



## The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application

December 17, 2015



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Narratives and Illustrations

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**SITE CONTEXT**

The Ritz-Carlton Resort is located on 105 acres of undeveloped land abutting the City of Scottsdale to the east and bounded by Lincoln Drive on the south, Mockingbird Lane on the west and Indian Bend Road on the north.

The adjoining properties on the north, west and south are predominately single family residences. Saint Barnabas on the Desert Episcopal Church is surrounded on three sides by the project site.

The property offers spectacular views of Camelback Mountain to the southwest and Mummy Mountain to the west, which the Project is designed to capture.



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**SITE CONTEXT**

## PROJECT NARRATIVE

### 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 and east 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, 94 units)
- Area B – Resort Branded Single Family Residences (31.3 Acres, 66 units)
- Area C – Resort Branded Single Family Residences (22.5 Acres, 45 units)
- Area D – Resort Related Attached Village Townhomes (8.8 Acres, 62 units)
- Area E1 – Palmeraie Resort Related Retail (7.2 Acres)
- Area E2 – Palmeraie Resort-Related Mixed-Use: Hotel, Residential, Resort-Related Retail, and Resort-Related Health Services.(5.7 Acres)

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**PROJECT NARRATIVE**

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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 94 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.

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 94 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

The Master Plan envisions a variety of residential units (Areas B, C, and D) 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 (66 lots) has a total of 454,000 square feet of floor area and Area C (45 lots) has a total of 310,000 square feet of floor area. The density of the single-family detached residential uses is 2 dwelling units per acre.

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 2,400 square feet for each unit, with a total of 210,000 square feet of residential floor area. The attached residences will be one, 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.

- 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 of the Approved Plans. 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

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## PROJECT NARRATIVE

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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.

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Paradise Valley Special Use Permit Application  
Narratives and Illustrations

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## PROJECT NARRATIVE

C-4



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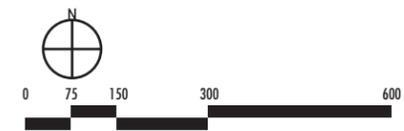
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## PHASING + TIMING

The phasing of the Project:

- PHASE I 2016  
Wash Excavation, Construction and Landscaping  
Grading + Infrastructure at Key Internal Streets  
Perimeter Wall Construction and Landscaping
  
- PHASE II 2016-2018  
Ritz-Carlton Hotel Construction  
Ritz-Carlton Residential Villas  
Resort Residential  
Retail Shopping Center
  
- PHASE III 2016-2018  
Attached Residential Construction  
Mixed Use Construction
  
- PHASE IV 2017-2020  
Mixed Use Construction



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**TIMING AND PHASING**  
Hotel | Residential | Mixed Use  
D-1



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## RITZ-CARLTON - MAIN BUILDING

The guest enters the resort from Lincoln Drive. A shade covered single lane road, sweeps up toward the entry courtyard of the Ritz-Carlton Hotel. Natural stone walls, surround the entry court. The reception area sits up three steps, with a lush garden backdrop. The lobby areas are the highest elevation of the resort and have commanding views.

The Lobby stretches along the central axis with Camelback Mountain at one end and the grand stair to the ballrooms on the level below at the other end. The lobby bar opens to the view of Camelback Mountain and the Oasis Pool below – offering spectacular views of the mountain and the resort.

The Main Building has simple architectural forms, and uses natural materials and glass.. Large overhangs and sunshades provide protection from the sun and quiet places to enjoy the views.

The Ballrooms and meeting space are located on the lower level. The pre-function areas open into courtyards and outdoor meeting spaces. These buildings are one and two stories.



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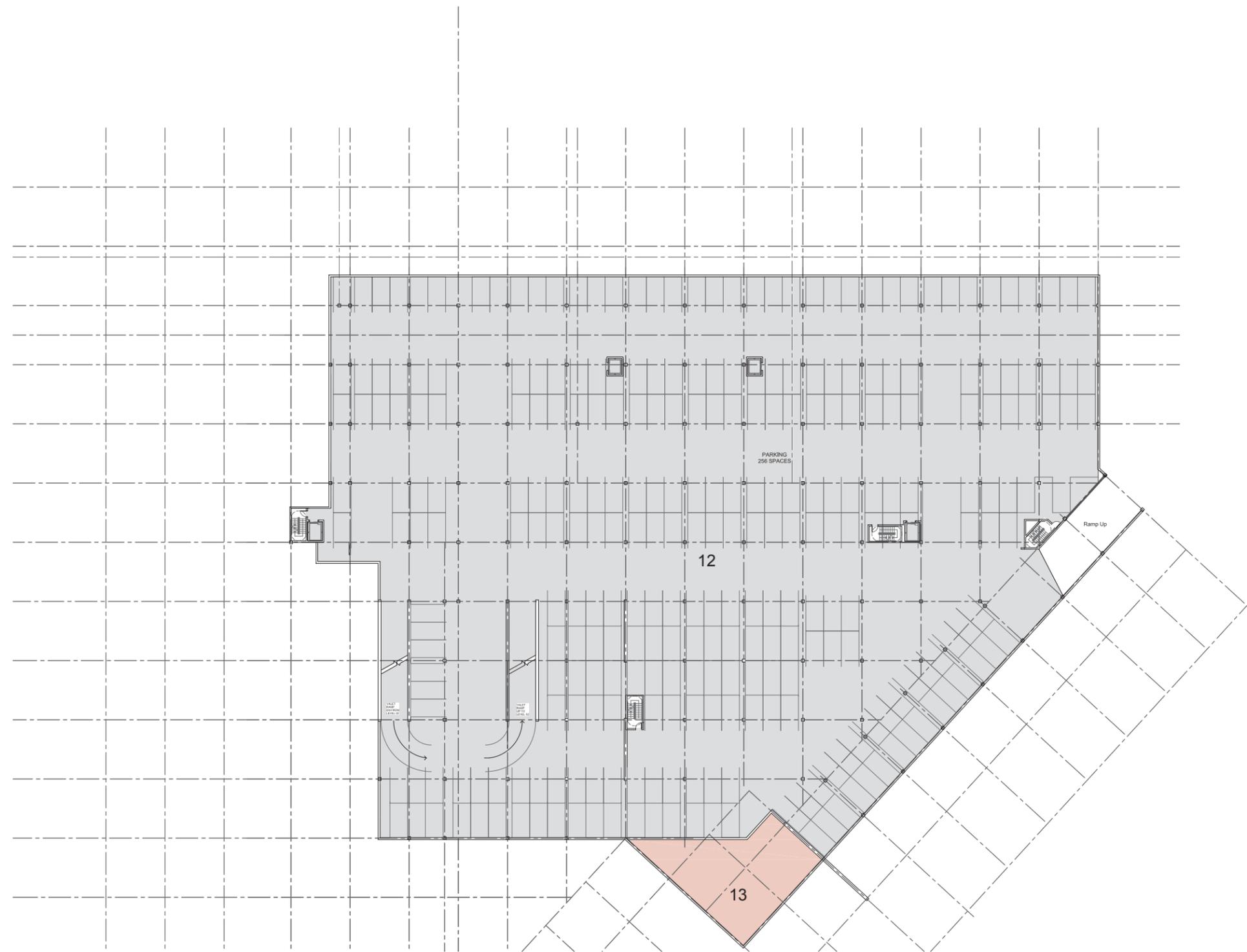
## RESORT HOTEL

Main Building | Lobby | Ballrooms  
E-1

# 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
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- 21 FAMILY POOL
- 22 ADULT POOL
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- 24 CLUB LOUNGE
  
- RITZ CARLTON VILLAS
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Unexcavated



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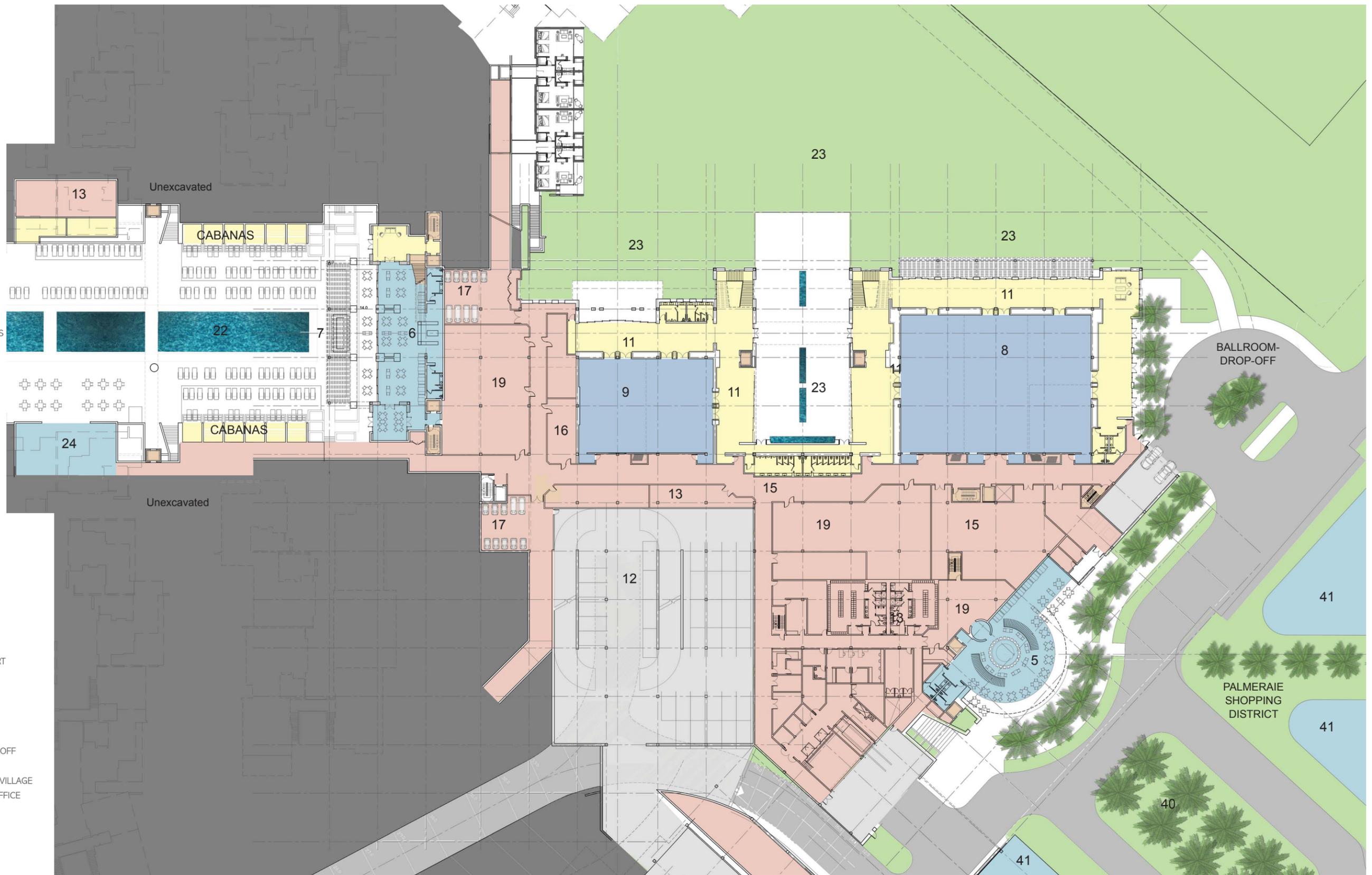
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**RESORT HOTEL**  
Basement Level Plan – Parking (el 0')  
E-2

# LEGEND

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- 1 PORTE COCHERE
- 2 RECEPTION
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**RESORT HOTEL**  
Level 1 Plan – Ballroom (el 14')  
E-3

## LEGEND

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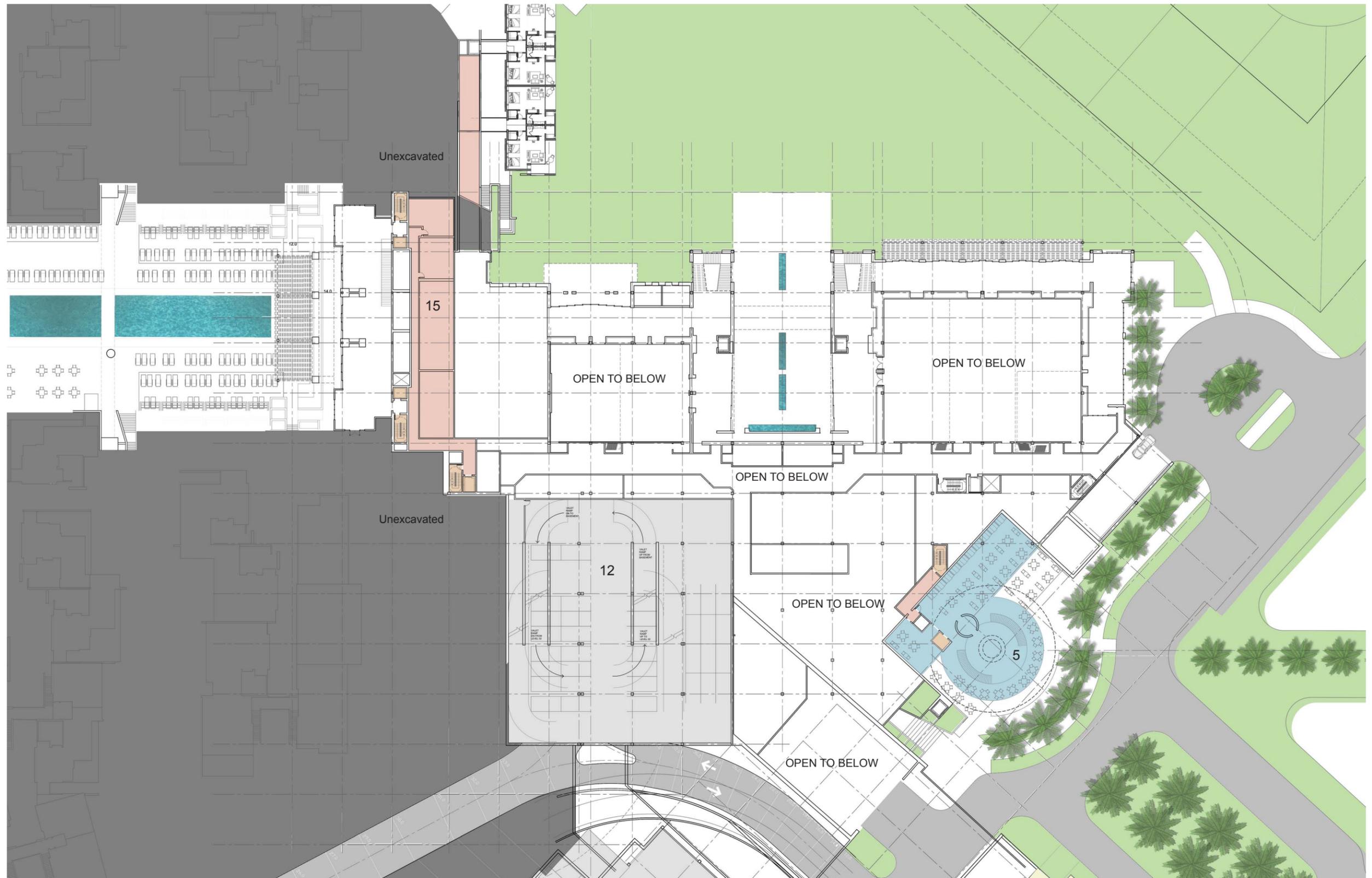
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## RESORT HOTEL

Level 2 Plan – BOH (el 24')

E-4

## LEGEND

### RITZ CARLTON HOTEL

- 1 PORTE COCHERE
- 2 RECEPTION
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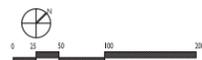
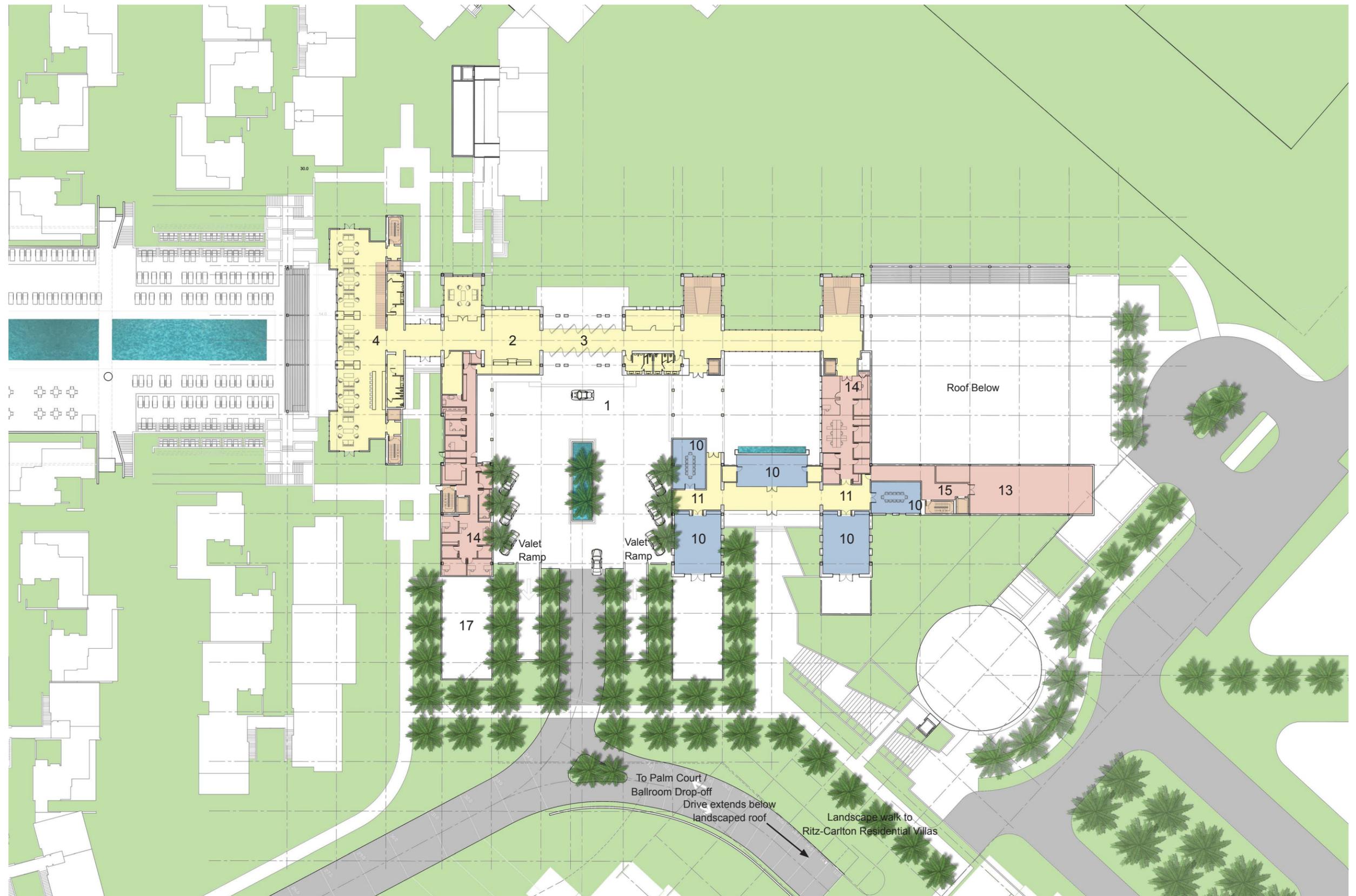
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## RESORT HOTEL

