PLANNING COMMISSION REPORT

Meeting Date: February 28, 2024
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION

Fairmont Scottsdale Princess Hotel Master Plan Update
5-ZN-2015#2

Request to consider the following:

1. A recommendation to City Council regarding a request by owner for approval of a Zoning District Map Amendment to amend the previously approved development plan, including amended development standards and an increase in the number of hotel guest rooms, for an approximate 66-acre property located at 7501, 7505 and 7575 E. Princess Blvd, APN 215-08-694 and APN 215-08-693 with Planned Community District (P-C) zoning with Central Business District (C-2) as the comparable zoning district.

Purpose of Request

The applicant's request is to amend zoning case 15-ZN-2015, including the associated Development Plan to allow for new development on the site that is comprised of 155 guestrooms, 35,000 square foot conference center, and 27,000 square feet of restaurant area.

Key Items for Consideration

- Fairmont Princess Resort is a significant part of Scottsdale's tourism economy
- Conformance with the Scottsdale General Plan 2035, as amended
- Conformance with the Greater Airpark Character Area Plan, as amended
- Amended Development Standards
- Increase to the total number of hotel rooms, and increase in conference and restaurant square footage
- Planned Community District Findings
- Amendment to the Fairmont Princess Master Development Plan
- Public comments received in support

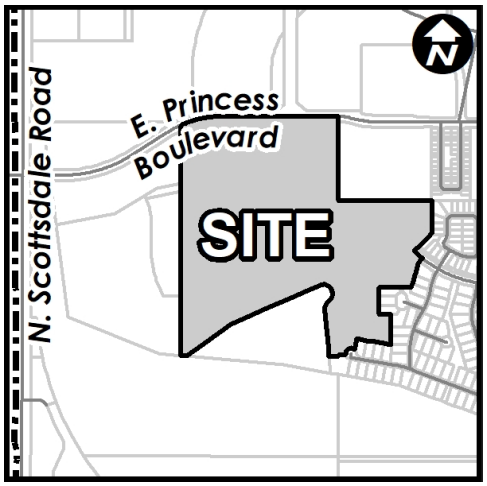
Action Taken _____

OWNER

City of Scottsdale (APN 215-08-695) and
FMT Scottsdale Owner, LLC (APN 215-08-003C, 215-08-693, 215-08-694)

APPLICANT CONTACT

Jordan Rose
Rose Law Group
480-505-3939



LOCATION

7501, 7505 and 7575 E. Princess Blvd, APN 215-08-694
and APN 215-08-693

BACKGROUND

General Plan

The General Plan Land Use Element designates the property as Mixed-Use Neighborhoods. The Mixed-Use Neighborhoods land use designation denotes areas with higher density housing combined with complementary office or retail uses or mixed-use structures. The immediate surrounding area is also designated as Mixed-Use Neighborhoods.

Character Area Plan

The subject property is located within the Greater Airpark Character Area Plan's Regional Tourism Future Land Use area. The Regional Tourism area encourages the enhancement of major event facilities in the Greater Airpark, such as WestWorld, in addition to the provision of tourist attractions, cultural amenities, recreational opportunities, offices, tourist accommodations, and tourism serving residential.

Zoning

The site is zoned Planned Community District (P-C) with Central Business District (C-2) as the comparable district. The PC district provides for a mix of uses integrated within a master planned development to achieve land development patterns that will maintain and enhance the physical, social and economic values of an area. This subject property is within the Princess Planned Community District which includes the resort, the residential uses east of the resort, as well as the office building to the west of the subject site. The resort portion of the Princess Planned Community District was originally established in 1985 by case 135-Z-85, and amended by cases 57-Z-86, 63-Z-87, 1-ZN-2003, and most recently 5-ZN-2015. The C-2 district allows business and professional services, retail sales, services, and hotels, among other uses.

Context

The subject property is located at the southwest corner of E. Princess Boulevard and E. Princess Drive. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Undeveloped state land zoned PC
- South: Tournament Player Club Golf Course zoned O-S
- East: Existing Residential uses, zoned R-5 and R-5 PCD
- West: Existing office building and senior living facility zoned C-2 PCD

Other Related Policies, References:

Scottsdale General Plan 2035, as amended
Greater Airpark Character Area Plan

135-Z-85: Rezone from R1-35 to Planned Community District (P-C), with a comparable C-2 and R-5 district. The PC district allowed for a 400 room and 200 casita unit resort, and up to 170 units of apartment rentals

57-Z-86: Amendment to the development plan to allow a tennis center, and a density increase on parcel A.

63-Z-87: Amendment to the development plan and a rezone from a comparable R-5 to a comparable C-2 on parcel A and eliminating rentals on parcel A and replacing it with the shopping village and surface parking.

1-ZN-2003: Amendment to the development plan and land use budget to allow resort-commercial uses on parcel A and B-1, the Fairmont Ballroom.

5-ZN-2015: Amendment to the development plan to amend parking development standards and increase number of hotel guest rooms.

