the closest residential properties.




The results were as follows:

| Time/Date | Location | Minimum | "Average" | Maximum |
|---|---|---|---|---|
| ~7:30pm 9/28/15 | A | 46 dBA | 55.9 dBA (Leq) | 63 dBA |
| | B | 48 dBA | 63.0 dBA (Leq) | 75 dBA |
| ~10:00pm 9/30/15 | A | 43 dBA | 52.8 dBA (Leq) | 67 dBA |
| | B | 40 dBA | 54.7 dBA (Leq) | 67 dBA |

**Source Noise Level**

It is also my understanding that the potential noise sources for this proposed use include: background music (piano, musician with amp, etc.) and speech over a small PA system. These types of sources would typically not exceed 70 dBA @ 50'. This was the potential source noise level used for the calculations. I believe this to be a reasonable (if not an overstated) estimate. If a noise source is 70 dBA at 50', it would be as loud as 90 dBA for the people 5' away from the source. (The various potential noise sources were used as a reference noise level for calculations purposes only.)

It is my understanding that these types of noise sources would cease by 10:00pm.

**Projected Noise Impact**

Based on the configuration of the terrace, I would assume a small PA system or amp would be oriented back to the people in a northeast direction (away from the residential properties). To be conservative, I have also calculated the potential impact assuming the source is oriented directly at the residential properties.

| Orientation | Location | Distance | Noise Level |
|---|---|---|---|
| Northeast (Away from the Homes) | A | ~1144' | 36.8 dBA |
| | B | ~1582 | 34.0 dBA |
| Southwest (At the homes) | A | ~1144' | 42.8 dBA |
| | B | ~1582 | 40.0 dBA |

NOTE: The above calculations are based on direct line-of-sight, worst-case conditions without any adjustment for ground or barrier attenuation. Various atmospheric conditions will not increase these projected noise levels.

ACS has also been asked to comment on the potential noise impact to the nearby hillside homes. Since the above calculations were based on direct line-of-sight projections under worst-case condition without any adjustment for ground or barrier attenuation, the potential noise will not be increased for homes of higher elevations. Additionally, it is my understanding that the hillside home are approximately 3000' from the rooftop terrace. This additional distance will only decrease the potential noise level. The direct line-of-sight noise level will decrease by 6 decibels for every doubling of the distance.

**CONCLUSIONS:**

- The potential noise impact to the nearest residential properties will be well within Paradise Valley's noise level limit of 56 dBA (for 7:00am – 10:00pm). The potential noise impact (even if the source is orientated towards the residential properties) will also be in compliance with the Town's nighttime (10:00pm – 7:00am) noise level limit of 45 dBA.
- In addition to complying with the Town of Paradise Valley's noise ordinance, the potential noise levels would be in compliance with the noise level limits of every municipal noise ordinance I am aware of throughout the country.
- The potential noise impact will be quieter than the current typical average ambient noise level.

Please let me know if you have any questions or need additional information.

Respectfully,

Tony Sola
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