Level 3 Plan – Lobby (el 34')

E-5

## LEGEND

### RITZ CARLTON HOTEL

- 1 PORTE COCHERE
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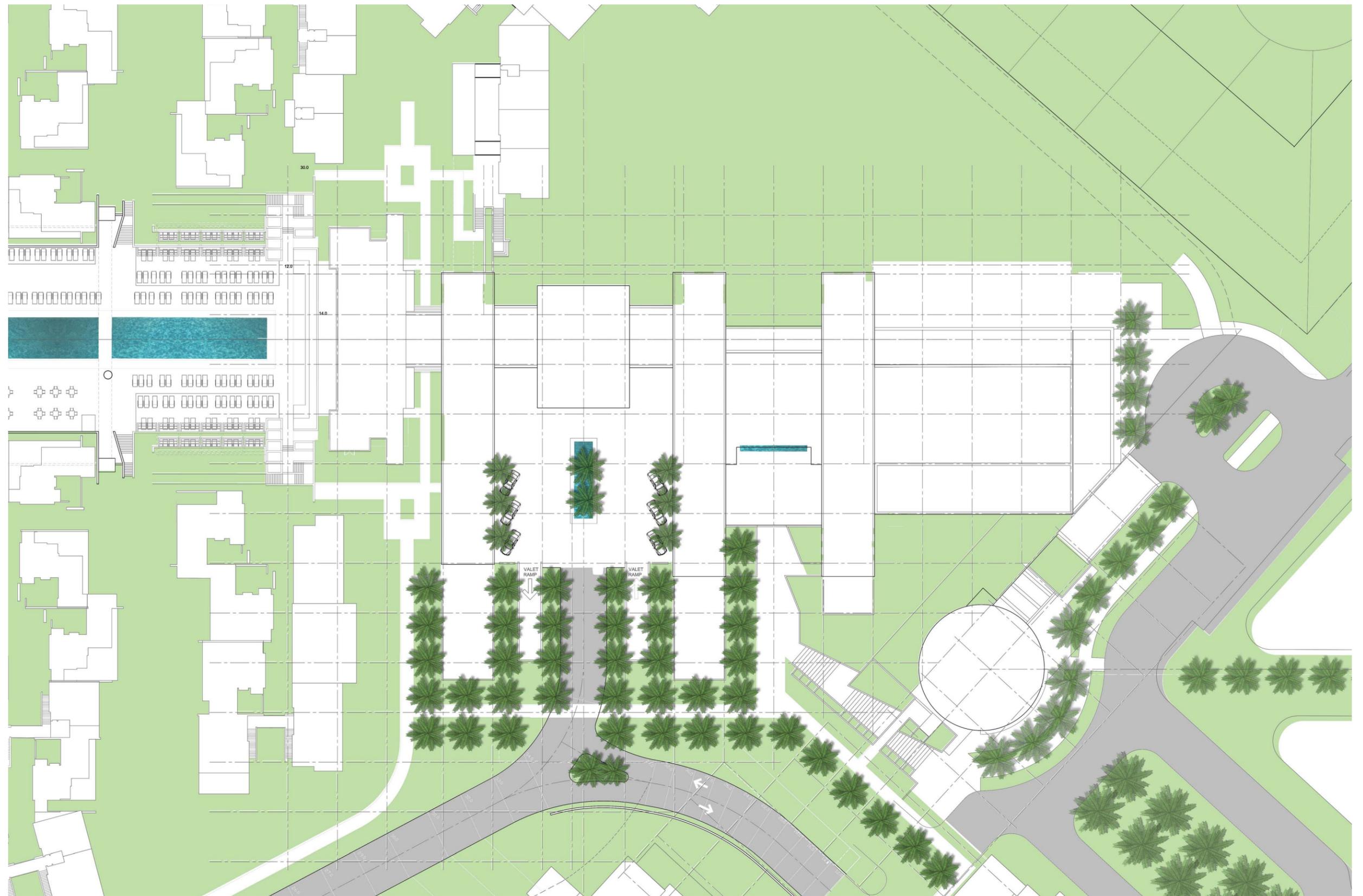
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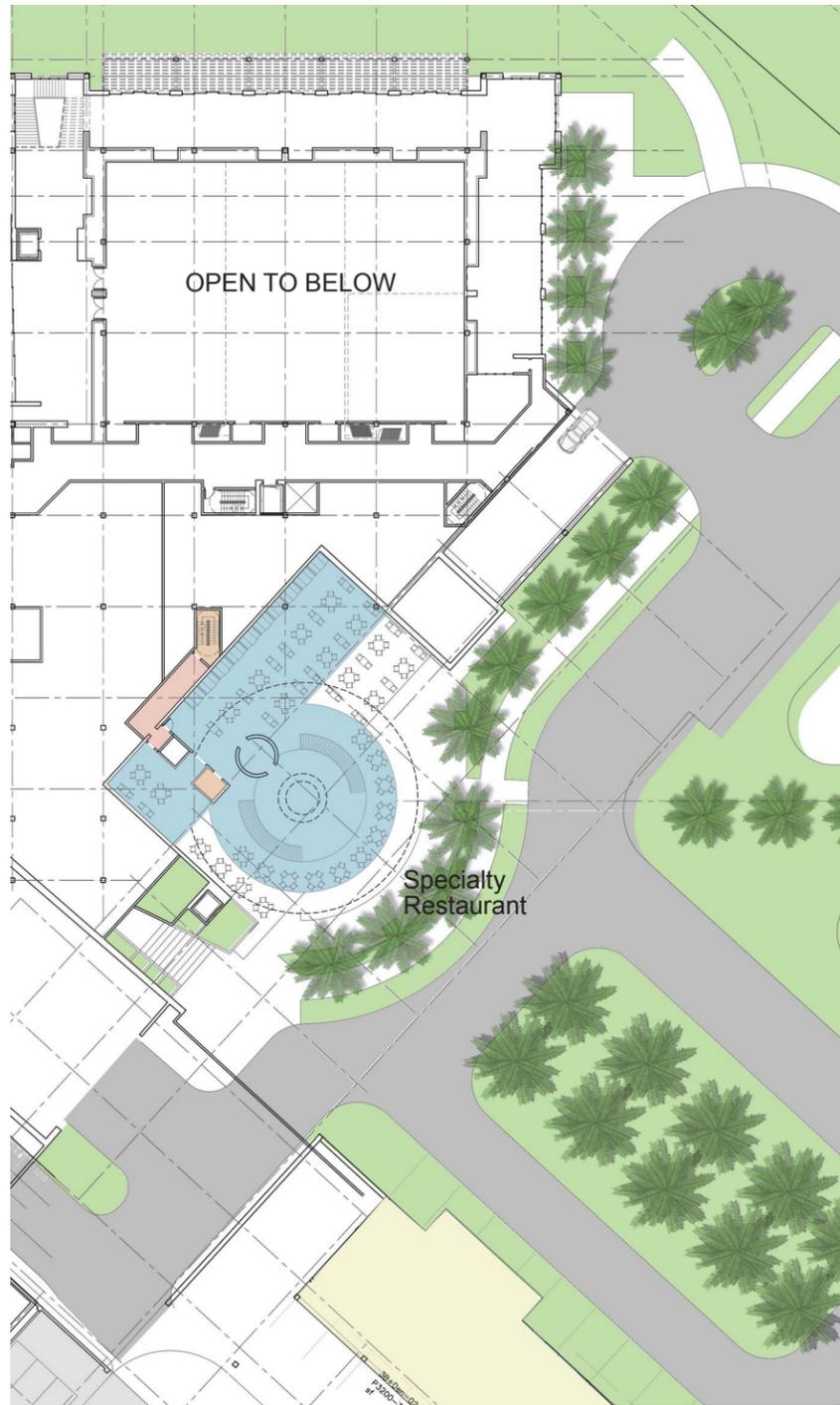


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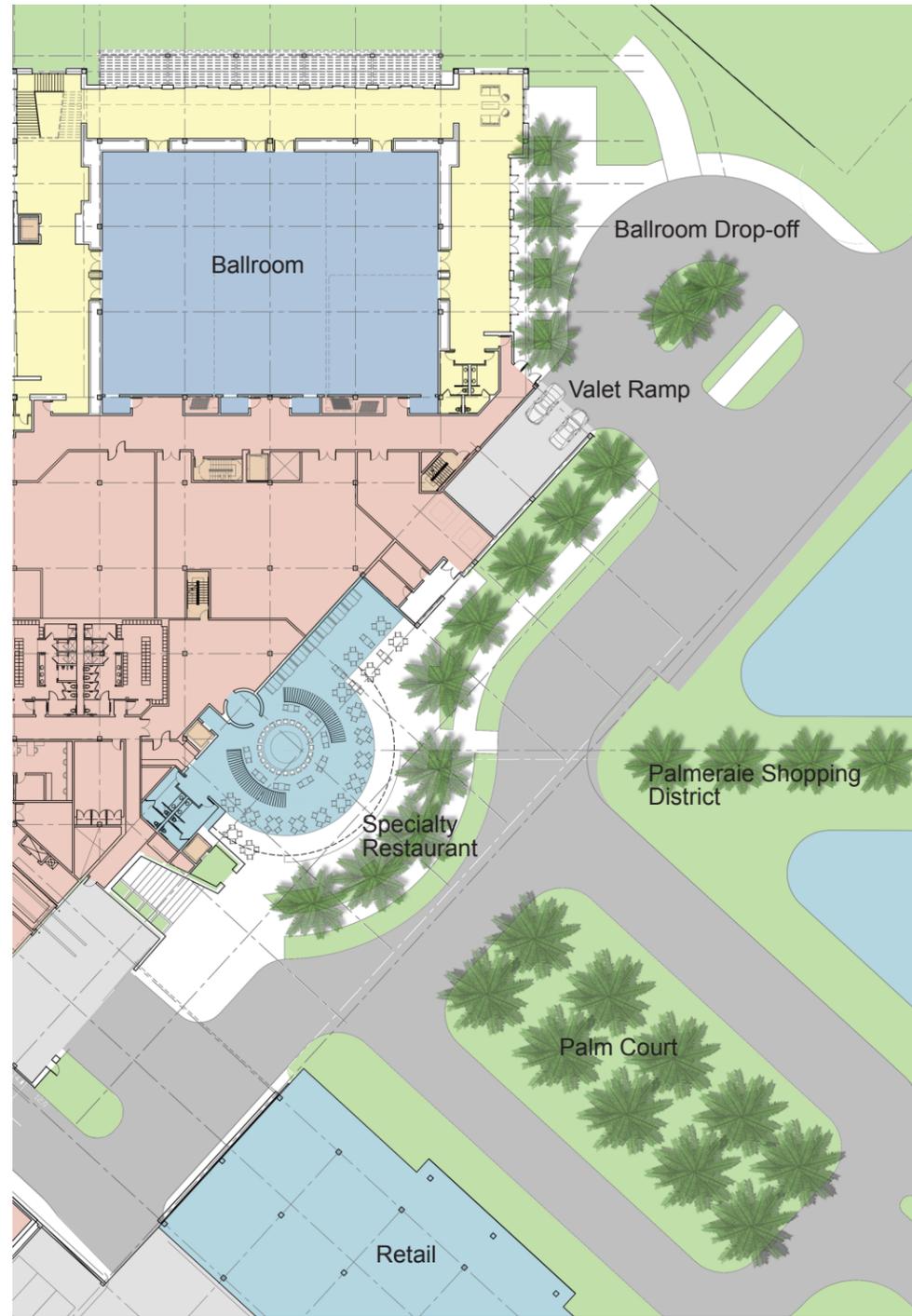
**RESORT HOTEL**

Roof Plan (el 56')

E-6



SPECIALTY RESTAURANT - LEVEL 02



SPECIALTY RESTAURANT - LEVEL 01

## SPECIALTY RESTAURANT

The Specialty Restaurant is located so that it fronts the Palm Court, serving both the Ritz-Carlton Hotel and the Palmeriaie Shopping District. The form and the massing of the restaurant make it the focal point of the main entry drive from Scottsdale Boulevard.

The restaurant is two levels. The Plaza level includes:

Bar	800 sf
Lower Level Dining (110 seats)	3,100 sf
Kitchen	2,000 sf
Sidewalk seating (20 seats)	600 sf

The upper level includes:

Private Dining (25 seats)	650 sf
Indoor Seating (134 seats)	3,750 sf
Outdoor Terrace Seating (40 seats)	1,200 sf

Total:

Indoor Seating + Bar	8,300 sf
Kitchen	2,000 sf
Outdoor Dining	1,800 sf

Note: All area sizes are approximate and are subject to modification within the limits of the Total Floor Area identified on Page D-3.



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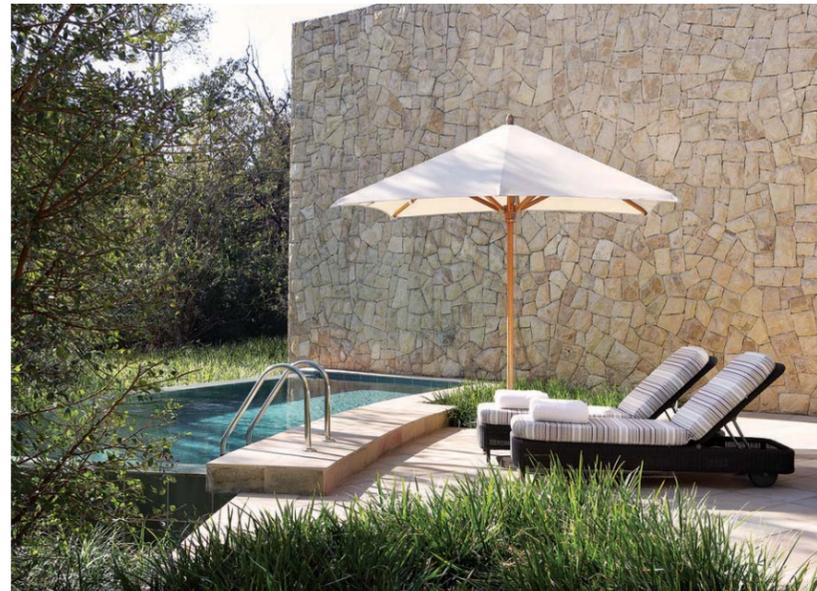


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**RESORT HOTEL**

Enlarged Specialty Restaurant Plan

E-7



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**RESORT HOTEL**

Main Building | Spa Images

E-8



POOL VIEW TOWARD LOBBY



PORTE COCHERE ENTRY

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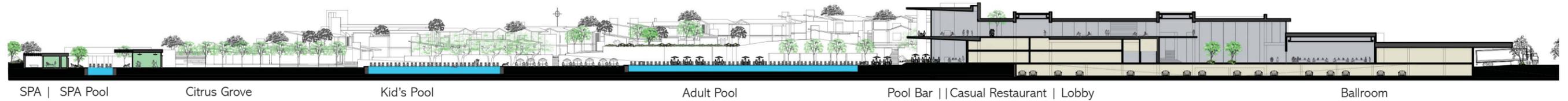
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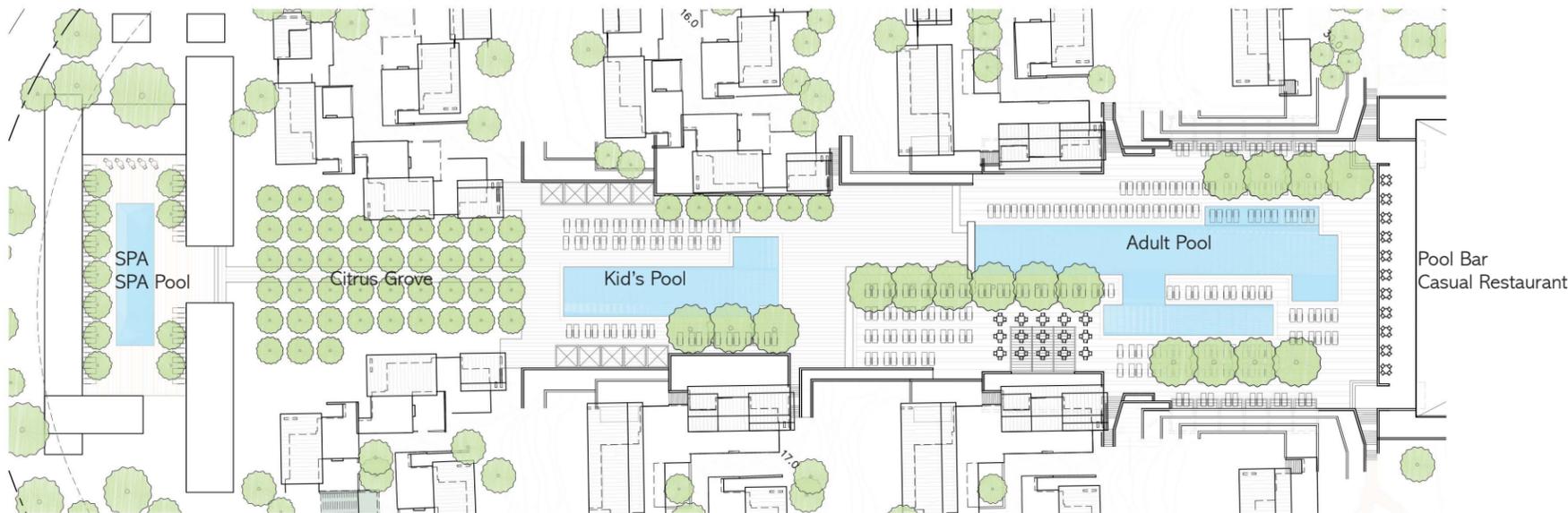
**RESORT HOTEL**

Main Building Perspectives

E-9



SECTION - OASIS POOL AREA



PLAN - OASIS POOL AREA

### OASIS POOLS

The central axis of the Ritz-Carlton Hotel is a modern architectural interpretation of the riverbeds in the canyons of the Sonoran desert. These natural lush corridors winding through spectacular rock formations create a connecting oasis of life in the desert landscape.

The hotel lobby and public spaces sit at the head of the axis, 22 feet above existing grade with a spectacular view of the resort's water features, pools and streams, as they meander down through lush landscaping towards the distant view of Camelback Mountain. This "meander" flows through a series of fractured and layered concrete and stone elements softened with landscaping to create the cliff walls reminiscent of a desert canyon upon which the Casitas sit.