APPLICANT'S PROPOSAL

Development Information

The development proposal includes a zoning district map amendment to amend the Development Plan that is comprised of a resort with 155 new hotel rooms, two new restaurants and a conference center. Site improvements include underground hotel parking, new deceleration lane and driveway along Princess Boulevard and sidewalks that connect the restaurant and conference center to Princess Boulevard. In addition, the following amended standards are proposed:

- Increase building height (new proposed guest wing only)
- Parking requirements (to match current code)
- Open Space (to match current code)
- Volume (to match current code)
- Parking lot landscape area and island requirements (to accommodate seasonal events)

The parking and open space requirements are amended to match the current Zoning Ordinance minimum requirements. For additional information, please see the attached Amended Development Standards Legislative Draft within the Development Plan.

Significant Updates to Development Proposal Since Initial Submittal

During staff review of the development proposal, comments were provided to the applicant to update the development proposal which resulted in the following:

Conference Center Expansion:

- Added accessible spaces to correspond with the proposed resort parking supply
- Added a 6-foot sidewalk along Cottage Terrace North to E. Princess Boulevard
- Added additional bicycle parking spaces

New Free-Standing Restaurant:

- Relocated arrival/drop-off to east side of the restaurant
- Added a decel lane off of Princess Boulevard for a new proposed curb-cut entry for arrival/drop-off of restaurant patrons
- Revised loading area location and moved to the south end of the building to City of Scottsdale trash truck clearance requirements. Added privacy fence and sliding gate to conceal loading area.

Summary

- Existing Use: Resort with ancillary uses and associated parking
- Proposed Use: Resort with 155 new hotel rooms, 2 new restaurants, and a new conference center.
- Buildings/Description:

Hotel:	155-unit guest wing with underground parking and storage
Free Standing Restaurant:	10,000 square feet with 6,500 square foot patio
Coffee/Roasterie:	4,500 square feet with 6,000 square foot patio
Conference Center:	25,000 square feet
Ballroom:	10,000 square feet
Total Building Area:	173,457 square feet

- Parcel Size: 67.5 Gross Acres/66.1 Net Acres
- Building Height Allowed (Per 5-ZN-2015): 36 feet exclusive of rooftop equipment
- Building Height Proposed: 48 feet excluding rooftop appurtenances

Conference Center:	42’-9” including rooftop appurtenances
Free-Standing Restaurant:	26’-0” feet including rooftop equipment
Coffee/Roastarie:	24’-5” feet including rooftop equipment
Guest Wing:	47 feet, including rooftop equipment or 41’-6” exclusive of rooftop equipment

- Parking Required: 3,234 spaces (Current Zoning Ordinance)
  1,800 spaces (recommended with a 44% parking master plan reduction)
- Parking Provided: 1,855 spaces (with a 44% parking master plan reduction)
- Open Space Required: 703,025 square feet (16.1 acres)
- Open Space Provided: 1,583,198 square feet (36.3 acres)
- Floor Area Allowed: 0.8
- Floor Area Provided: 0.3
- Total Rooms Approved: 794 rooms
- New Rooms Proposed: 155 rooms
- Total Rooms: 949 rooms

ZONING DISTRICT MAP AMENDMENT IMPACT ANALYSIS

Land Use

No new land uses are proposed with this application and the proposal maintains the existing hotel/resort character of the Scottsdale Fairmont Princess Development Plan.

P-C Amended Development Standards

The Planned Community (PC) District enables the applicant to use comparable zoning districts (C-2 District in this case) that allow development within the Mixed-Use Neighborhood. As part of this zoning request, the applicant is requesting that the City Council approve an amendment to; increase building height from 36 feet to 48 feet (new guest suites only); and to amend landscape island requirements from one landscape island between every fifteen stalls to one landscape island for every fifteen parking spaces of the Palomino surface lot to accommodate holiday events. Additionally, the applicant has updated the C-2 development standards to mimic the current zoning ordinance requirements for open space, landscape buffer between a street and parking, and the Travel Accommodation parking ratio requirements. For detailed information, please refer to the development standards legislative draft located within the Fairmont Princess Development Plan.

Development Standard	C-2 Development Standards (Current Zoning Ordinance)	5-ZN-2015 (Parcels A and B) C-2 Amended Development Standards	5-ZN-2015#2 (Parcels A, B and D-2) C-2 Amended Development Standards
Volume	None	The volume of any structure shall not exceed the product of the net lot area in square feet multiplied by 9.6 feet.	None
Open Space	Four-tenths multiplied by the net lot area	Five-tenths percent of the net lot area	Four-tenths of the net lot area
Building Height	36 feet, excluding rooftop appurtenances	36 feet, excluding rooftop appurtenances.	48 feet, excluding rooftop appurtenances. Building height is the vertical distance measured from a point of reference elevations established 12 inches above the average elevations at the top of the curb of Princess Boulevard.
Parking lot landscape area	If a parking lot contains more than twenty (20) parking spaces, then a minimum of one-third (⅓) of the required parking lot landscape area shall be in landscape islands distributed within the parking lot area, rather than on the perimeter of the parking lot. These landscape areas shall	No amendment	If a parking lot contains more than 20 parking spaces, then a minimum of 20 percent of the required parking lot landscape area shall be in landscape islands distributed within the parking lot area, rather than on the perimeter of the parking lot. These landscape areas shall have a minimum width of seven