On either side of the canyon, the guestroom Casitas rest on tiered gradations that provide exquisite views of the surrounding mountains. The canyon walls are a series of fractured and layered concrete and so the elements to create the cliff walls.

The landscaping in this area is lush with a variety of shade trees and trellis elements to provide shade. Water spray and fountains will provide cooling elements as well.

The Spa is the quiet sanctuary located at the end of the central axis. Centered around a quiet lap pool, the spa treatment rooms will open to quiet gardens and relaxation areas. The Fitness Center and the Club Lounge will be part of the more active areas of this zone and will be a destination point for guests.



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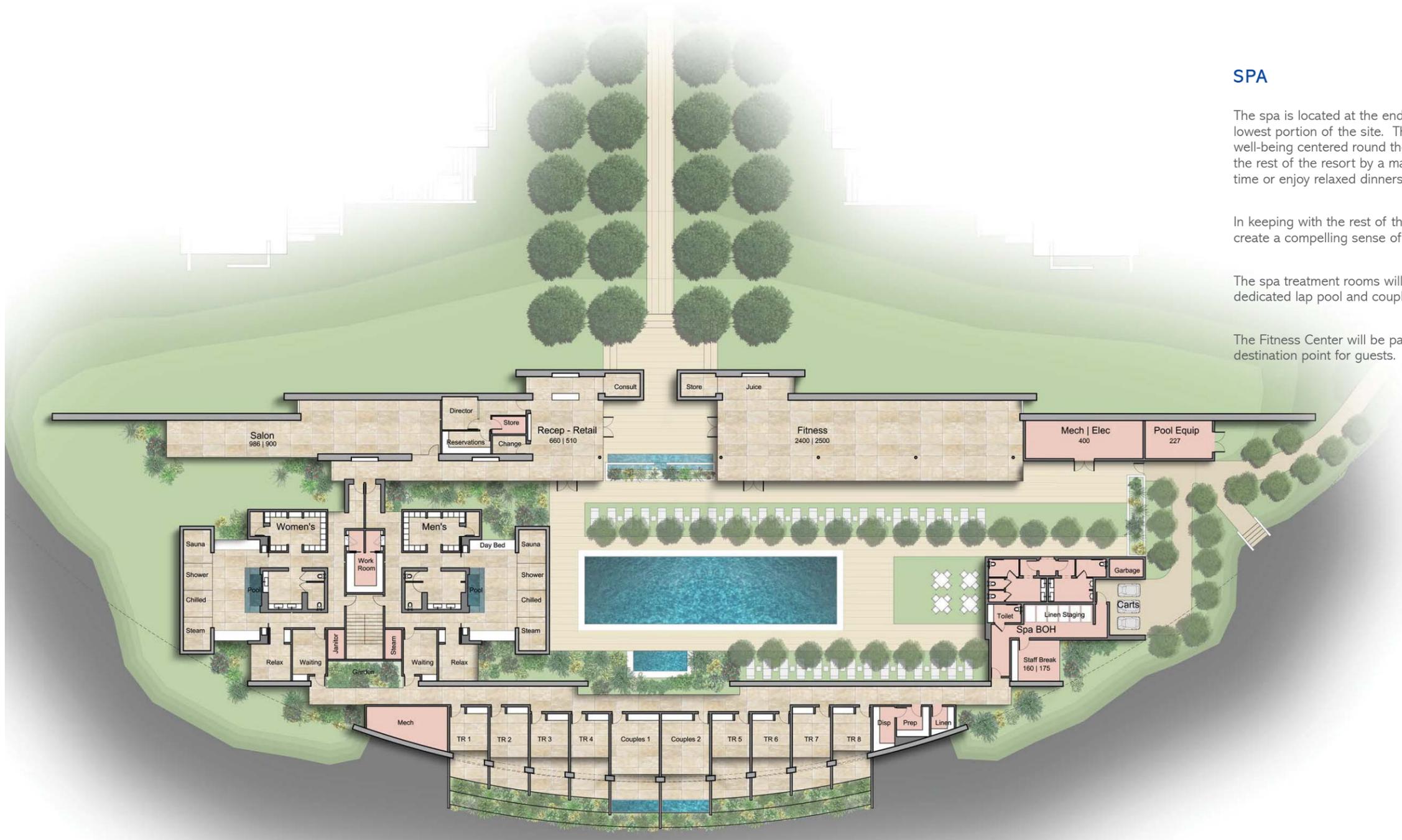


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**RESORT HOTEL**

Oasis Pool | Site Section

E-10



## SPA

The spa is located at the end of the central axis farthest from the public spaces and on the lowest portion of the site. This area is envisioned as a sanctuary dedicated to health and well-being centered round the last two pools of the oasis "meander". It is separated from the rest of the resort by a mature citrus grove where guests can find quiet places to spend time or enjoy relaxed dinners al fresco.

In keeping with the rest of the resort the emphasis is on the careful use of materials to create a compelling sense of connection with the healing energy of the natural world.

The spa treatment rooms will open to quiet gardens and relaxation areas. A lounge with a dedicated lap pool and couples treatment rooms will have views of Camelback.

The Fitness Center will be part of the more active areas of this quiet zone and will be a destination point for guests.



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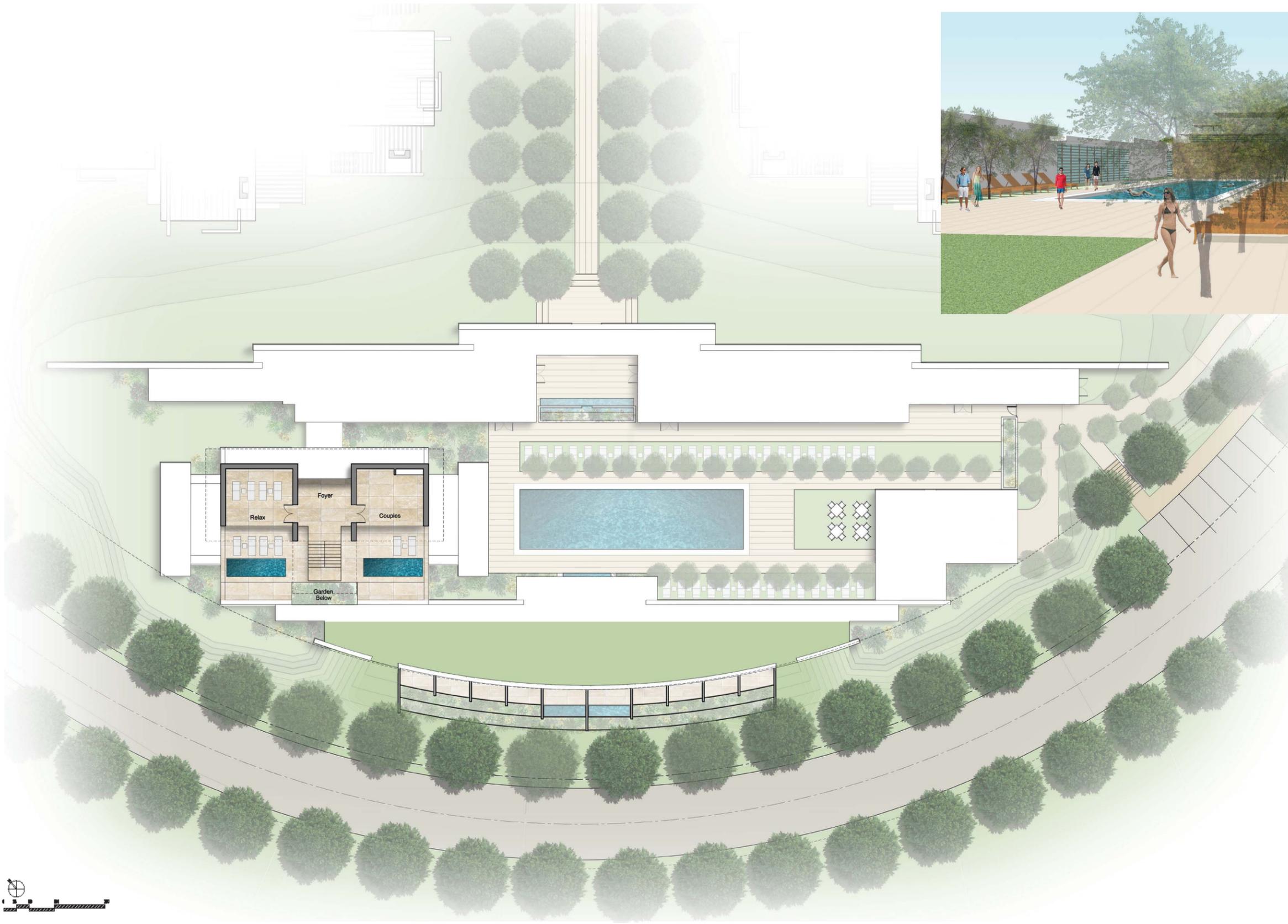


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## RESORT HOTEL

Spa Lower Level Plan

E-11



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**RESORT HOTEL**

Spa Upper Level Plan

E-12



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**RESORT HOTEL**

Casita Images

E-13

## 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

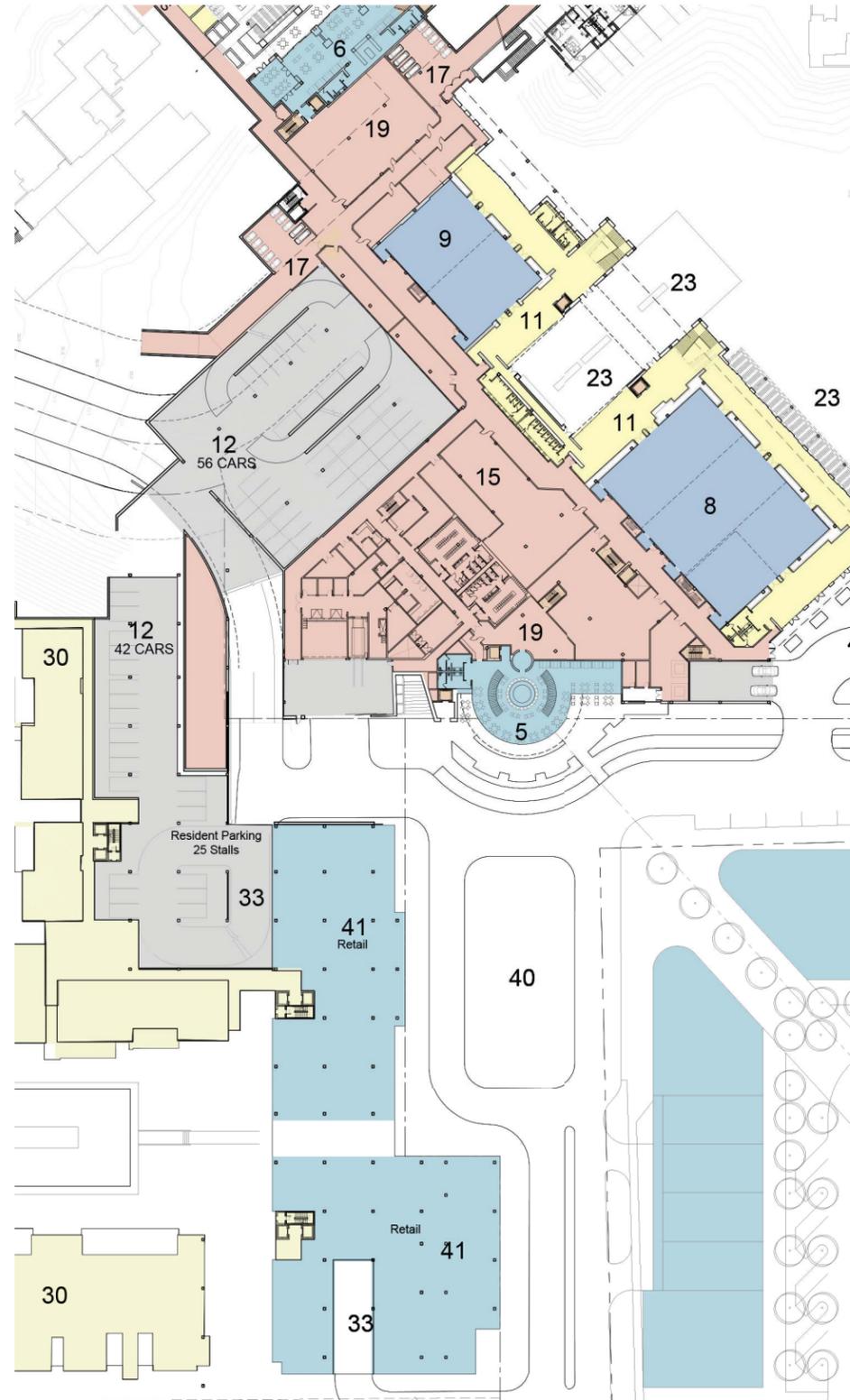
- 30 VILLA UNITS
- 31 VILLAS LOBBY
- 32 RESIDENT'S POOL
- 33 RESIDENT'S PARKING
- 34 AMENITIES SPACE
- 35 RESIDENT'S STORAGE
- 36 BACK OF HOUSE | MEP
- 37 RETAIL PARKING
- 38 RETAIL STORAGE
- 39 SUNKEN GARDEN | ENTRY COURT

### 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

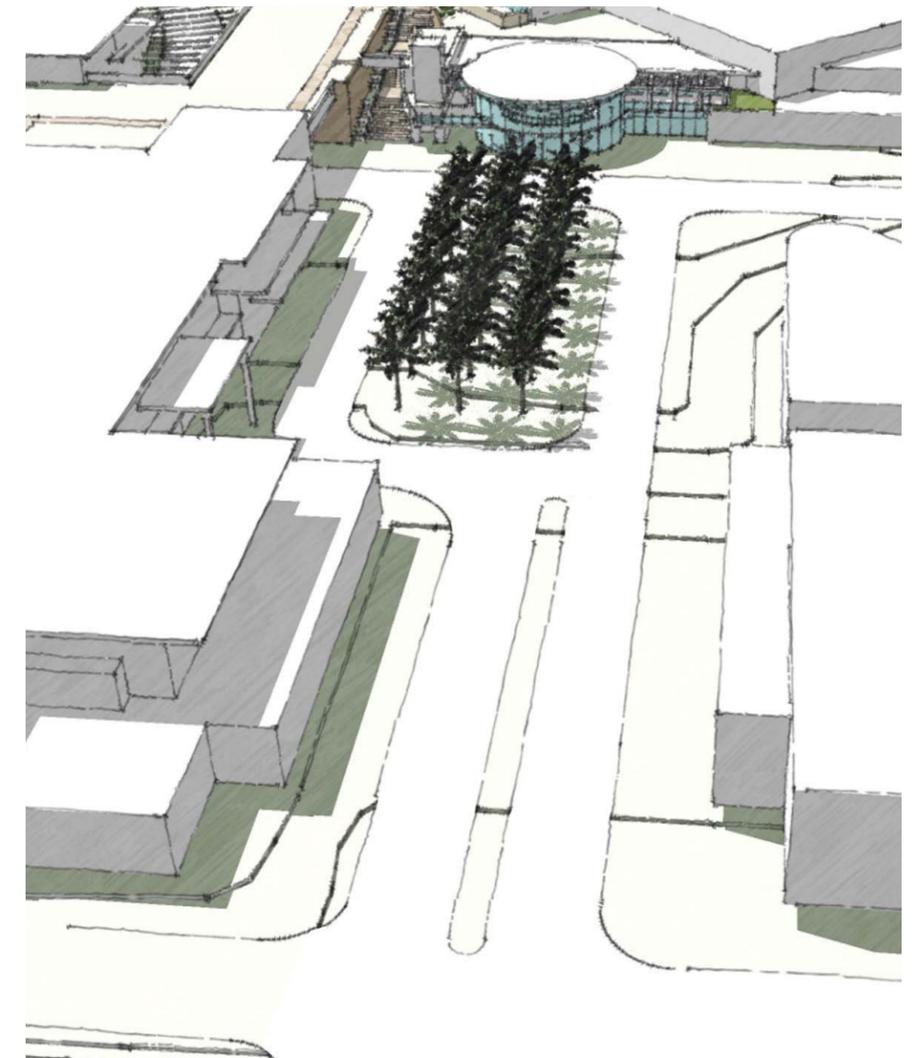
- 51 AMENITIES | ADMINISTRATIVE OFFICE
- 53 GUEST PARKING
- 54 RESIDENT'S POOL
- 55 ATTACHED RESIDENTIAL UNITS



## 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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## RESORT HOTEL

Palm Court Plaza

E-14



## GUESTROOM CASITAS

The casitas are one and two story buildings which are grouped into tiers that step down the hill toward Camelback Mountain. This creates spectacular views from the guestrooms. The zones between the tiers are landscaped open space which will provide a private outdoor area for each unit. The hotel has a higher than normal quantity of suites, many of which connect to typical guestrooms through connected entry courtyards. Additional amenities will vary but could include outdoor showers, plunge pools and a private outdoor fire pit.

Casita building heights will be a mix of mostly one and two stories – which will provide a variety of rooflines and massing to give the casitas a village like ambiance.

Walkways will meander through shaded landscaped courtyards and narrow passages like a small village. Lush gardens, outdoor communal fire settings enliven the walk to each unit. Suites could have an entry courtyard which is an intimate private space that the living and bedrooms open up to. The sense of discovery in the wandering pathways will offer the guest a special opportunity to enjoy all the resort has to offer.

The casitas will be simple modern buildings made of natural integral colored stucco and stone accent walls. Roof planes with large overhangs will float above the lower building mass, and use liberal glass to create a strong indoor / outdoor life style that the 21st century guest will expect at a unique resort. The overhangs and trellis elements will control the sun on the large expanses of glazing to create comfortable indoor outdoor spaces.



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**RESORT HOTEL**

Casita Clusters

E-15



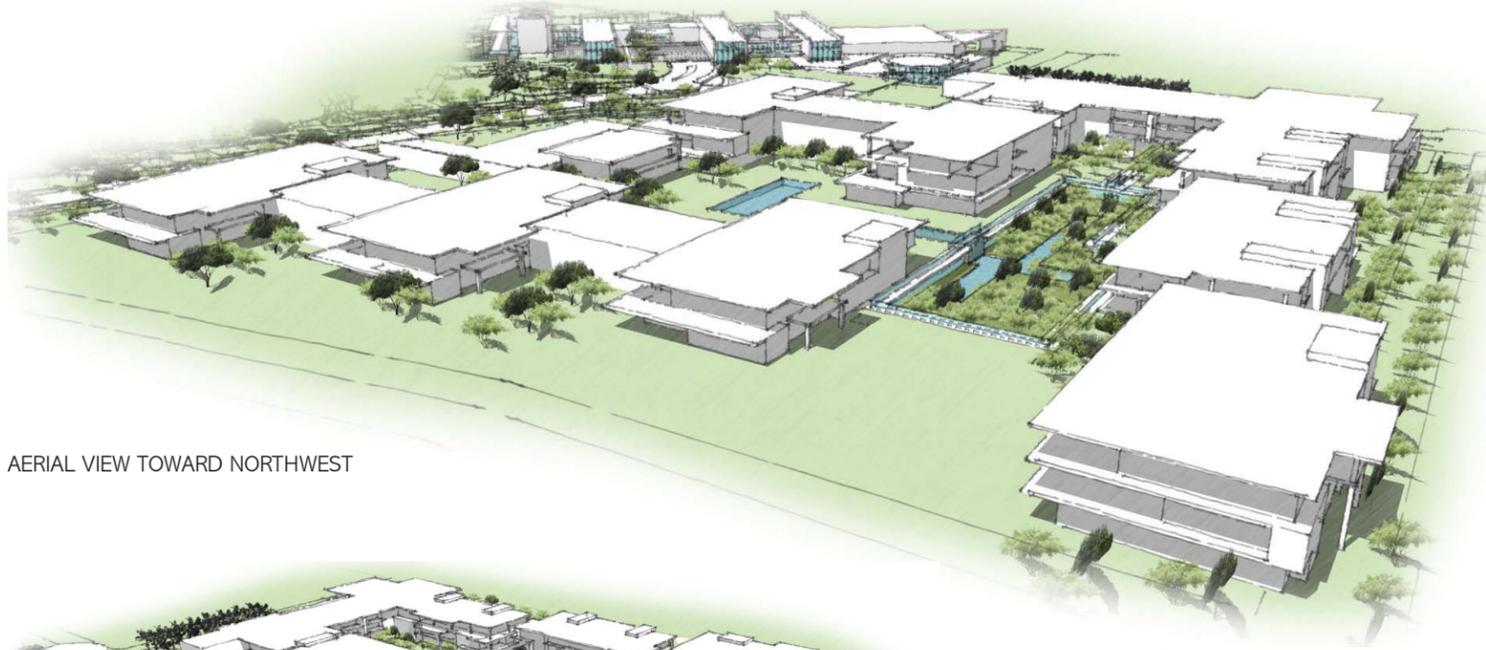
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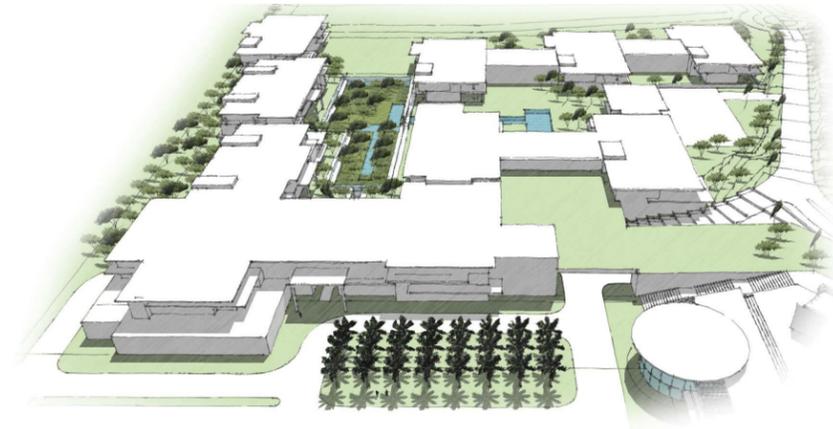




AERIAL VIEW TOWARD NORTHWEST



AERIAL VIEW TOWARD NORTHEAST



AERIAL VIEW TOWARD LINCOLN DRIVE - From Palm Court

Aerial views depict the general massing only and do not reflect the actual building layouts

## RITZ-CARLTON RESORT VILLAS

Adjacent to the Hotel, the branded Ritz-Carlton Residential Villas will offer whole ownership luxury attached residences. There will be 94 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. 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.



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THE RITZ-CARLTON®

**AREA A1**

Ritz-Carlton Residential Villages

F-1

## LEGEND

<b>RITZ CARLTON HOTEL</b>	11 PREFUNCTION	<b>RITZ CARLTON HOTEL - AMENITIES</b>	<b>RITZ CARLTON VILLAS</b>	<b>PALM COURT (TOWN SQUARE)</b>
1 PORTE COCHERE	12 HOTEL PARKING (VALET)	20 SPA	30 VILLA UNITS	40 CENTRAL PLAZA   PARK
2 RECEPTION	13 MECHANICAL   ELECTRICAL	21 FAMILY POOL	31 VILLAS LOBBY	41 RETAIL   RESTAURANTS
3 HOTEL LOBBY	14 ADMINISTRATIVE OFFICES	22 ADULT POOL	32 RESIDENT'S POOL	42 RESIDENTIAL UNITS
4 LOBBY LOUNGE	15 BACK OF HOUSE	23 OUTDOOR FUNCTION	33 RESIDENT'S PARKING	43 RITZ CARLTON FUNCTION DROP-OFF
5 SPECIALTY RESTAURANT	16 LAUNDRY   EMPLOYEE FACILITIES	24 CLUB LOUNGE	34 AMENITIES SPACE	
6 THREE MEAL RESTAURANT	17 CART STAGING		35 RESIDENT'S STORAGE	<b>RESORT RELATED ATTACHED RESIDENCE VILLAGE</b>
7 POOL BAR AND GRILL	18 REMOTE SERVICE BUILDING		36 BACK OF HOUSE   MEP	51 AMENITIES   ADMINISTRATIVE OFFICE
8 BALLROOM	19 KITCHEN		37 RETAIL PARKING	53 GUEST PARKING
9 JUNIOR BALLROOM			38 RETAIL STORAGE	54 RESIDENT'S POOL
10 MEETING   BOARD ROOM			39 SUNKEN GARDEN   ENTRY COURT	55 ATTACHED RESIDENTIAL UNITS

## LEGEND

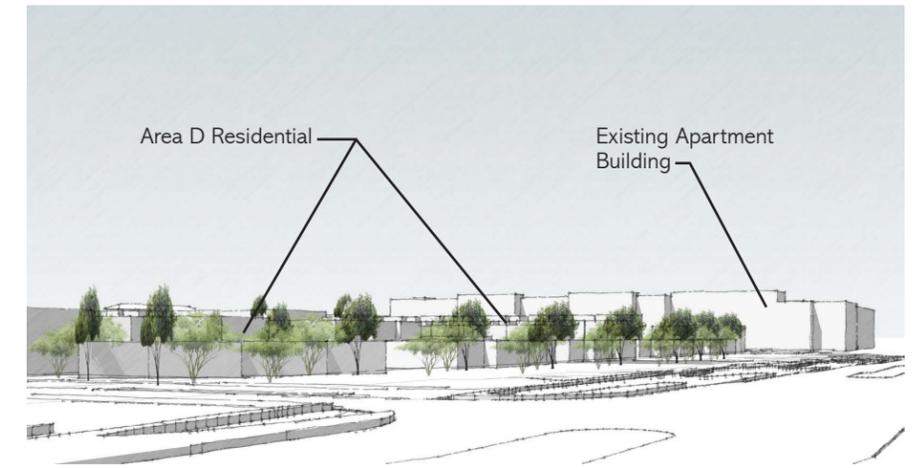
- One Story Building
- Two Story Building
- Three Story Building



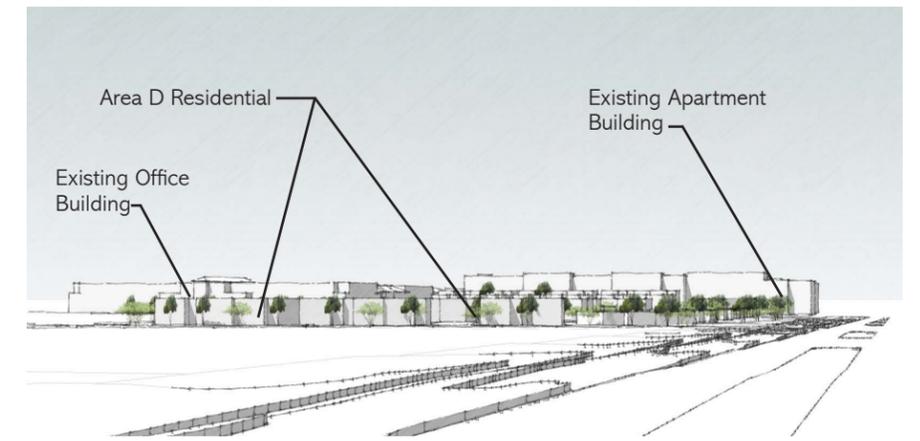
## AREA D - RESORT RELATED ATTACHED RESIDENCE VILLAGE

Area D residential is a critical zone for softening and quieting the adjacent Scottsdale intensity. Given its location on Lincoln Drive, a large setback has been designed to provide a substantial buffer between the residences and traffic on Lincoln Drive. The attached units are whole ownership, resort-related attached residential of one, two and three stories. The concept for the residential neighborhood is a more European street – where the attached residences form narrow streets and common open space courtyards for the residential amenities – pool, paths and gardens.

Guest Parking: 2 cars in the driveway at each home



VIEW TOWARD SCOTTSDALE ROAD - at Ritz Carlton Entry



VIEW TOWARD SCOTTSDALE ROAD - Near Mockingbird Intersection

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**AREA D**  
Attached Residence Village  
F-2

## LEGEND

### RITZ CARLTON HOTEL

- 1 PORTE COCHERE
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### RITZ CARLTON VILLAS

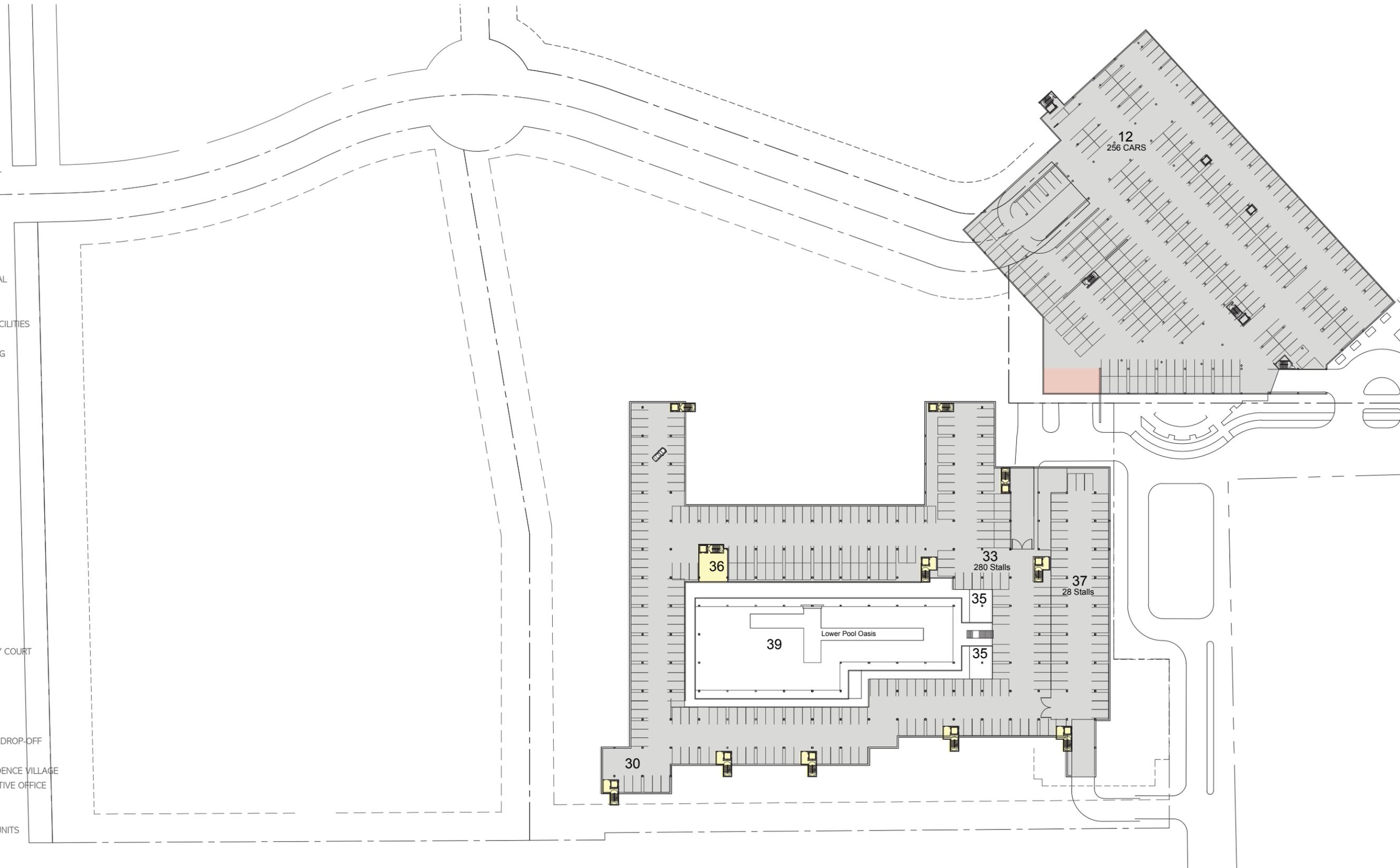
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- 31 VILLAS LOBBY
- 32 RESIDENT'S POOL
- 33 RESIDENT'S PARKING
- 34 AMENITIES SPACE
- 35 RESIDENT'S STORAGE
- 36 BACK OF HOUSE | MEP
- 37 RETAIL PARKING
- 38 RETAIL STORAGE
- 39 SUNKEN GARDEN | ENTRY COURT

### PALM COURT (TOWN SQUARE)

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- 42 RESIDENTIAL UNITS
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### RESORT RELATED ATTACHED RESIDENCE VILLAGE

- 51 AMENITIES | ADMINISTRATIVE OFFICE
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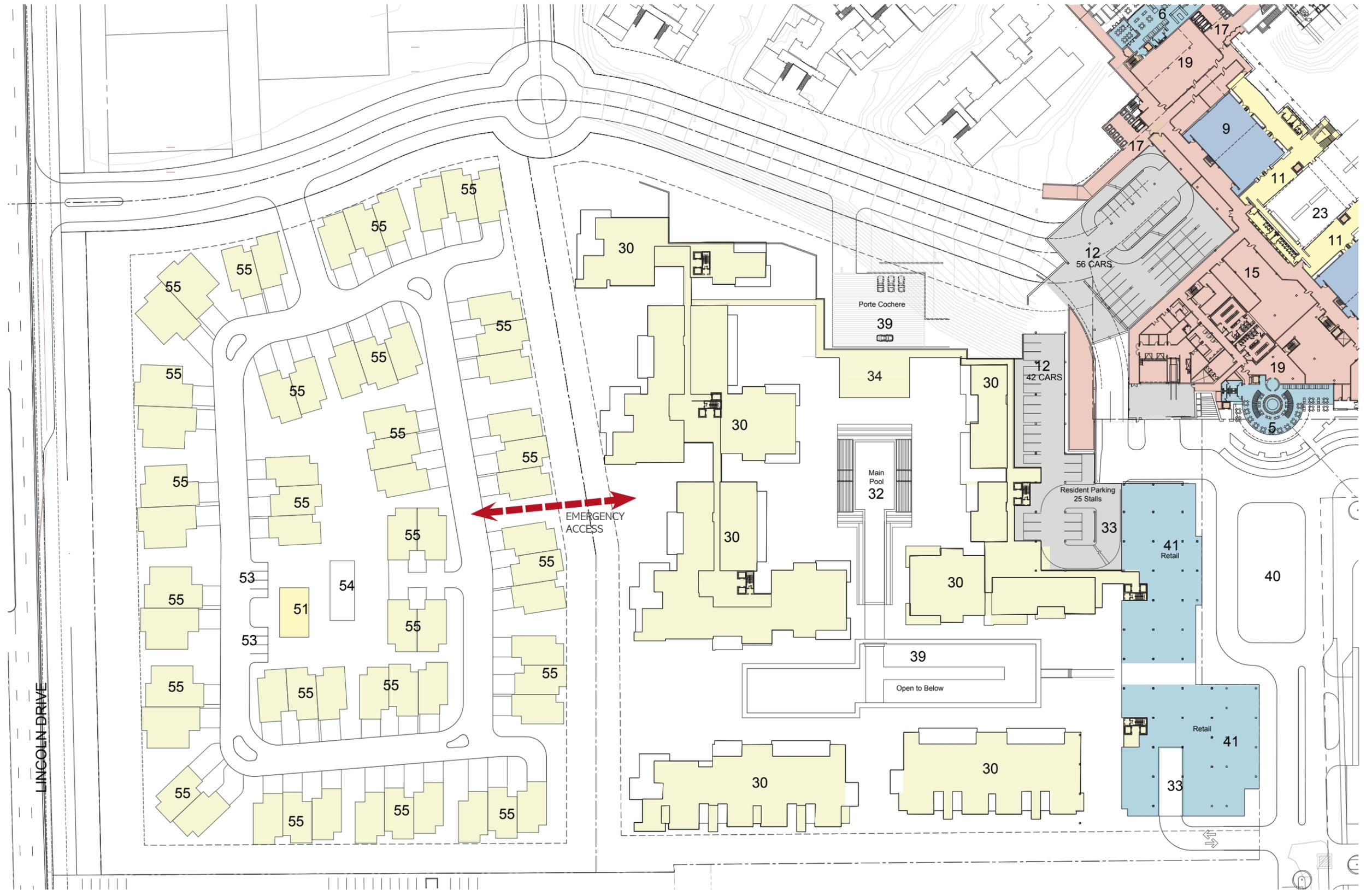
## AREA A1 & D

Basement Level Plan

F-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
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- RITZ CARLTON HOTEL - AMENITIES
  - 20 SPA
  - 21 FAMILY POOL
  - 22 ADULT POOL
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- RITZ CARLTON VILLAS
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  - 33 RESIDENT'S PARKING
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  - 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