	have a minimum width of seven (7) feet and a minimum area of one hundred twenty (120) square feet. All landscape areas shall be planted, irrigated, and maintained as prescribed herein.		(7) feet and a minimum area of one hundred twenty (120) square feet. All landscape areas shall be planted, irrigated, and maintained as prescribed herein.
Parking lot landscape islands	A landscape island shall be required between every 15 parking spaces	No amendment	A landscape island shall be required between every 15 parking spaces or 1 landscape island for every 15 parking spaces of a surface lot. Note: The amended standard shall only apply to the Palomino surface parking lot.
Travel Accommodations with conference and meeting facilities, or similar facilities, and/or additional commercial uses within the same development project Parking Requirements	1 parking space for each 1 guest room or dwelling unit. Plus: A. 1 parking space for every 5 seats, if seats are fixed, and/or B. 1 parking space for 50 square feet of gross floor area of conference/meeting area, and/or C. Bar, cocktail lounge, tavern, after hours, restaurants, and live entertainment uses shall provide parking in accordance with parking requirements herein this table. D. All other free standing commercial uses. 1 parking space for every 400 square feet of	1.25 parking space for each 1 guest room or dwelling unit. Plus, travel accommodation with auxiliary commercial uses (Free standing buildings), 1 parking space for every five seats, if seats are fixed, and/or one parking space for fifty square feet of gross floor area of conference/meeting area.	1 parking space for each one guest room or dwelling unit. Plus: A. 1 parking space for every 5 seats, if seats are fixed, and/or B. 1 parking space for 50 square feet of gross floor area of conference/meeting area, and/or C. Bar, cocktail lounge, tavern, after hours, restaurants, and live entertainment uses shall provide parking in accordance with parking requirements herein this table. D. All other commercial uses. 1 parking space for

	gross floor area.		every 400 square feet of gross floor area. Exception: No additional parking shall be required for the first 2,000 square feet of associated commercial uses or meeting facilities

Airport Vicinity

The resort is located approximately 1.45 northwest of the approach end of runway 21 and falls outside of the 55 DNL (day/night average sound level) noise contour line of the Scottsdale Airport. The resort property is located within the AC-1 Airport Influence Zone, which allows for hotel uses provided a Fair Disclosure Statement is obtained prior to building permit being issued.

PCD Findings/Criteria

A. That the development proposed is in substantial harmony with the General Plan of the City of Scottsdale, and can be coordinated with existing and planned development of surrounding areas.

- The proposed resort expansion is considered to be in substantial harmony with the General Plan of the City of Scottsdale as well as the Greater Airpark Character Area Plan designation as regional tourism. The expansion should have minimal impact on the existing development in the surrounding area. The proposal allows an already successful resort to expand in size and continue to provide a wide range of hospitality services and will add to the resort image of the area.

B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.

- The Princess Resort had a traffic parking analysis prepared that concluded that there will be no negative impacts to the existing roadways or traffic concerns as a result of this application. The proposed Fairmont Princess Resort expansion is anticipated to generate an additional 3,114 weekday trips, 129 a.m. peak hour trips, and 209 p.m. peak hour trips. Existing site access will remain with the exception of a new right-turn-in, right-turn-out driveway proposed on Princess Boulevard approximately 300 feet east of Cottage Terrace Lane. See Transportation section further below.

C. The Planning Commission and City Council shall further find that the facts submitted with the application and presented at the hearing will establish beyond reasonable doubt that:

1. In the case of proposed development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population. The Planning Commission and City Council shall be presented written acknowledgment of this

from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.

- The proposed development plan does not propose any residential uses.

2. In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.

   - The proposed development plan does not propose any industrial or research uses.

3. In the case of proposed commercial, educational, cultural, recreational and other nonresidential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.

   - The proposed development is an expansion to Fairmont Princess Resort and is appropriate in the area. The use is not changing, and the proposed expansion of the resort will match the character of the surrounding area and the existing resort.

   - The Development Plan contains 173,457 square feet square feet of destination resort and commercial space that is in harmony with the surrounding area and will support the surrounding uses. This amendment to the development plan is harmonious with the character of the surrounding commercial and residential areas.

Transportation

The existing Scottsdale Fairmont Princess Resort consists of 751 hotel guest rooms; and 61,577 square feet of ballroom, conference rooms, and meeting rooms; plus internal retail, restaurant, and event areas. The proposed Scottsdale Fairmont Princess Resort expansion consists of an additional 35,000 square feet of ballroom, conference, and meeting rooms; 16,500 square feet of restaurant; 10,754 square feet of coffee shop; and an additional 198 hotel guest rooms. Of the 198 new hotel guest rooms, 43 additional were previously approved by Case# 5-ZN-2015 but never constructed.

The proposed Fairmont Princess Resort expansion is anticipated to generate an additional 3,114 weekday trips, 129 a.m. peak hour trips, and 209 p.m. peak hour trips. Existing site access will remain with the exception of a new right-turn-in, right-turn-out driveway proposed on Princess Boulevard approximately 300 feet east of Cottage Terrace Lane. The study notes that levels of service with the traffic generated by the expansion are acceptable, with the exception of the eastbound right-turn movement at Scottsdale Road and Princess Boulevard. This can be addressed by converting the eastbound approach to the intersection to include a designated right-turn lane.

The existing parking count for the Princess Resort is 1,638 parking stalls. A minimum of 1,800 total parking spaces are recommended by the submitted parking study which equates to an additional 162 parking spaces. This represents a 44% reduction from the City of Scottsdale code-required parking. The submitted parking study includes extensive auxiliary land use information that supports the reduction. The code requirements for only the primary new generators of the site – hotel rooms (198

keys) and the 16,500 square foot restaurant – suggest a total of 300 new parking spaces that should be provided.

The ballroom, conference rooms, and meeting rooms renovation to the existing Scottsdale Fairmont Princess Resort will occur on property that currently contains an event lawn and parking area. The hotel room, restaurant, and coffee shop renovations will occur on currently vacant property. The restaurant will be in the northwest corner of the resort property, located in the immediate southeast corner of the intersection of Cottage Terrace Lane and Princess Boulevard. The restaurant clientele will be both guests of the Scottsdale Fairmont Princess Resort and people who do not utilize other facilities of the Scottsdale Fairmont Princess Resort. The coffee shop will be located internal to the Scottsdale Fairmont Princess Resort, and therefore the clientele will primarily be resort guests or area residents who reside within walking distance of the coffee shop.

The recorded parking use for hotel guests show that only approximately 27% park a car during their stay, which equates to 54 new parking spaces for the 198 new rooms. The auxiliary uses for hotel guests would not require additional parking spaces, hence the large reductions proposed. It has been observed that approximately 50 percent of the restaurant patrons are resort guests, which equates to 51 spaces for the 102 required spaces, and less than 10% non-guest usage of conference space, which equates to 56 spaces for 700 required spaces. In 2023, the Development Review Board approved a new 3-level, above-grade parking garage located on the existing parking lot at the northeastern portion of the site. The proposed parking garage will replace the existing 474 surface parking stalls with a new net total of 984 parking spaces. The resort is essentially self-contained with respect to parking and has demonstrated the ability to manage the large events and day-to-day parking on their site.

Water/Sewer

The applicant provided Basis of Design reports for water and sewer, which have been accepted by the Water Resources Division. The City of Scottsdale is an Arizona Department of Water Resources designated provider with a 100 years Assured Water Supply and will supply water in accordance with City codes, ordinances, and the City's Drought Management Plan. All infrastructure upgrades necessary to serve this project will be completed by the applicant.

Fire/Police

The nearest fire station is within 2 miles of the site and located at 16701 N. 100th Street. The subject site is served by Police District Foothills, Beat 19. As with any project that contributes to growth, the fire department and police department continually anticipate and evaluate resource needs for the city's budget process.

Open Space

The resort exceeds the required amount of open space by providing an excess of 880,173 square feet or 20.2 acres of open space.

Housing Cost

The approval of the zoning district map amendment proposed by the applicant provides an opportunity for different commercial uses for the existing commercial property. In conjunction with state law, staff has considered the scope of the zoning district map amendment, as well as aspects

which would affect the cost of construction of housing for sale or rent. Staff has not identified any factors that would substantially impact the cost to construct housing for sale or rent.

Community Involvement

The City of Scottsdale promotes public participation in the development of the built environment and has used multiple public outreach methods. The applicant has also complied with the city's suggested best practices for public outreach. Per the applicant's Community Outreach Report, sixteen (16) people attended the open house on January 18, 2023. The applicant sent follow-up e-mails to neighbors who attended the open house meeting. For additional information, please see attached Community Outreach Report. As of the publishing of this report, staff has received e-mails expressing support which are attached to this report.

Community Impact

This proposal allows an existing successful resort the ability to expand in size and continue to provide a wide range of hospitality services. Community impacts by the proposed development will not likely create any significant adverse effects upon the surrounding developments or the community at large.

Policy Implications

The proposal would allow to Fairmont Princess to expand up to a total of 949 rooms. The amended development plan establishes and maintains the resort character of the area. The applicant is coordinating with city staff on updating the City's ground lease with the Fairmont which will be heard by the City Council concurrently with the rezone request.

STAFF RECOMMENDATION

Recommended Approach:

Staff recommends that the Planning Commission find that the Planned Community Development criteria have been met and determine that the proposed zoning district map amendment and development plan are consistent and conform with the adopted General Plan and the Greater Airpark Character Area Plan, and make a recommendation to City Council for approval per the attached stipulations.