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## The Ritz-Carlton Resort

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THE RITZ-CARLTON®

## AREA A1 & D

Level 1 Plan  
F-4

## 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

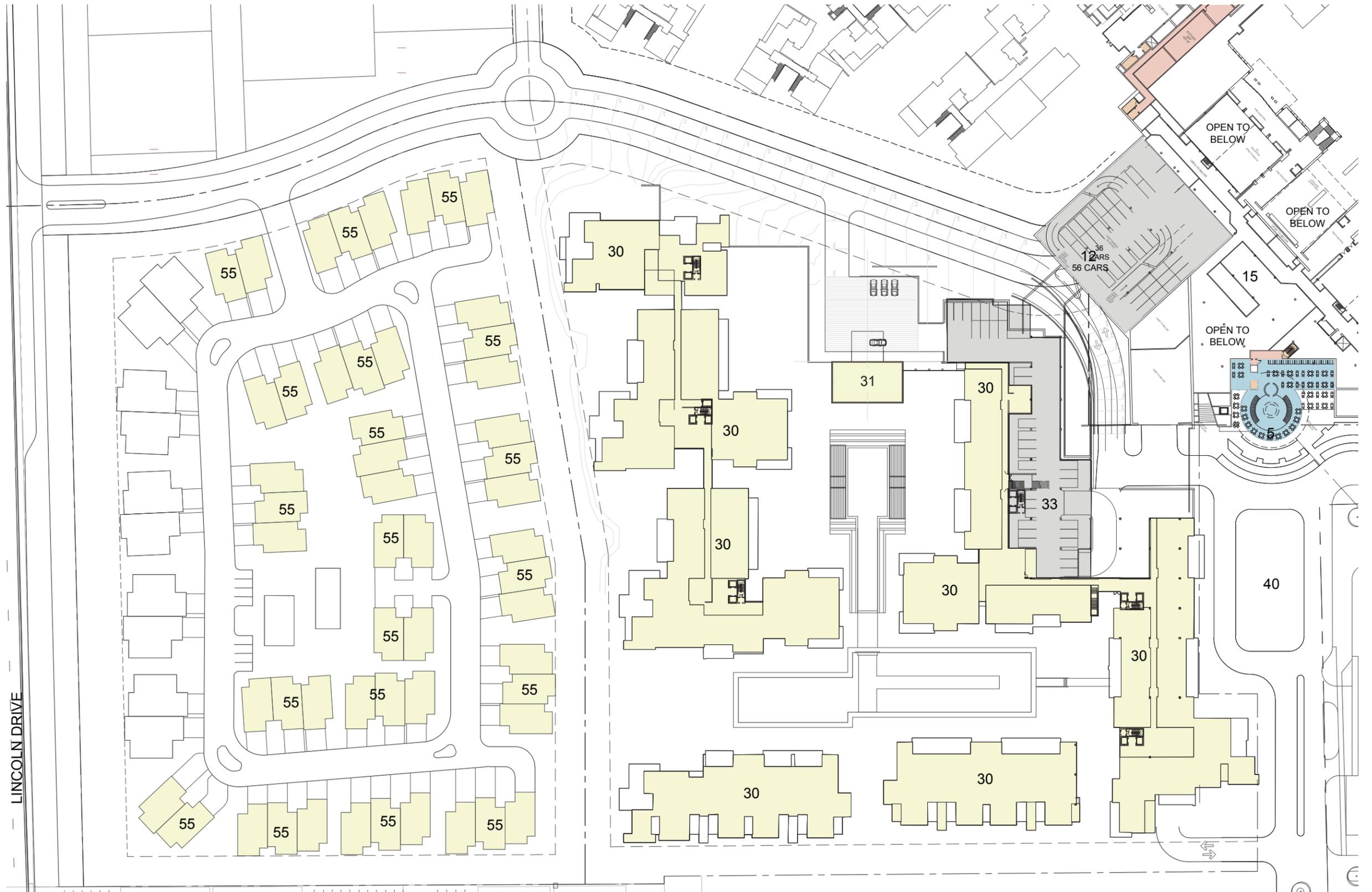
- 30 VILLA UNITS
- 31 VILLAS LOBBY
- 32 RESIDENT'S POOL
- 33 RESIDENT'S PARKING
- 34 AMENITIES SPACE
- 35 RESIDENT'S STORAGE
- 36 BACK OF HOUSE | MEP
- 37 RETAIL PARKING
- 38 RETAIL STORAGE
- 39 SUNKEN GARDEN | ENTRY COURT

### 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
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## AREA A1 & D

Level 2 Plan

F-5

## 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
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- 18 REMOTE SERVICE BUILDING
- 19 KITCHEN

### RITZ CARLTON HOTEL - AMENITIES

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### RITZ CARLTON VILLAS

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- 31 VILLAS LOBBY
- 32 RESIDENT'S POOL
- 33 RESIDENT'S PARKING
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- 55 ATTACHED RESIDENTIAL UNITS

LINCOLN DRIVE



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## AREA A1 & D

Level 3 Plan

F-6



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## The Ritz-Carlton Resort

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December 17, 2015



## RESORT LANDSCAPE MASTER PLAN

The Ritz-Carlton hotel is central to the site, attracting local residents and hotel guests to its amenities. Landscape architecture plays a key role in providing these amenities and ties to the local and regional character by using native and naturalized plant species and surrounding landforms, indigenous materials and quality construction methods.

Within the overall resort, the landscape transitions from an informal natural character at the perimeter to a formal landscape around the main hotel building and pool area, and along the primary internal streets. The plant palette varies from more native planting along the arroyos to a lush and colorful oasis plant palette in the resort core.

Vehicles arriving to the site are valet parked in a well screened parking garage. Circulation within the site is on foot or by cart transportation. Shaded walkways connect the site, landscaped courtyards, pools, outdoor functions spaces, and amenities for families and their children.

## IRRIGATION

The separately zoned irrigation system employs spray and drip technology using pop-up spray and rotary heads for turf grasses, and point source drip emitters for shrubs and tree plant materials, providing efficient low-water use application of water. Potable water is used. Control and monitoring of the irrigation system is facilitated by a computerized central control system equipped with a satellite interface. Irrigation heads are spaced so as to not exceed the manufacturer's recommended maximum spacing and to avoid over-spray onto hard surfaces and non-irrigated areas.

## LANDSCAPE ILLUMINATION

Landscape plantings and pedestrian pathways are illuminated to provide a safe and engaging evening experience. The landscape illumination utilizes low voltage ornamental fixtures along the paths, tree up-and downlighting to highlight plant architecture and underwater fixtures for fountains and pools. Wiring, transformers and timers are screened from public view. Illumination is zoned separately to offer timing options for energy efficiency and to meet Paradise Valley's Dark Sky Initiative. Pole lighting reflects a residential scale with pole height limited to 10-12'. Poles and bollards illuminate the emergency access areas.



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Paradise Valley Special Use Permit Application  
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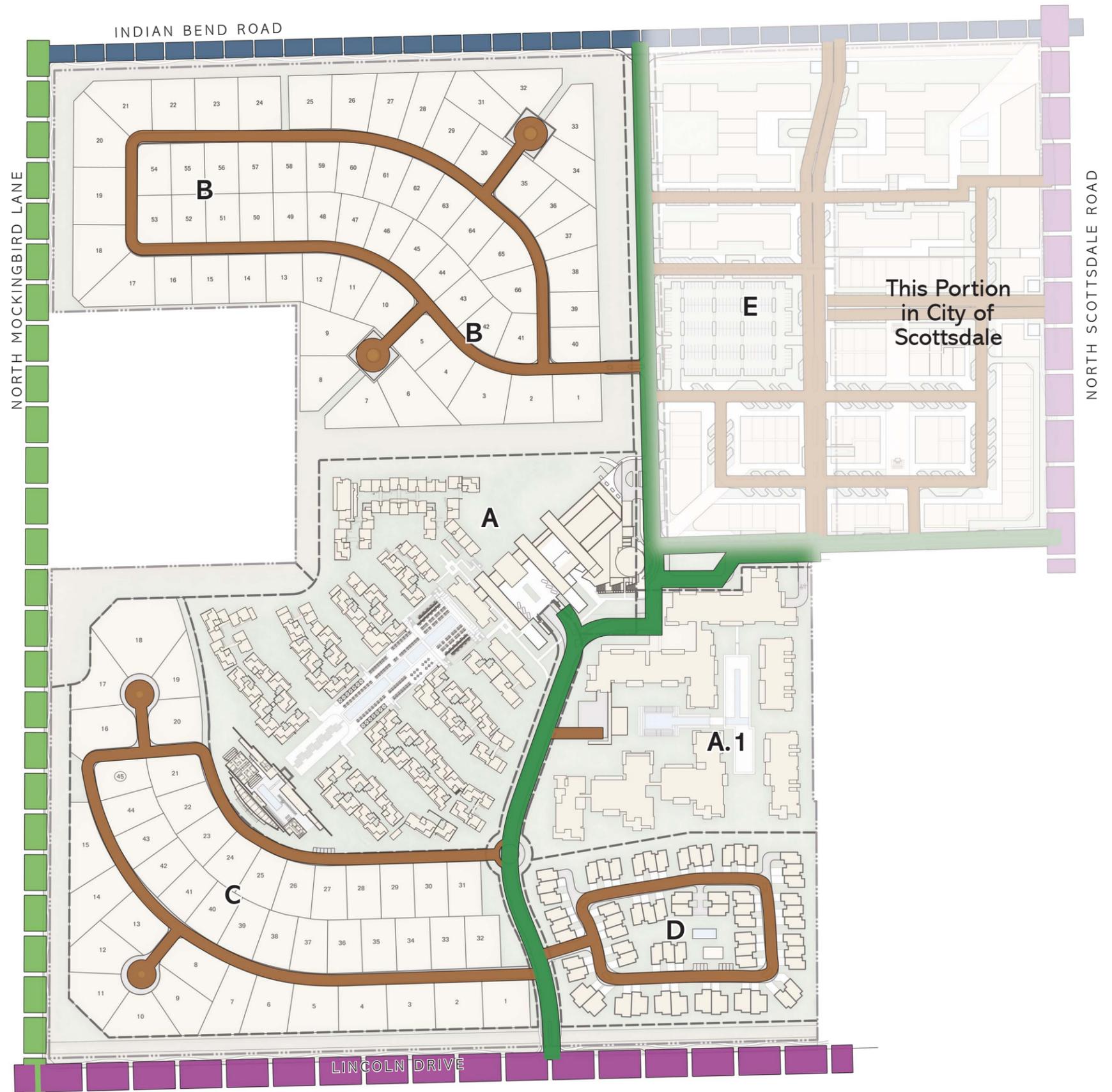
**RESORT LANDSCAPE**

Master Landscape Plan

G-1

**LEGEND**

-  Major Arterial
-  Minor Arterial
-  Collector
-  Minor/Internal Collector
-  Local



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**The Ritz-Carlton Resort**

Paradise Valley Special Use Permit Application  
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**RESORT LANDSCAPE**

Vehicular Circulation Plan

G-2



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**The Ritz-Carlton Resort**

Paradise Valley Special Use Permit Application  
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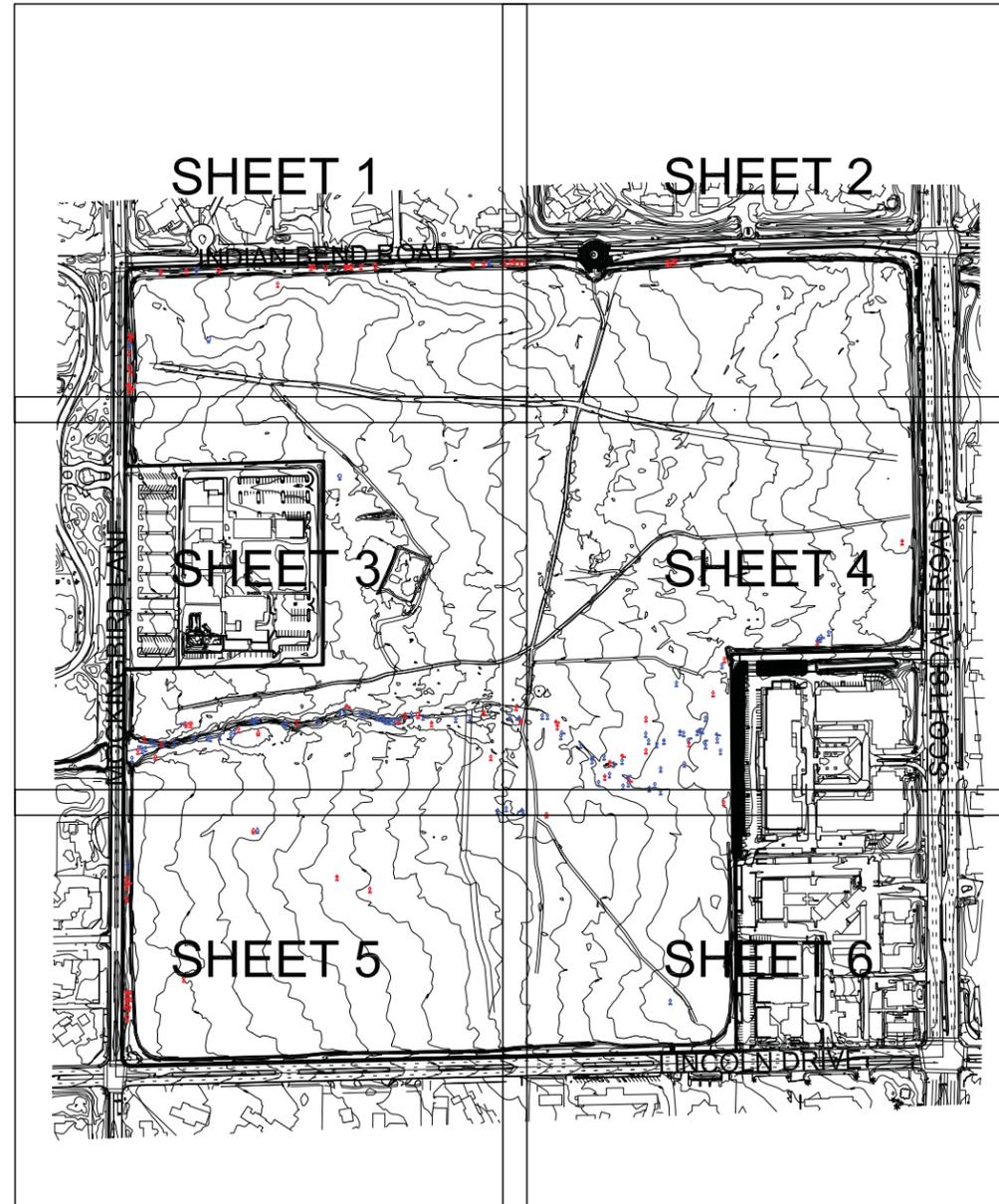


**MCDOWELL MOUNTAIN**

Views  
G-3



# SAGE LANDSCAPE ARCHITECT & ENVIRONMENTAL



## SINCLAIR SITE



VICINITY MAP NTS

### LEGEND

- ⊗ BARREL CACTUS
- BLUE PALO VERDE
- ▲ CATCLAW ACACIA
- CHAIN FRUIT CHOLLA
- CREOSOTE
- ⊕ CRUCIFIXION THORN
- FOOTHILL PALO VERDE
- ◆ GREYTHORN
- ▲ IRONWOOD
- △ JUNIPER
- JOJOBA
- NON-NATIVE PLANT MATERIAL
- STAGHORN CHOLLA
- △ WHITE THORN ACACIA
- ▲ YUCCA ELATA
- ◆ HACKBERRY
- SAGUARO
- NATIVE MESQUITE
- ★ OCOTILLO
- ✱ OCOTILLO/BAREROOT
- ⊠ PINON
- HEDGEHOG CACTUS

BLUE = NON-SALVAGEABLE  
 RED = SALVAGEABLE  
 BLACK = REMAIN IN PLACE

— PROJECT BOUNDARY/  
 — LIMIT OF INVENTORY

▲		
▲		
▲		
▲		
▲		



### SAGE LANDSCAPING ARCHITECTURE & ENVIRONMENTAL NATIVE PLANT INVENTORY SINCLAIR SITE

DESIGNED BY A. CABALLERO	PROJECT NUMBER DV05-272	DRAWING SCALE 1" = 60'-0"	SHEET OF CS 06
PREPARED BY P. MARTINEZ	DATE 04/13/05	PROJECT NUMBER DV05-272- <b>CS</b>	

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**The Ritz-Carlton Resort**

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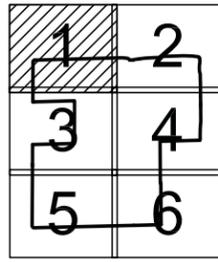
December 17, 2015



THE RITZ-CARLTON®

PLANT INVENTORY

G-4

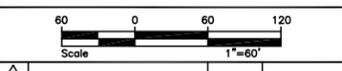


KEY PLAN NTS

LEGEND

- ☒ BARREL CACTUS
  - NON-NATIVE PLANT MATERIAL
  - BLUE PALO VERDE
  - STAGHORN CHOLLA
  - ▲ CATCLAW ACACIA
  - ▲ WHITE THORN ACACIA
  - CHAIN FRUIT CHOLLA
  - ✱ YUCCA ELATA
  - CREOSOTE
  - ◆ HACKBERRY
  - ⊕ CRUCIFIXION THORN
  - SAGUARO
  - FOOTHILL PALO VERDE
  - NATIVE MESQUITE
  - ◆ GREYTHORN
  - ✱ OCOTILLO
  - ▲ IRONWOOD
  - ✱ OCOTILLO/BAREROOT
  - ▲ JUNIPER
  - ✱ PINON
  - JOJOBA
  - HEDGEHOG CACTUS
- BLUE = NON-SALVAGEABLE  
 RED = SALVAGEABLE  
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PROJECT BOUNDARY/  
LIMIT OF INVENTORY



**Desierto Verde**  
Movers and Shapers of Native Trees

SAGE LANDSCAPE  
ARCHITECTURE & ENVIRONMENTAL  
NATIVE PLANT INVENTORY  
SINCLAIR SITE

DESIGNED BY A. CABALLERO	PROJECT NUMBER DV05-272	DRAWING SCALE 1" = 60'-0"	SHEET OF 01 06
PREPARED BY P. MARTINEZ	DATE DV05-272	DATE 04/13/05	
CHECKED BY S. THOMPSON			DV05-272-01