RESPONSIBLE DEPARTMENTS

Planning and Development Services

Current Planning Services
Long Range Planning
Traffic Engineering
Water Resources
Fire and Life Safety
Plan Review
Stormwater Management

STAFF CONTACTS

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APPROVED BY

02/13/2014

Meredith Tessier, Senior Planner — Date

2/13/2024

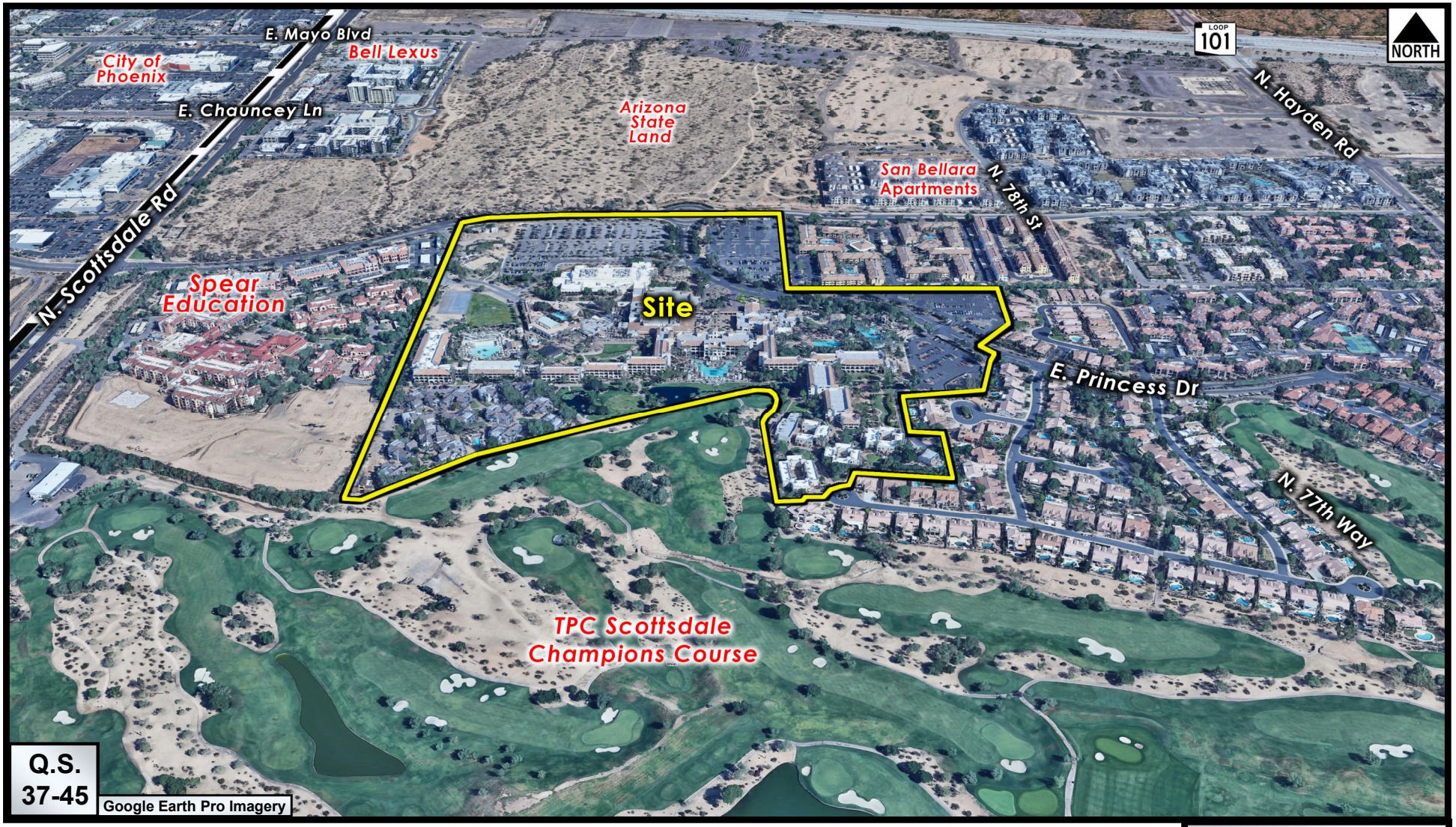
Tim Curtis, AICP, Current Planning Director — Date
Planning Commission Liaison
Phone: 480-312-4210 Email: tcurtis@scottsdaleaz.gov

02/15/2024

Erin Perreault, AICP, Executive Director — Date
Planning, Economic Development, and Tourism
Phone: 480-312-7093 Email: eperreault@scottsdaleaz.gov

ATTACHMENTS

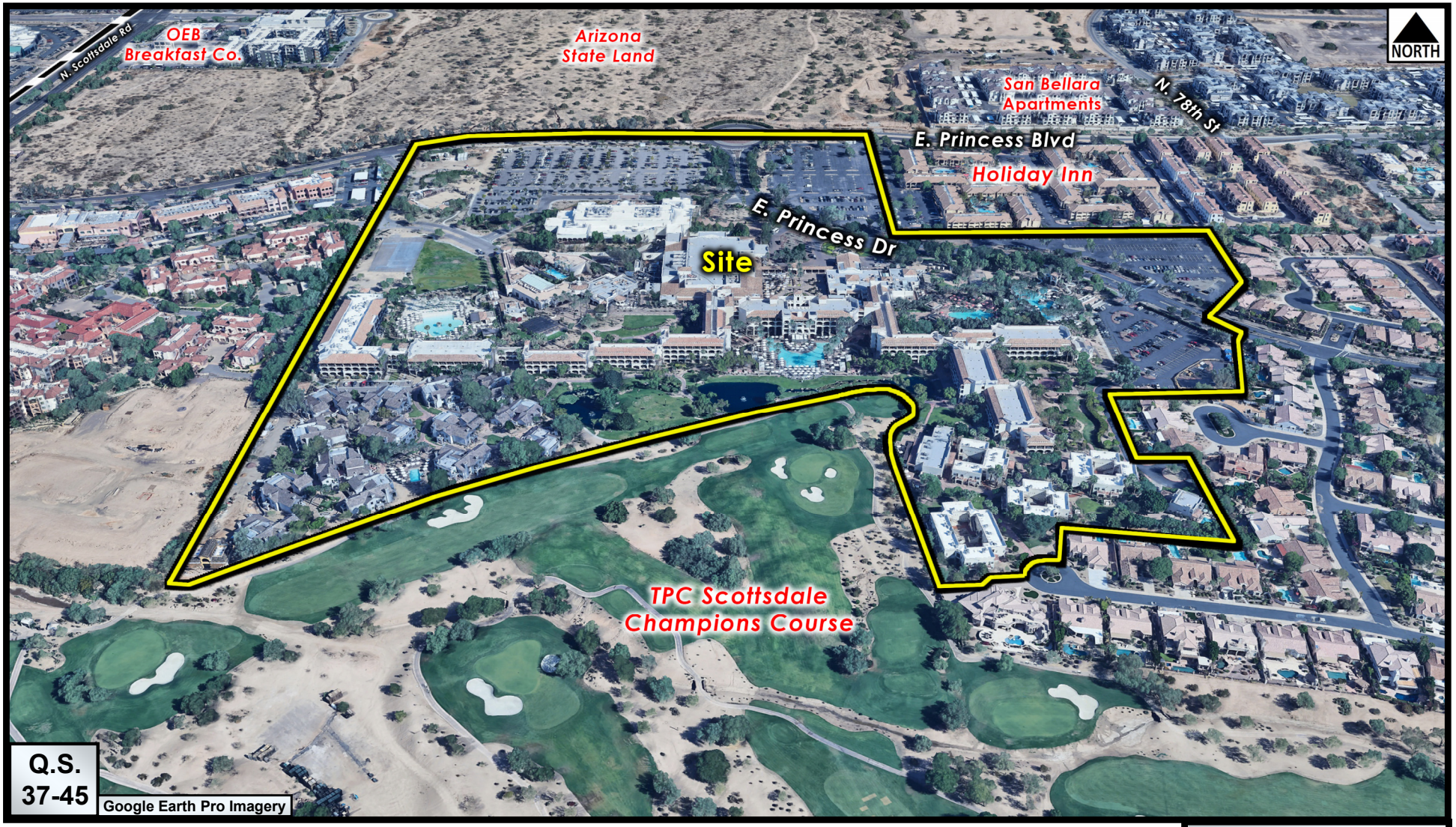
1. Context Aerial
1A. Aerial Close-Up
3. Draft Ordinance No. xxxx
   Exhibit 1: Zoning Map
   Exhibit 2: Stipulations
4. Draft Resolution No. xxxxx
   Exhibit 1: Fairmont Scottsdale Princess Development Plan
8. Fairmont Princess Parcel Map
9. Existing General Plan Land Use Map
10. Greater Airpark Character Area Plan
11. Greater Airpark Land Use Plan
12. Parking Analysis Report
13. Traffic Impact Analysis Report
14. Community Outreach Report
15. Public Comments
16. City Notification Map



Context Aerial

ATTACHMENT 1

5-ZN-2015#2



Close-up Aerial

5-ZN-2015#2

ATTACHMENT 1A

ORDINANCE NO. xxxx

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, AMENDING ORDINANCE NO. 455, THE ZONING ORDINANCE OF THE CITY OF SCOTTSDALE, BY AND FOR THE PURPOSE OF CHANGING THE ZONING ON THE "DISTRICT MAP" TO ZONING APPROVED IN CASE NO. 5-ZN-2015#2 TO AMEND THE PREVIOUSLY APPROVED DEVELOPMENT PLAN, INCLUDING AMENDED DEVELOPMENT STANDARDS AND AN INCREASE IN THE NUMBER OF HOTEL GUEST ROOMS, FOR AN APPROXIMATE 66-ACRE PROPERTY LOCATED AT 7501, 7505 AND 7575 E. PRINCESS BLVD AND APN 215-08-693 WITH PLANNED COMMUNITY DISTRICT (P-C) ZONING WITH CENTRAL BUSINESS DISTRICT (C-2) AS THE COMPARABLE ZONING DISTRICT.