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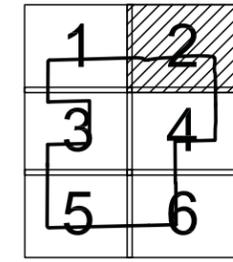
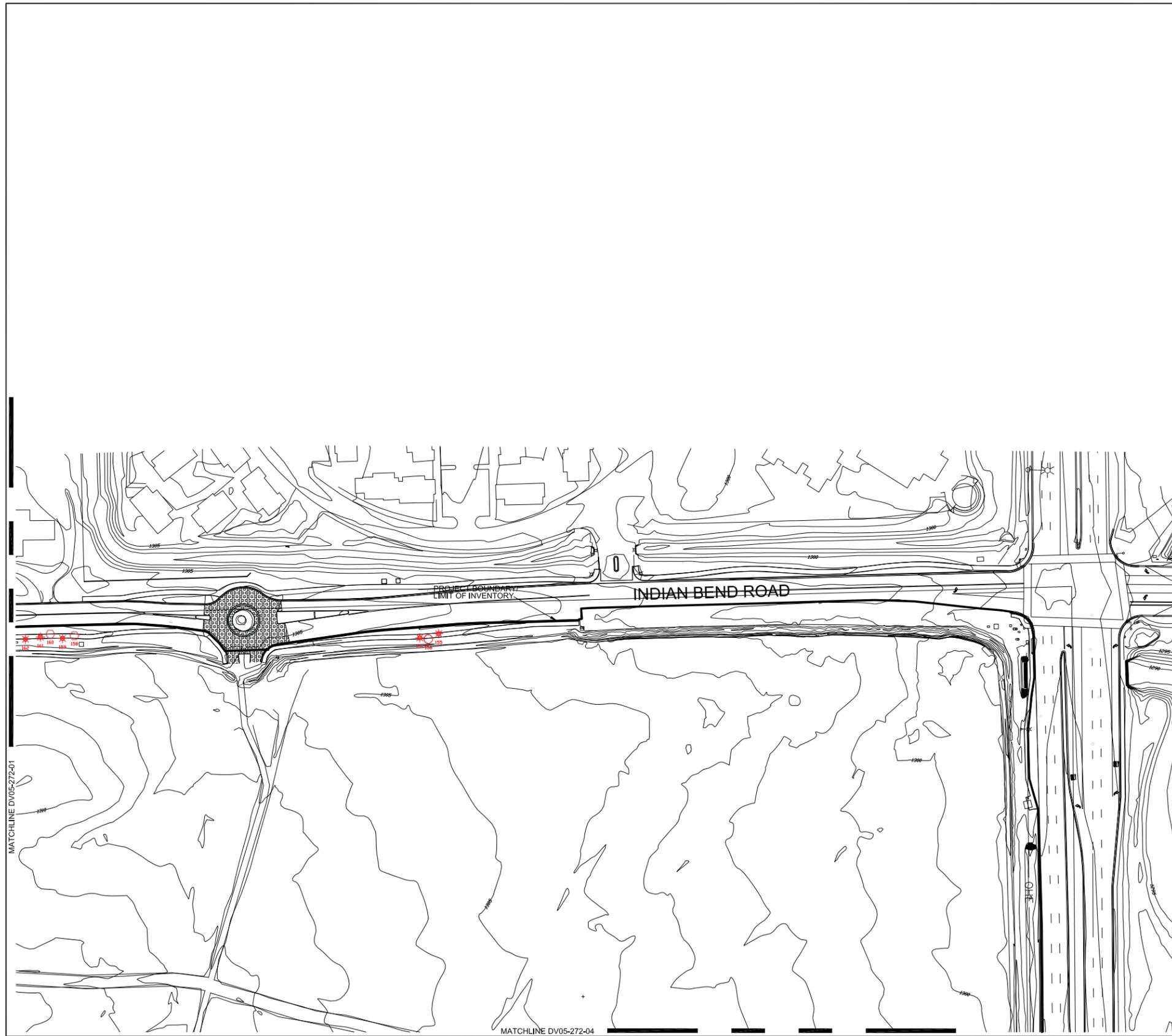
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KEY PLAN NTS

LEGEND

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Movers and Shapers of Native Trees

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PREPARED BY P. MARTINEZ	DATE 04/13/05		
			DV05-272-02

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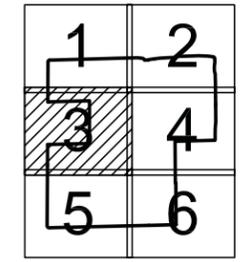
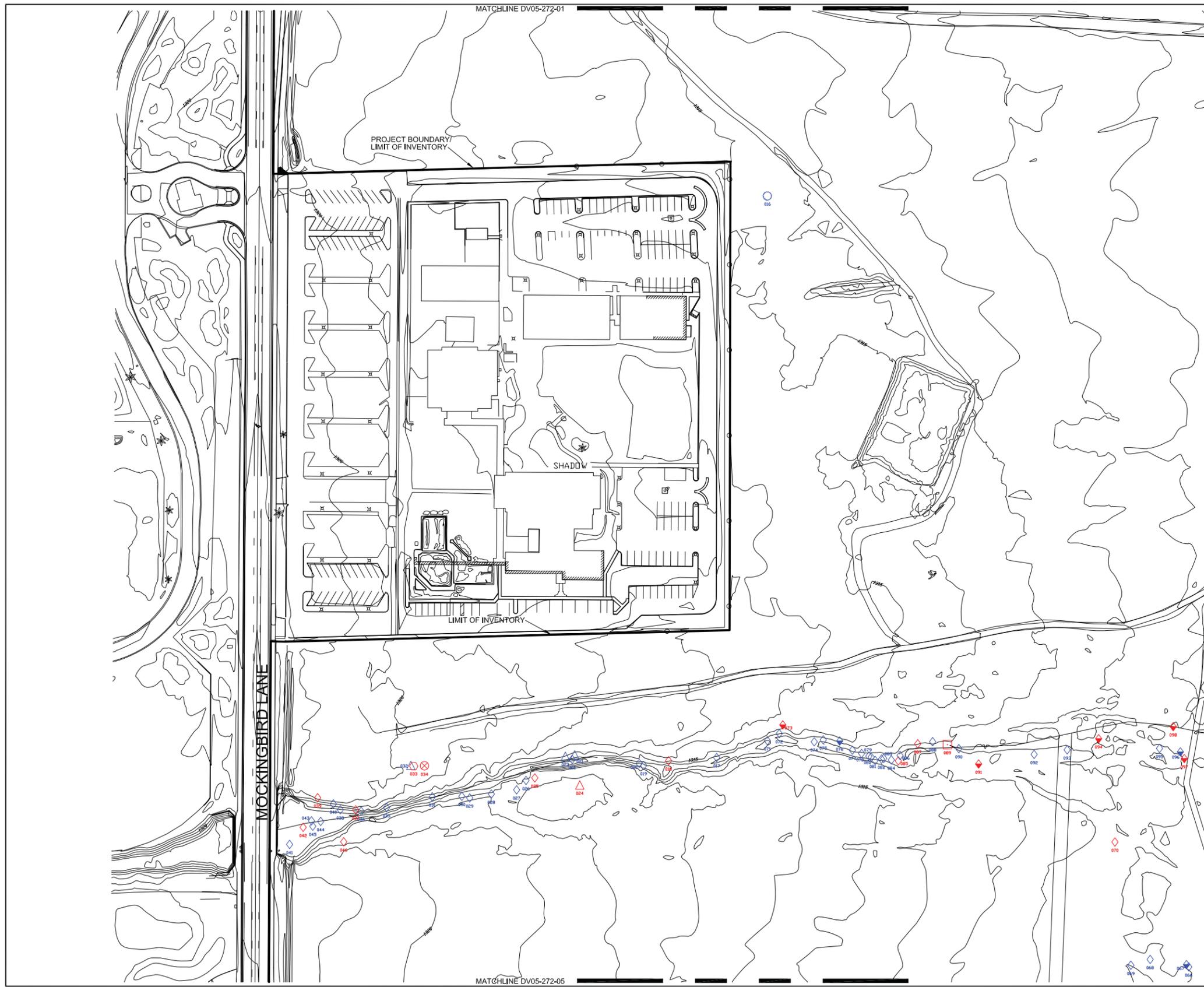
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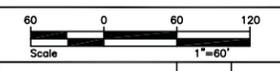


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LEGEND

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  - CREOSOTE
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LIMIT OF INVENTORY




**Desierto Verde**  
Movers and Shapers of Native Trees

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NATIVE PLANT INVENTORY  
SINCLAIR SITE

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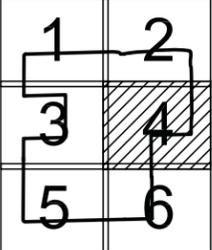
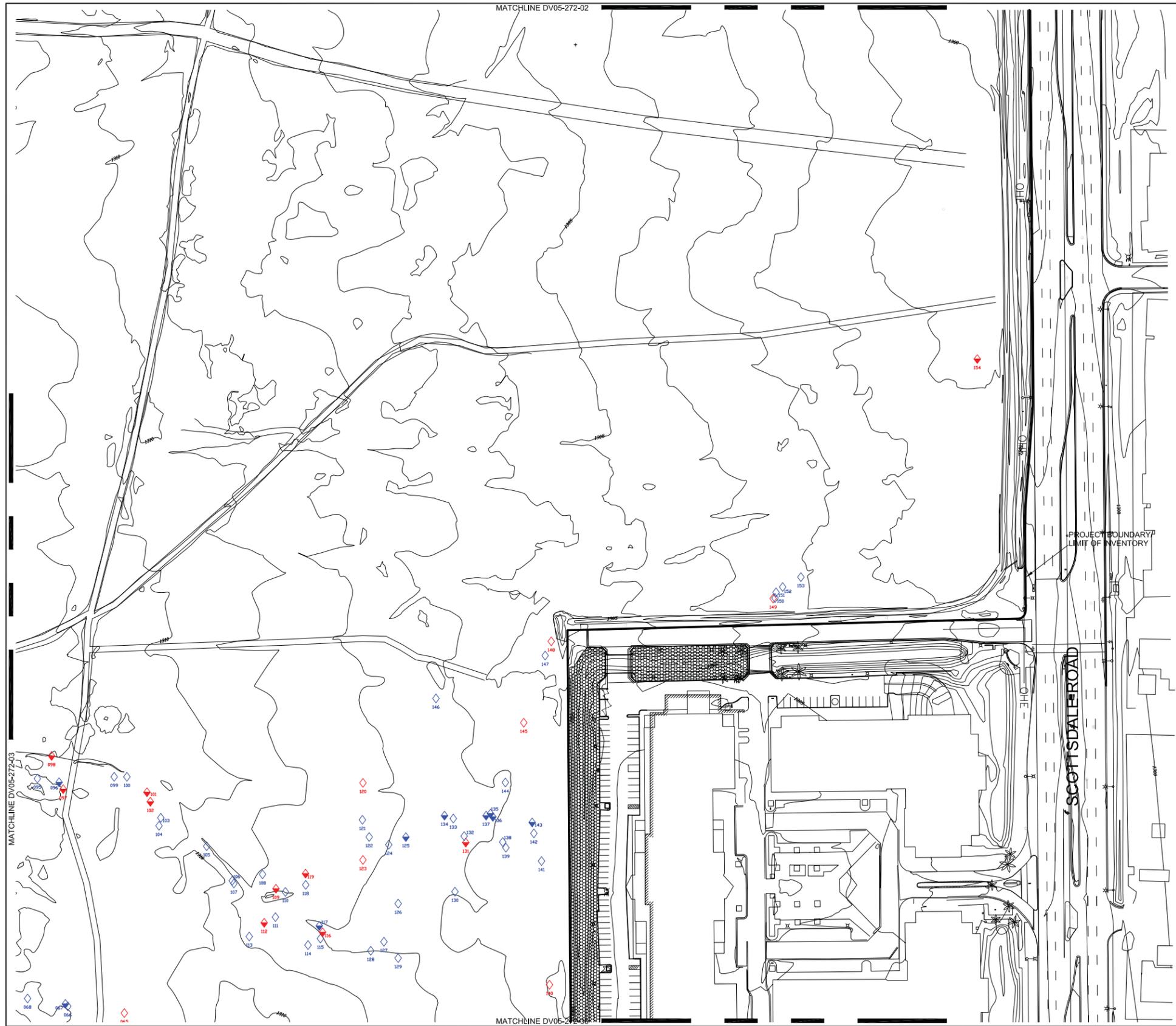
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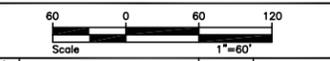


KEY PLAN NTS

LEGEND

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  - BLUE PALO VERDE
  - ▲ CATCLAW ACACIA
  - CHAIN FRUIT CHOLLA
  - CREOSOTE
  - ⊕ CRUCIFIXION THORN
  - FOOTHILL PALO VERDE
  - ◆ GREYTHORN
  - △ IRONWOOD
  - △ JUNIPER
  - JOJOBA
  - NON-NATIVE PLANT MATERIAL
  - STAGHORN CHOLLA
  - △ WHITE THORN ACACIA
  - ▲ YUCCA ELATA
  - ◆ HACKBERRY
  - SAGUARO
  - NATIVE MESQUITE
  - ★ OCOTILLO
  - ★ OCOTILLO/BAREROOT
  - ⊠ PINON
  - HEDGEHOG CACTUS
- BLUE = NON-SALVAGEABLE  
 RED = SALVAGEABLE  
 BLACK = REMAIN IN PLACE

PROJECT BOUNDARY/  
LIMIT OF INVENTORY



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**Desierto Verde**  
Movers and Shapers of Native Trees

SAGE LANDSCAPE  
ARCHITECTURE & ENVIRONMENTAL  
NATIVE PLANT INVENTORY  
SINCLAIR SITE

DESIGNED BY A. CABALLERO	PROJECT NUMBER DV05-272	DRAWING SCALE 1"=60'-0"	SHEET OF 04 06
PREPARED BY P. MARTINEZ	FILE NUMBER DV05-272	DATE 04/13/05	
CHECKED BY S. THOMPSON			DV05-272-04

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**The Ritz-Carlton Resort**

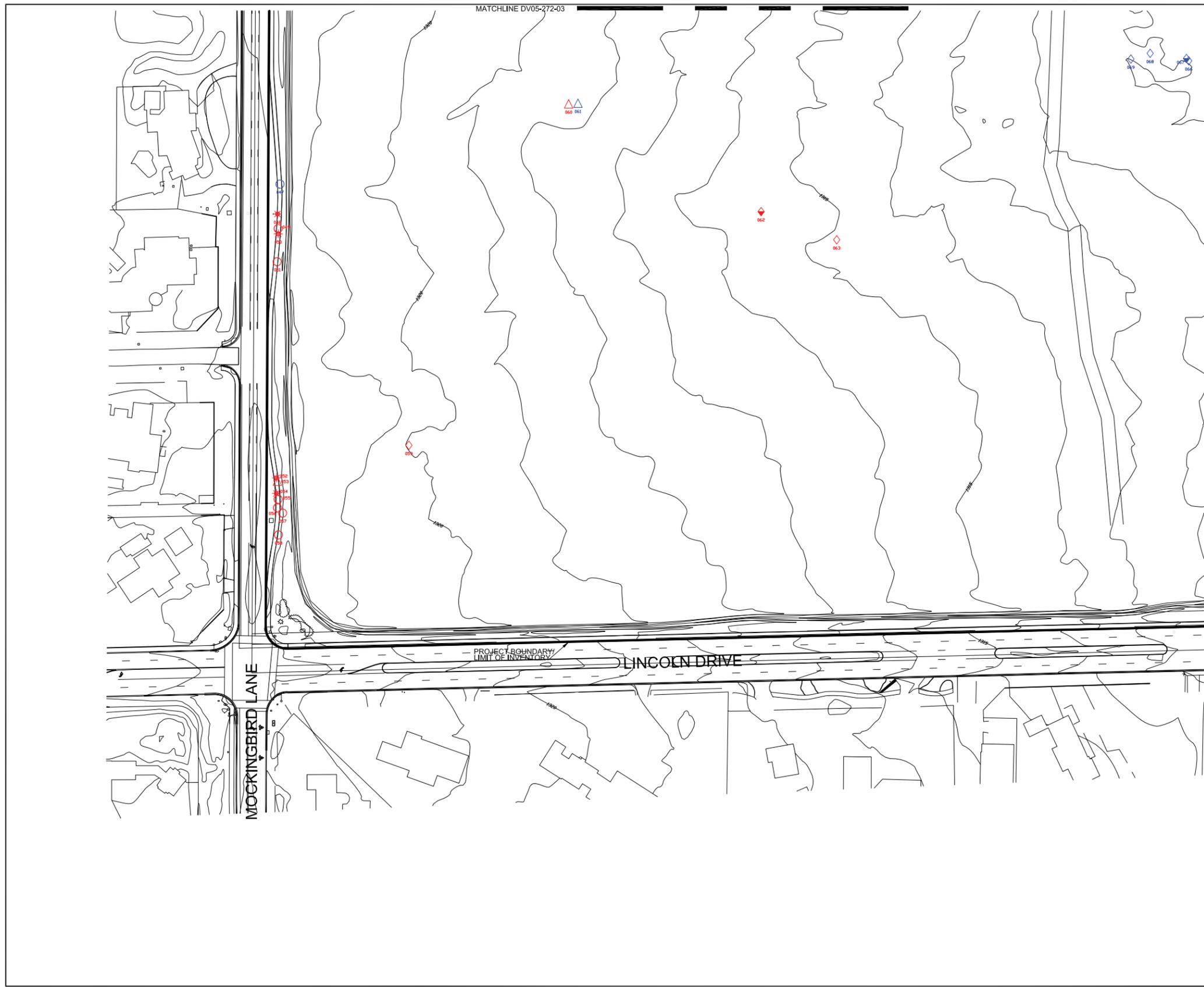
Paradise Valley Special Use Permit Application  
Narratives and Illustrations

December 17, 2015



**PLANT INVENTORY**

G-8



**KEY PLAN** NTS

**LEGEND**

⊗ BARREL CACTUS	○ NON-NATIVE PLANT MATERIAL
□ BLUE PALO VERDE	● STAGHORN CHOLLA
▲ CATCLAW ACACIA	△ WHITE THORN ACACIA
○ CHAIN FRUIT CHOLLA	✱ YUCCA ELATA
○ CREOSOTE	◆ HACKBERRY
⊕ CRUCIFIXION THORN	○ SAGUARO
□ FOOTHILL PALO VERDE	◇ NATIVE MESQUITE
◆ GREYTHORN	✱ OCOTILLO
△ IRONWOOD	✱ OCOTILLO/BAREROOT
△ JUNIPER	✱ PINON
○ JOJOBA	○ HEDGEHOG CACTUS

BLUE = NON-SALVAGEABLE  
 RED = SALVAGEABLE  
 BLACK = REMAIN IN PLACE

— PROJECT BOUNDARY/  
LIMIT OF INVENTORY

Scale 1"=60'

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▲			
▲			
▲			

**Desierto Verde**  
*Movers and Shapers of Native Trees*

**SAGE LANDSCAPE  
ARCHITECTURE & ENVIRONMENTAL  
NATIVE PLANT INVENTORY  
SINCLAIR SITE**

DRAWN BY A. CABALLERO	PROJECT NUMBER DV05-272	DRAWING SCALE 1"=60'-0"	SHEET OF 05 06
REVISION BY P. MARTINEZ	DV05-272		
DATE S. THOMPSON	04/13/05		

**DV05-272-05**

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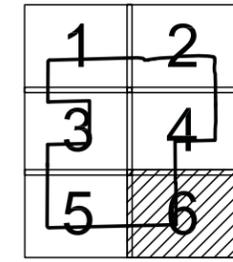
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KEY PLAN NTS

LEGEND

- ⊗ BARREL CACTUS
  - BLUE PALO VERDE
  - ▲ CATCLAW ACACIA
  - CHAIN FRUIT CHOLLA
  - CREOSOTE
  - ⊕ CRUCIFIXION THORN
  - FOOTHILL PALO VERDE
  - ◆ GREYTHORN
  - ▲ IRONWOOD
  - △ JUNIPER
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  - ★ OCOTILLO
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  - HEDGEHOG CACTUS
- BLUE = NON-SALVAGEABLE  
 RED = SALVAGEABLE  
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PROJECT BOUNDARY/  
LIMIT OF INVENTORY



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**Desierto Verde**  
Movers and Shapers of Native Trees

SAGE LANDSCAPE  
ARCHITECTURE & ENVIRONMENTAL  
NATIVE PLANT INVENTORY  
SINCLAIR SITE

DESIGNED BY A. CABALLERO	PROJECT NUMBER DV05-272	DRAWING SCALE 1"=60'-0"	SHEET NO. 06	TOTAL SHEETS 06
PREPARED BY P. MARTINEZ	DATE DV05-272	DATE 04/13/05		
CHECKED BY S. THOMPSON	DV05-272-06			

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**SAGE LANDSCAPE ARCHITECTURE AND ENVIRONMENTAL**  
**SINCLAIR SITE**  
**NATIVE PLANT INVENTORY BY DESIERTO VERDE, INC.**

SALVAGE-ABLE	"TREE ID #"	SPECIES	"CACTI HT (FT.)"	"CACTI ARMS TOTAL FT."	"CACTI NUM. OF ARMS"	"TRUNK DIA. IN."	COMMENTS
Y	1	NATIVE MESQUITE				15.0	
Y	2	TEXAS EBONY				9.0	
N	3	TEXAS EBONY				7.0	ANGLED TRUNK
Y	4	OCOTILLO/BAREROOT	7.0				
Y	5	OCOTILLO				8.0	
Y	6	YUCCA ELATA				10.0	
Y	7	YUCCA ELATA				8.0	
N	8	YUCCA ELATA	5.0				DEHYDRATED
Y	9	SAGUARO	17.0	20.0	9.0		
Y	10	SAGUARO	17.0	8.0	4.0		
Y	11	SAGUARO	19.0	6.0	3.0		
Y	12	YUCCA ELATA				8.0	
Y	13	YUCCA ELATA				10.0	
Y	14	OCOTILLO				10.0	
N	15	BLUE PALO VERDE				6.0	PARTIALLY DEAD
N	16	DESERT WILLOW				9.0	PARTIALLY DEAD
N	17	NATIVE MESQUITE				22.0	WIDE BASE
Y	18	NATIVE MESQUITE				25.0	
N	19	NATIVE MESQUITE				14.0	PARTIALLY DEAD
N	20	NATIVE MESQUITE				16.0	ANGLED TRUNK
N	21	IRONWOOD				20.0	BROKEN BRANCHES
N	22	NATIVE MESQUITE				15.0	ANGLED TRUNK
N	23	IRONWOOD				40.0	WIDE BASE
Y	24	IRONWOOD				18.0	
Y	25	NATIVE MESQUITE				8.0	
N	26	NATIVE MESQUITE				10.0	ANGLED TRUNK
N	27	NATIVE MESQUITE				20.0	WIDE BASE
N	28	NATIVE MESQUITE				10.0	ANGLED TRUNK
N	29	NATIVE MESQUITE				25.0	WIDE BASE
N	30	NATIVE MESQUITE				20.0	WEAK STRUCTURE
N	31	NATIVE MESQUITE				16.0	PARTIALLY DEAD
N	32	IRONWOOD				25.0	WIDE BASE
Y	33	SAGUARO	9.0				TWIN
Y	34	BARREL CACTUS	4.0				
N	35	NATIVE MESQUITE				40.0	WIDE BASE
N	36	NATIVE MESQUITE				8.0	ANGLED TRUNK

SALVAGE-ABLE	"TREE ID #"	SPECIES	"CACTI HT (FT.)"	"CACTI ARMS TOTAL FT."	"CACTI NUM. OF ARMS"	"TRUNK DIA. IN."	COMMENTS
Y	37	NATIVE MESQUITE				6.0	
N	38	NATIVE MESQUITE				5.0	WEAK STRUCTURE
Y	39	NATIVE MESQUITE				10.0	
N	40	NATIVE MESQUITE				7.0	WEAK STRUCTURE
N	41	NATIVE MESQUITE				9.0	WEAK STRUCTURE
Y	42	NATIVE MESQUITE				22.0	
N	43	NATIVE MESQUITE				9.0	WEAK STRUCTURE
N	44	NATIVE MESQUITE				9.0	WEAK STRUCTURE
N	45	NATIVE MESQUITE				13.0	WEAK STRUCTURE
Y	46	NATIVE MESQUITE				15.0	
N	47	TEXAS EBONY				10.0	DAMAGED CAMBIUM
Y	48	OCOTILLO				12.0	
Y	49	TEXAS EBONY				10.0	
Y	50	OCOTILLO				12.0	
Y	51	TEXAS EBONY				11.0	
Y	52	OCOTILLO				7.0	
Y	53	IRONWOOD				12.0	
Y	54	OCOTILLO				8.0	
Y	55	TEXAS EBONY				10.0	
Y	56	MEXICAN FAN PALM	4.0				
Y	57	MEXICAN FAN PALM	6.0				
Y	58	TEXAS EBONY				10.0	
Y	59	NATIVE MESQUITE				11.0	
Y	60	IRONWOOD				13.0	
N	61	IRONWOOD				7.0	BROKEN BRANCHES
Y	62	GREYTHORN				10.0	
Y	63	NATIVE MESQUITE				12.0	
N	64	NATIVE MESQUITE				17.0	DAMAGED CAMBIUM
Y	65	NATIVE MESQUITE				10.0	
N	66	NATIVE MESQUITE				18.0	PARTIALLY DEAD
N	67	GREYTHORN				10.0	WEAK STRUCTURE
N	68	NATIVE MESQUITE				17.0	DAMAGED CAMBIUM
N	69	NATIVE MESQUITE				20.0	SUCKER GROWTH
Y	70	NATIVE MESQUITE				18.0	
N	71	NATIVE MESQUITE				25.0	WIDE BASE
N	72	NATIVE MESQUITE				20.0	WEAK STRUCTURE
Y	73	GREYTHORN				10.0	
N	74	NATIVE MESQUITE				15.0	PARTIALLY DEAD
N	75	NATIVE MESQUITE				15.0	ANGLED TRUNK

SALVAGE-ABLE	"TREE ID #"	SPECIES	"CACTI HT (FT.)"	"CACTI ARMS TOTAL FT."	"CACTI NUM. OF ARMS"	"TRUNK DIA. IN."	COMMENTS
N	76	GREYTHORN				7.0	IN WASH
N	77	NATIVE MESQUITE				20.0	PARTIALLY DEAD
N	78	NATIVE MESQUITE				17.0	PARTIALLY DEAD
N	79	NATIVE MESQUITE				8.0	WEAK STRUCTURE
N	80	NATIVE MESQUITE				12.0	WIDE BASE
N	81	NATIVE MESQUITE				11.0	WIDE BASE
N	82	NATIVE MESQUITE				10.0	PARTIALLY DEAD
N	83	NATIVE MESQUITE				13.0	PARTIALLY DEAD
N	84	NATIVE MESQUITE				14.0	PARTIALLY DEAD
Y	85	NATIVE MESQUITE				13.0	
N	86	NATIVE MESQUITE				22.0	WIDE BASE
Y	87	NATIVE MESQUITE				17.0	
N	88	NATIVE MESQUITE				19.0	ANGLED TRUNK
Y	89	BLUE PALO VERDE				12.0	
N	90	NATIVE MESQUITE				30.0	DAMAGED CAMBIUM
Y	91	GREYTHORN				9.0	
N	92	NATIVE MESQUITE				28.0	WIDE BASE
N	93	NATIVE MESQUITE				29.0	WEAK STRUCTURE
Y	94	GREYTHORN				10.0	
N	95	NATIVE MESQUITE				25.0	BROKEN BRANCHES
N	96	GREYTHORN				14.0	PARTIALLY DEAD
Y	97	GREYTHORN				6.0	
Y	98	GREYTHORN				6.0	
N	99	NATIVE MESQUITE				18.0	PARTIALLY DEAD
N	100	NATIVE MESQUITE				25.0	WIDE BASE
Y	101	GREYTHORN				14.0	
Y	102	GREYTHORN				10.0	
N	103	NATIVE MESQUITE				15.0	PARTIALLY DEAD
N	104	NATIVE MESQUITE				20.0	PARTIALLY DEAD
N	105	NATIVE MESQUITE				22.0	PARTIALLY DEAD
N	106	NATIVE MESQUITE				20.0	PARTIALLY DEAD
N	107	NATIVE MESQUITE				14.0	DAMAGED CAMBIUM
N	108	NATIVE MESQUITE				25.0	DAMAGED CAMBIUM
Y	109	GREYTHORN				11.0	
N	110	NATIVE MESQUITE				15.0	WEAK STRUCTURE
N	111	NATIVE MESQUITE				20.0	PARTIALLY DEAD
Y	112	GREYTHORN				10.0	
N	113	NATIVE MESQUITE				20.0	PARTIALLY DEAD
N	114	NATIVE MESQUITE				10.0	DAMAGED CAMBIUM

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Narratives and Illustrations

December 17, 2015



THE RITZ-CARLTON®

**PLANT INVENTORY**

G-11

SALVAGE-ABLE	"TREE ID #"	SPECIES	"CACTI HT (FT.)"	"CACTI ARMS TOTAL FT."	"CACTI NUM. OF ARMS"	"TRUNK DIA. IN."	COMMENTS
N	115	NATIVE MESQUITE				13.0	DAMAGED CAMBIUM
Y	116	GREYTHORN				5.0	
N	117	GREYTHORN				7.0	WIDE BASE
N	118	NATIVE MESQUITE				15.0	WEAK STRUCTURE
Y	119	GREYTHORN				10.0	
Y	120	NATIVE MESQUITE				10.0	
N	121	NATIVE MESQUITE				35.0	WIDE BASE
N	122	NATIVE MESQUITE				28.0	WIDE BASE
Y	123	NATIVE MESQUITE				16.0	
N	124	NATIVE MESQUITE				25.0	PARTIALLY DEAD
N	125	GREYTHORN				9.0	WEAK STRUCTURE
N	126	NATIVE MESQUITE				15.0	DAMAGED CAMBIUM
N	127	NATIVE MESQUITE				17.0	PARTIALLY DEAD
N	128	NATIVE MESQUITE				12.0	DAMAGED CAMBIUM
N	129	NATIVE MESQUITE				20.0	WEAK STRUCTURE
N	130	NATIVE MESQUITE				25.0	ANGLED TRUNK
Y	131	GREYTHORN				10.0	
N	132	NATIVE MESQUITE				12.0	ANGLED TRUNK
N	133	NATIVE MESQUITE				25.0	PARTIALLY DEAD
N	134	GREYTHORN				6.0	WEAK STRUCTURE
N	135	GREYTHORN				7.0	PARTIALLY DEAD
N	136	GREYTHORN				5.0	PARTIALLY DEAD
N	137	GREYTHORN				6.0	PARTIALLY DEAD
N	138	NATIVE MESQUITE				16.0	PARTIALLY DEAD
N	139	NATIVE MESQUITE				9.0	DAMAGED CAMBIUM
Y	140	NATIVE MESQUITE				16.0	
N	141	NATIVE MESQUITE				25.0	WIDE BASE
N	142	NATIVE MESQUITE				18.0	WEAK STRUCTURE
N	143	GREYTHORN				12.0	WIDE BASE
N	144	NATIVE MESQUITE				20.0	PARTIALLY DEAD
Y	145	NATIVE MESQUITE				18.0	
N	146	NATIVE MESQUITE				10.0	PARTIALLY DEAD
N	147	NATIVE MESQUITE				17.0	ANGLED TRUNK
Y	148	NATIVE MESQUITE				20.0	
Y	149	NATIVE MESQUITE				10.0	
N	150	NATIVE MESQUITE				6.0	WEAK STRUCTURE
N	151	NATIVE MESQUITE				8.0	WIDE BASE
N	152	NATIVE MESQUITE				9.0	ANGLED TRUNK
N	153	NATIVE MESQUITE				18.0	PARTIALLY DEAD

SALVAGE-ABLE	"TREE ID #"	SPECIES	"CACTI HT (FT.)"	"CACTI ARMS TOTAL FT."	"CACTI NUM. OF ARMS"	"TRUNK DIA. IN."	COMMENTS
Y	154	GREYTHORN				12.0	
Y	155	OCOTILLO				12.0	
Y	156	TEXAS EBONY				11.0	
Y	157	OCOTILLO				10.0	
Y	158	SAGUARO	17.0	3.0	3.0		
Y	159	OCOTILLO				12.0	
Y	160	SAGUARO	15.0	4.0	4.0		
Y	161	OCOTILLO				12.0	
Y	162	OCOTILLO				12.0	
N	163	BANANA YUCCA	3.0				DEHYDRATED
Y	164	YUCCA ELATA				12.0	
Y	165	YUCCA ELATA				12.0	
Y	166	TEXAS EBONY				10.0	
Y	167	OCOTILLO				7.0	
Y	168	TEXAS EBONY				8.0	
Y	169	OCOTILLO				7.0	
Y	170	OCOTILLO				9.0	
Y	171	TEXAS EBONY				8.0	
Y	172	OCOTILLO				12.0	
Y	173	OCOTILLO				12.0	

**SALVAGEABILITY CODES:**

Y = YES

N = NO

R = REMAIN IN PLACE

**CACTUS TABLE**

Species	SALVAGABLE		NON-SALVAGABLE		TOTAL	
	Qty	Ft.	Qty	Ft.	Qty	Ft.
BANANA YUCCA	0.0	0.0	1.0	3.0	1.0	3.0
BARREL CACTUS	1.0	4.0	0.0	0.0	1.0	4.0
MEXICAN FAN PALM	2.0	10.0	0.0	0.0	2.0	10.0
OCOTILLO/BARERROOT	1.0	7.0	0.0	0.0	1.0	7.0
SAGUARO	6.0	135.0	0.0	0.0	6.0	135.0
<b>TOTALS</b>	<b>10.0</b>	<b>156.0</b>	<b>1.0</b>	<b>3.0</b>	<b>11.0</b>	<b>159.0</b>

**TREE TABLE**

Species	SALVAGABLE		NON-SALVAGABLE		TOTAL	
	Qty	Ft.	Qty	Ft.	Qty	Ft.
BLUE PALO VERDE	1.0	12.0	1.0	6.0	2.0	18.0
DESERT WILLOW	0.0	0.0	1.0	9.0	1.0	16.0
GREYTHORN	14.0	133.0	10.0	83.0	24.0	216.0
IRONWOOD	3.0	43.0	4.0	92.0	7.0	135.0
NATIVE MESQUITE	19.0	272.0	75.0	1295.0	94.0	1567.0
OCOTILLO	16.0	162.0	0.0	0.0	16.0	162.0
TEXAS EBONY	9.0	87.0	2.0	17.0	11.0	104.0
YUCCA ELATA	6.0	60.0	1.0	5.0	7.0	65.0
<b>TOTALS</b>	<b>68.0</b>	<b>769.0</b>	<b>94.0</b>	<b>1507.0</b>	<b>162.0</b>	<b>2283.0</b>

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THE RITZ-CARLTON®

**PLANT INVENTORY**

G-12



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## The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application  
Narratives and Illustrations

December 17, 2015





# Ritz Carlton Resort

Master Traffic Impact Analysis

Section 10, Township 2 North,  
Range 4 East  
Paradise Valley, AZ

August 2015  
Project No. 15-360

Prepared For:  
**Five Star Development**  
6720 North Scottsdale Road  
Suite 130  
Scottsdale, Arizona 85253

For Submittal to:  
**Town of Paradise Valley**

Prepared By:



10605 North Hayden Road  
Suite 140  
Scottsdale, Arizona 85260  
480-659-4250

## EXECUTIVE SUMMARY

This report documents a traffic impact analysis performed for a mixed use development consisting of a resort, residential and commercial land uses. The proposed Ritz Carlton Resort is located on  $\pm 105.9$  acres north of Lincoln Drive, south of Indian Bend Road, east of Mockingbird Lane and west of Scottsdale Road. The related Palmeraie development within the City of Scottsdale limits is located on  $\pm 17$  acres on the southwest corner of Scottsdale Road and Indian Bend Road and will compliment Parcel E of the proposed site.

CivTech Inc. has been retained by Five Star Development to perform the traffic impact analysis for the proposed Ritz Carlton Resort. The site was previously prepared and approved for a mixed use plan in 2007. This report represents the second submittal which addresses comments made on the previous submittal. The Towns comments and comment responses are provided in **Appendix A**.

The 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 approximately 114 lots/units of low density single family residential and 100 units/lots of attached residences. The commercial component of the site is planned to consist of approximately 107,000 square feet of retail/restaurant use, 44,000 square feet of office and 230 attached residential dwelling units. The site is planned to provide four (4) access points along Indian Bend Road, three (3) along Scottsdale Road (in which one (1) of the three (3) access points will be a signalized shared driveway with the Spectrum development), and one (1) access point along Lincoln Drive aligning with the Quail Run intersection.

The purpose of this study is to address traffic and transportation impacts of the proposed development on the surrounding streets and intersections. This traffic impact analysis was prepared based on criteria set forth during a scoping meeting with staff from the Town of Paradise Valley utilizing the original TIA, the Traffic Impact and Mitigation Measure guidelines from the City of Scottsdale and public input received during the planning effort in 2007, and comments received on the previous submittal. The specific objectives of the study are:

1. To evaluate lane requirements on all existing roadways and at all existing intersections within the study area.
2. To determine future level of service for all proposed major intersections within the study area and recommend any capacity related improvements.
3. To determine necessary lane configurations at all major intersections within the proposed development to provide acceptable future levels of service.
4. To evaluate the need for future traffic control changes within the proposed development.
5. To evaluate the need for auxiliary lanes at stop and signal controlled intersections.
6. To evaluate the need for deceleration lanes at each site access.



7. To assess any safety concerns on the existing roadways and provide options to ensure they are not intensified with an increase in traffic.

The following recommendations have been documented in this study:

- The results of the existing analysis summarized in **Table 4** indicate that all study intersections should operate at overall acceptable level of service (LOS D or better) with the exception of Scottsdale Road/Joshua Tree Road. The signalized intersections of Scottsdale Road/Indian Bend Road, Scottsdale Road/Joshua Tree Road, Scottsdale Road/6750 North, Tatum Boulevard/Lincoln Drive, Mockingbird Lane/Lincoln Drive, Scottsdale Road/Lincoln Drive, Scottsdale Road/McDonald Drive operate at acceptable LOS overall but have one or more movements that experience delay during AM and/or PM peak hour.
- The southbound left and westbound shared movements at the intersection of **Scottsdale Road and Joshua Tree Road** experience delays during the peak hours. Delays at stop controlled movements at intersections with major roadways is not uncommon.
- This study evaluates four (4) horizon years, opening year (2018), opening plus five (2023), opening plus ten (2028) and opening plus fifteen (2033). The future study horizon years were analyzed to ensure that future off-site impacts were constructed with the current plan.
- Per the collision data reviewed there are no major mitigation measures currently warranted within the vicinity of the site. It should be noted that the intersections of **Tatum Boulevard & Lincoln Drive** and **Scottsdale Road & Indian Bend Road** recorded a high number of rear-end crashes relative to crash type. Due to this occurrence, it is recommended that these intersections be further evaluated by the Town.
- The developer will construct half-street improvements to Indian Bend Road from Scottsdale Road to approximately 600 feet to the west. This improvement will provide a two-way left-turn lane (TWLTL) on Indian Bend Road along the improved length. The remainder of Indian Bend Road is currently constructed at its ultimate condition.
- The developer will improve the intersection of Scottsdale Road and 6750 North. The west leg after improvements will consist of two (2) dedicated left-turn lanes, a dedicated right-turn lane and two (2) ingress lanes. The median within the south leg of the intersection will be modified and the northbound lanes restriped to provide two dedicated left-turn lanes and three (3) through lanes.

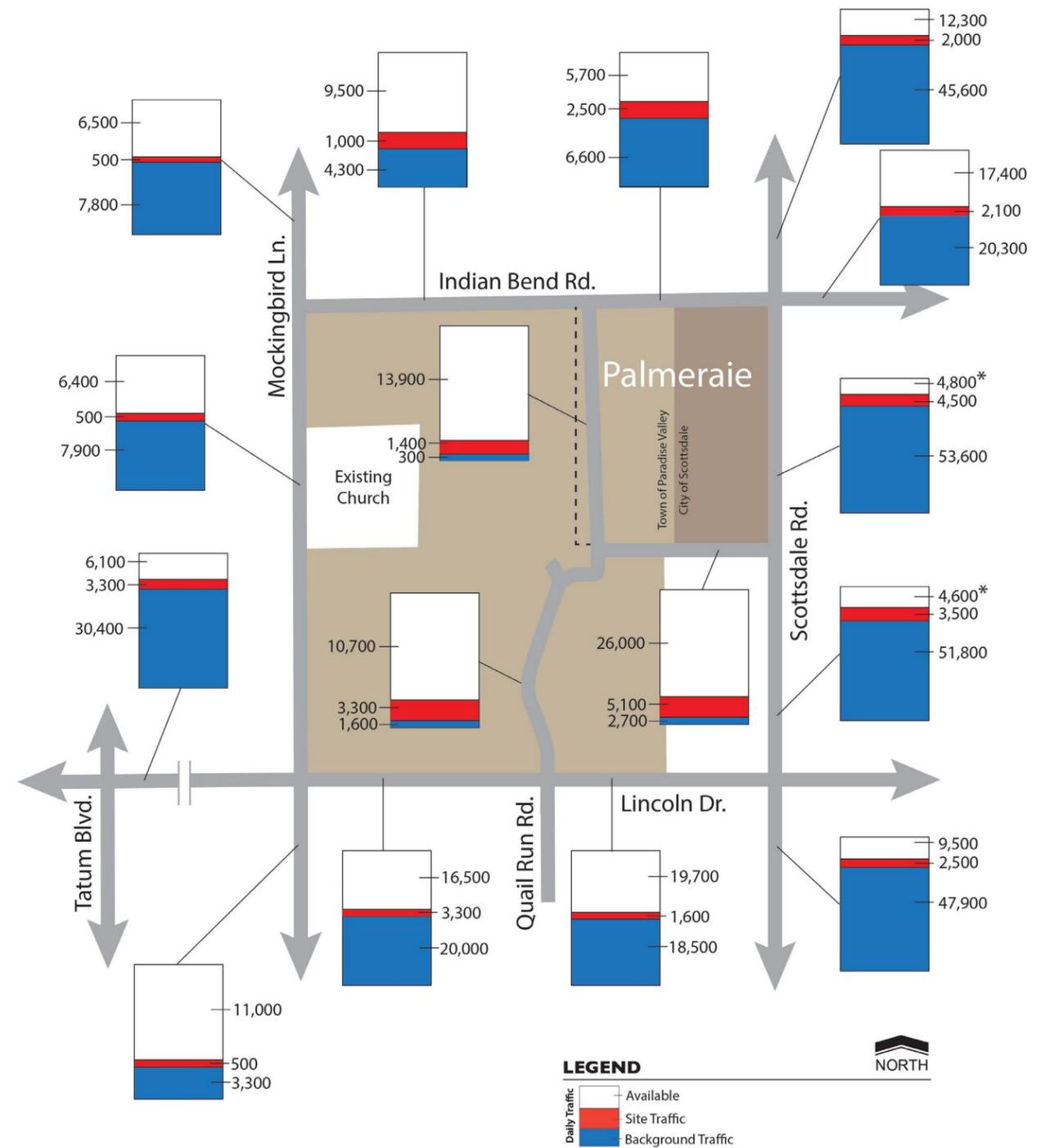
- The developer proposes to signalize the intersection of Quail Run Road and Lincoln Drive, which will serve as the main entrance to the proposed Ritz Carlton Resort, by opening year 2018. Based on the signal warrant section within this report *2010 MUTCD* signal warrant criteria is met at the main Ritz Carlton entrance by opening year 2018. Signalization at this intersection will require removal of the nearest median (west of the intersection) and also require the developer to construct new medians.
- The developer has agreed to construct a westbound right-turn lane at the intersection of Lincoln Drive and Mockingbird Lane by opening year 2018. The installment of the westbound right-turn lane will improve the traffic characteristics of this intersection.
- As part of the planned regional improvements within the study area the Town of Paradise Valley plans to install a raised median on Mockingbird Lane between Lincoln Drive and Northern Avenue between the financial years of 2018 and 2029. This improvement is not anticipated to cause major changes to current traffic patterns.
- Phase 1 (opening 2018) of the development is anticipated to generate 3,794 daily trips, of which 384 trips are during the AM peak hour and 353 trips are during the PM peak hour.
- Phase 2 (Buildout horizon year 2023) of the development is anticipated to generate a total of 14,710 daily trips, of which 729 trips are during the AM peak hour and 1,303 trips are during the PM peak hour. It was calculated that approximately 20% of total trips are expected to remain internal to the site. Considering the 20% internal capture reduction, 11,768 new daily trips are anticipated with 583 AM peak hour trips and 1,042 PM peak hour trips.
- The results of the future analyses summarized in **Table 15** indicates that all study intersections within the Town of Paradise Valley operate acceptably except for the intersection of Tatum Boulevard/Lincoln Drive. Within the City of Scottsdale, most study intersections along Scottsdale Road are anticipated to experience delays in one or more movements during the AM and/or PM peak hour. These intersections are discussed along with recommended mitigation strategies below.
  - The signalized intersection of site **Tatum Boulevard and Lincoln Drive** continues to experience delays in some of its individual movements. Due to the general high traffic volumes using the intersection, right-of-way (ROW) acquisition would be required to mitigate the delay; however, this is not recommended as part of this study.

- All other study intersections within the Town of Paradise Valley are anticipated to operate acceptably. It may be noted that a couple movements at the intersections of Mockingbird Lane/Lincoln Drive and Quail Run Road/Lincoln Drive are anticipated to experience delays during the peak hours; however, delays for a few individual movements at are not uncommon at signalized intersections of major roadways.
- Without mitigation, the signalized intersection of site **Scottsdale Road and Indian Bend Road** continues to experience delays in some of its individual movements. Mitigation could include signal timing adjustments and reconfiguring the eastbound approach to provide two left turn lanes, one through lane and a shared through-right turn lane. The reconfiguration will not require additional pavement width at the intersection and may be completed with the half-street improvements on Indian Bend Road. After the recommended mitigation, the intersection is anticipated to operate at acceptable LOS.
- The intersection of site **Scottsdale Road and 6750 North** continues to experience delays in some of its individual movements. Upon improving the intersection with Phase 2 of the development or Palmeraie, it is recommended to adjust the signal timing and add right-turn overlap periods, where applicable. The mitigation will improve the delay, though the eastbound left turn movement is still anticipated to operate with delays during the peak hours while the intersection operates acceptably overall.
- The two way stop controlled intersection of site **Scottsdale Road and Joshua Tree Road** continues to experience delays. Poor LOS is not uncommon for stop controlled movements to major roadways. It should be noted that Synchro software does not allow HCM analysis left turn movements with 2-stages so actual delay may be better than analyzed. No mitigation is recommended.
- Without mitigation, the intersection of site **Scottsdale Road and Lincoln Drive** continues to experience delays in some of its individual movements. It is recommended to adjust the signal timing and add right-turn overlap periods, where applicable. The mitigation will improve the delay such that the intersection may operate acceptably, although some individual movements are still anticipated to operate with delays during the peak hours.
- The intersection of site **Scottsdale Road and McDonald Drive** continues to experience delays in some of its individual movements. Due to the general high traffic volumes using the intersection, ROW acquisition would be required to mitigate the delays; however, this is not recommended as part of this study.
- The future lane configurations and traffic controls are depicted in **Figure 29** and **Figure 30**.

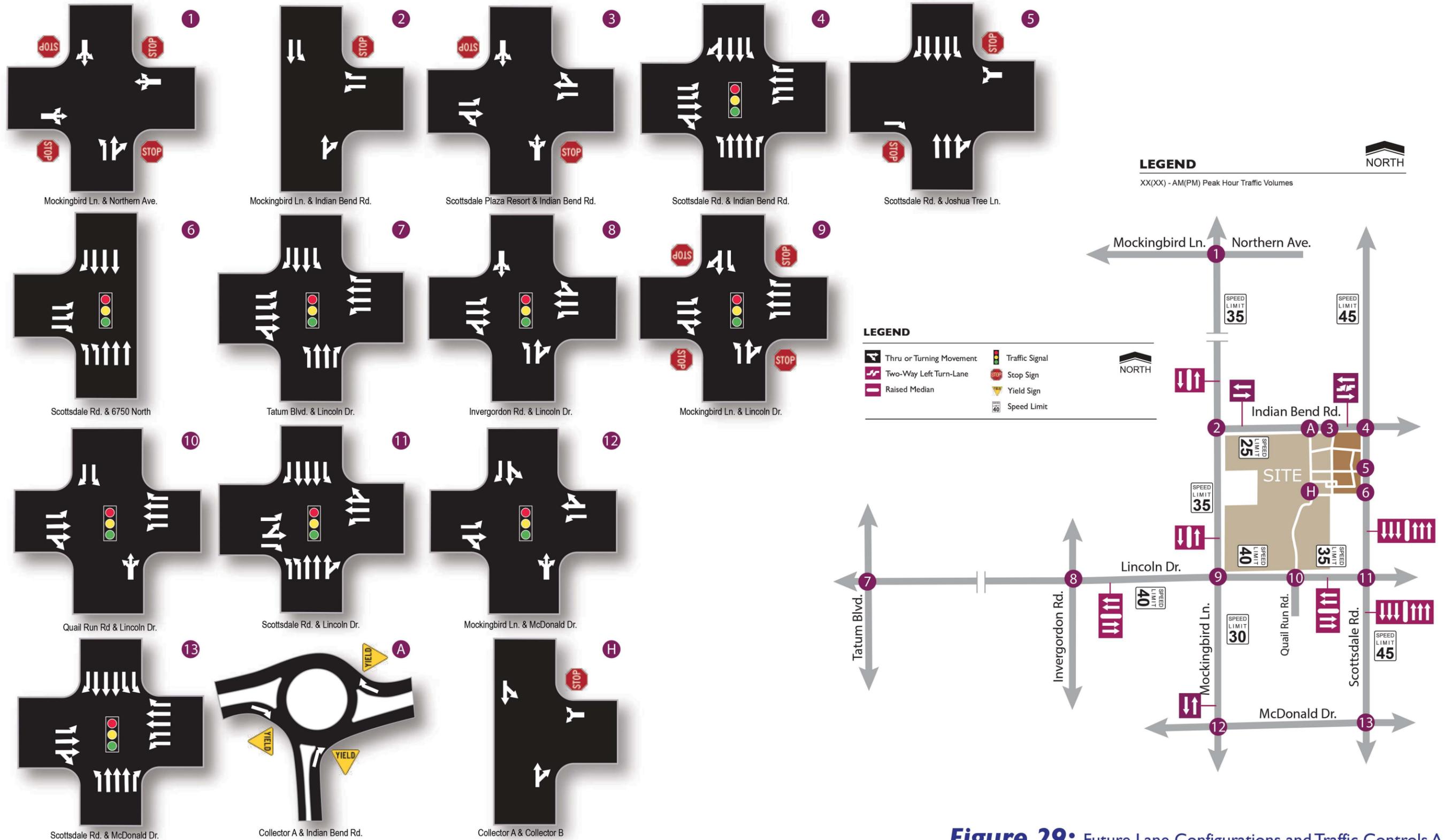
- All intersections considered during the event scenario are anticipated to operate acceptably.
- The developer proposes signalizing the intersection of Quail Run Road and Lincoln Drive which exceeds the peak hour signal warrant criteria in the 2018 opening year.
- Projected ADT are presented in **Table 18**. All major roadways within the study area are anticipated to have traffic volumes below the maximum roadway capacity thresholds upon full buildout of the proposed site. The background, site and available volume capacity on several roadway segments are depicted on **Figure 32**.
- Turn lane storage recommendations for the 2033 horizon year are summarized in **Table 19**. The new turn lanes at the intersection of Quail Run Road and Lincoln Drive are recommended to be striped with 150-feet of storage each. The proposed northbound dual left-turn lanes at the intersection of Scottsdale Road and 6750 North are able to be constructed with approximately 120-feet of storage each, which is less storage than the Synchro analysis predicts. If additional green time is provided for the movement, the vehicle queue will be shorter and less storage will be required. The right-most left turn lane may provide additional storage due to the striping for the dual left turn lanes. The westbound left-turn lane at the intersection of Mockingbird Lane and Lincoln Drive is projected to require additional storage due to residential traffic volumes. It is recommended that the turn lane be extended to provide 350-feet of storage which will require the removal of a center median.
- An intersection site distance analysis was performed to set guidelines for establishing line of sight for the proposed development at major internal intersections. Using the guidelines set forth by *A Policy on Geometric Design of Highways and Streets*, **Table 20** was generated for each intersection created by a new site access point.

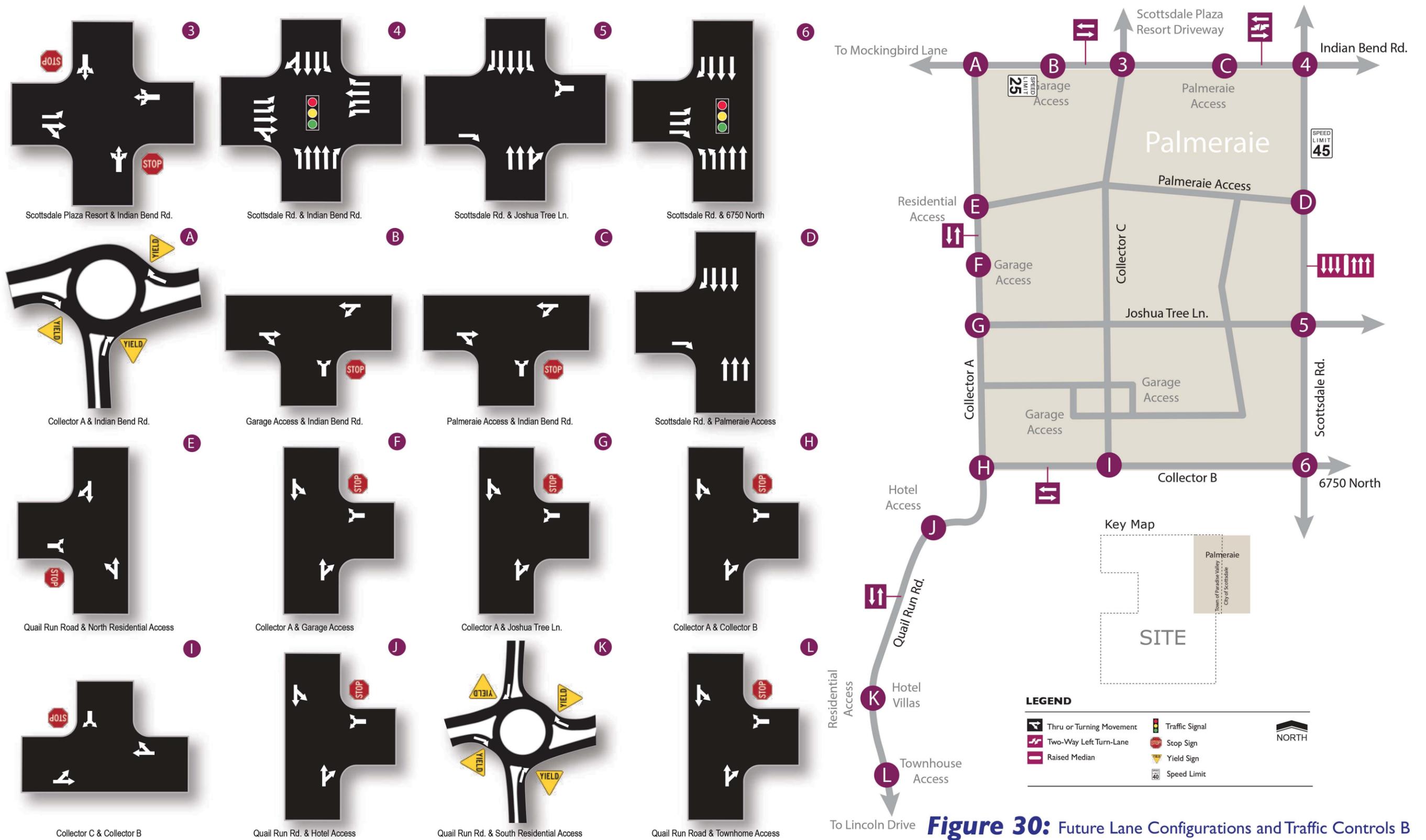


**Figure 4:** Site Plan



**Figure 32a:** Used and Available Roadway Capacity  
Note: This figure has been modified with the inclusion of capacities of internal roadways.







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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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



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**The Ritz-Carlton Resort**

Paradise Valley Special Use Permit Application  
Narratives and Illustrations

December 17, 2015



THE RITZ-CARLTON®

**PARKING ANALYSIS**

**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:**

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October 2015  
CivTech Project # 15-360

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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 320 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.



**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 320 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 spaces 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.<sup>1</sup>

<sup>1</sup> 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:



“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



**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
<b>TOTAL</b>			<b>2,291</b>

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.



**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
<b>TOTAL</b>	<b>891</b>	<b>1876</b>	<b>1620</b>	<b>842</b>	<b>1737</b>	<b>1442</b>

**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.





THE RITZ-CARLTON®

## The Ritz-Carlton Resort

Paradise Valley Special Use Permit Application  
Narratives and Illustrations

December 17, 2015





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  
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The Ritz-Carlton Resort

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WILL SERVE

Sound Study Letter

J-1



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

**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  
Acoustical Consulting Services

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