WHEREAS, the Planning Commission held a hearing on February 28, 2024; and

WHEREAS, the City Council has considered the probable impact of Zoning Ordinance (add ord #) on the cost to construct housing for sale or rent; and

WHEREAS, The Planning Commission has made findings in conformance with the requirements of the PCD district and the City Council also finds:

A. That the development proposed is in substantial harmony with the General Plan, and can be coordinated with existing and planned development of surrounding areas.

B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.

C. The Planning Commission and City Council shall find that the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:

1. In the case of proposed commercial, educational, cultural, recreational and other nonresidential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.

WHEREAS, the City Council finds that the proposed development is in substantial harmony with the General Plan of the City of Scottsdale and will be coordinated with existing and planned development; and

WHEREAS, it is now necessary that the comprehensive zoning map of the City of Scottsdale ("District Map") be amended to conform with the decision of the Scottsdale City Council in Case No. 5-ZN-2015#2.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Scottsdale, as follows:

Section 1. That the "District Map" adopted as a part of the Zoning Ordinance of the City of Scottsdale, showing the zoning district boundaries, is amended by rezoning a +/- 66 acre site located at the southwest corner of Princess Boulevard and Princess Drive and marked as "Site"

ATTACHMENT 3

(the Property) on the map attached as **Exhibit 1**, incorporated herein by reference, with Planned Community District (P-C) zoning with Central Business District (C-2) as the comparable zoning district, and by adopting that certain document entitled “Fairmont Scottsdale Princess Hotel Development Plan” declared as public record by Resolution No. xxxxx which is incorporated into this ordinance by reference as if fully set forth herein.

Section 2. That the above rezoning approval is conditioned upon compliance with all stipulations attached hereto as **Exhibit 2** and incorporated herein by reference.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this _____ day of _____, 2022.

ATTEST:

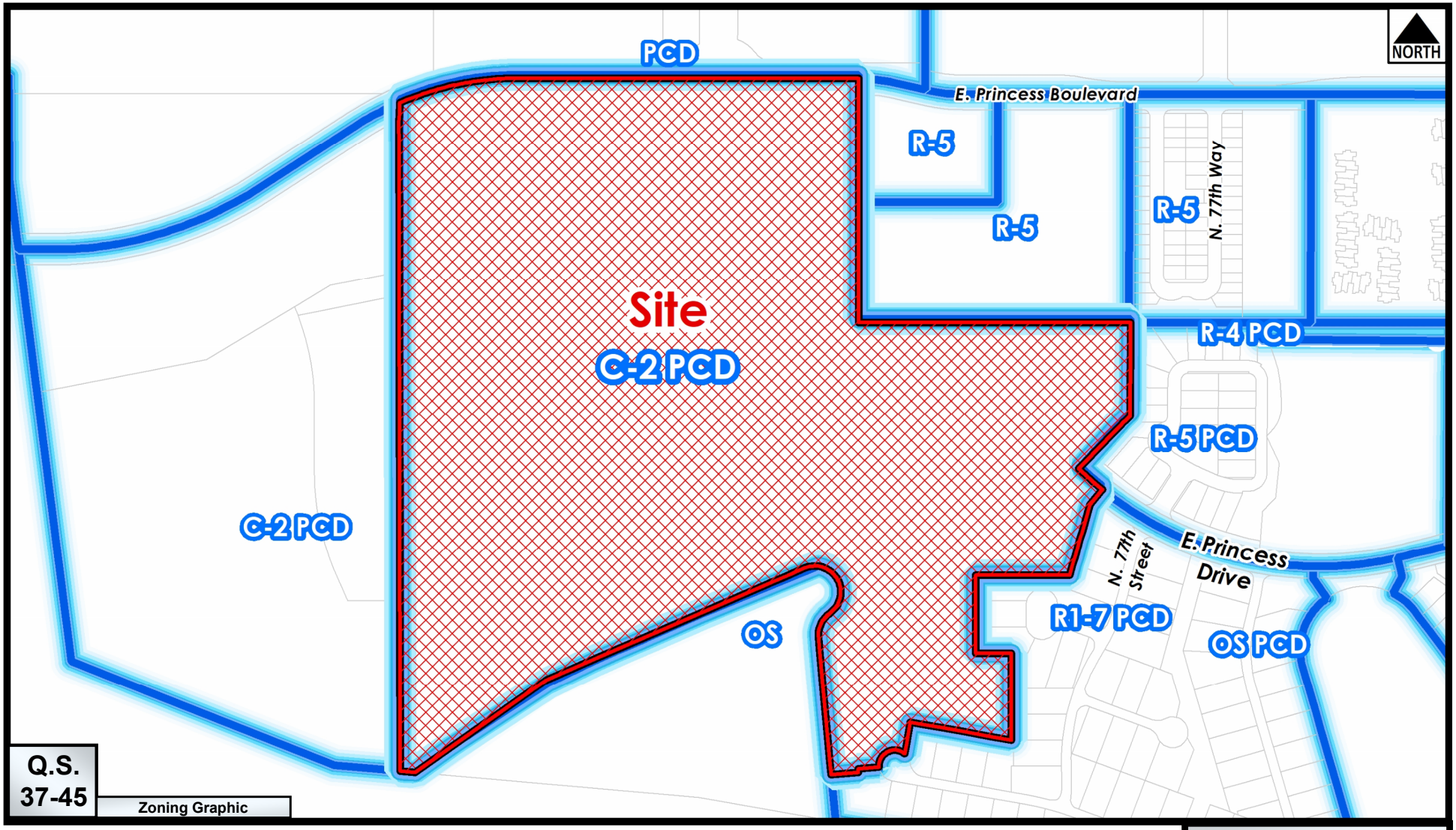
By:_____
Ben Lane
City Clerk

CITY OF SCOTTSDALE, an Arizona municipal corporation

By:_____
David D. Ortega
Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By:_____
Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney



Zoning

Ordinance No. XXXX
Exhibit 1

5-ZN-2015#2

Stipulations for the Zoning Application:
Fairmont Scottsdale Princess Hotel Master Plan Update
Case Number: 5-ZN-2015#2

These stipulations are in order to protect the public health, safety, welfare, and the City of Scottsdale.

SITE DESIGN

1. GOVERNANCE. Except as amended by stipulation herein for Parcels A, B, and D-2. Parcels C, D-1/E/F, D-3, G, H, I, and J shall continue to be governed by cases 135-Z-85, 57-Z-86, 63-Z-87, 14-Z-88, 60-ZN-92, and 1-ZN-2003.
2. CONFORMANCE TO DEVELOPMENT PLAN. Development shall conform with the Development Plan, entitled "Fairmont Scottsdale Princess," which is on file with the City Clerk and made a public record by Resolution No. XXXX and incorporated into these stipulations and ordinance by reference as if fully set forth herein. Any proposed significant change to the Development Plan, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council. Where there is a conflict between the Development Plan and these stipulations, these stipulations shall prevail.
3. CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS. Development shall conform with the amended development standards that are included as part of the Fairmont Scottsdale Princess Development Plan. Any change to the development standards shall be subject to additional public hearings before the Planning Commission and City Council.
4. REFUSE. Development Review Board approved site plan and final construction plan shall demonstrate compliance with the refuse infrastructure proposed on the Circulation and Refuse Plan within the Fairmont Scottsdale Princess Development Plan.
5. SITE SIDEWALKS. Development Review Board approved site plan and final construction plan shall provide six (6) foot minimum sidewalk widths in conformance the Circulation and Refuse Plan within the Fairmont Scottsdale Princess Development Plan.
6. PROTECTION OF ARCHAEOLOGICAL RESOURCES. Any development on the property is subject to the requirements of Scottsdale Revised Code, Chapter 46, Article VI, Protection of Archaeological Resources, Section 46-134 - Discoveries of archaeological resources during construction.

DEDICATIONS

7. PUBLIC EASEMENTS. Development Review Board approved site plan and final construction plan shall demonstrate conformance with all public infrastructure easement requirements as published at time of zoning approval.
8. PUBLIC NON-MOTORIZED ACCESS EASEMENT. Prior to issuance of any permit for the development project, the property owner shall dedicate a continuous Public Non-Motorized Access Easement to the City of Scottsdale to contain the public sidewalk in locations where public sidewalk crosses onto private property of the development project.

INFRASTRUCTURE

9. CONSTRUCTION COMPLETED. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for the development project, the property owner shall complete all the infrastructure and improvements required by the Scottsdale Revised Code and these stipulations.

10. CONSTRUCTION COMPLETED. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for the development project, the property owner shall complete all the infrastructure and improvements recommended in the approved traffic impact study prepared by Summit Land Management dated October 2023.

    i. Scottsdale Road and Princess Boulevard – Convert the eastbound approach to include a separate right-turn lane. Modify the existing traffic signal to include a northbound and southbound right-turn overlap.

11. STANDARDS OF IMPROVEMENTS. All improvements (curb, gutter, sidewalk, curb ramps, driveways, pavement, concrete, water, wastewater, etc.) shall be constructed in accordance with the applicable City of Scottsdale Supplements to the Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, the Development Standards and Policies Manual (DSPM), and all other applicable city codes and policies.

12. VEHICULAR VISIBILITY. Development Review Board approved site plan and final construction plans shall adhere to the site distance lines, for Princess Boulevard proposed access point as provided within the approved Revised Traffic Impact Analysis dated October 2023 by Summit Land Management.

13. WASTEWATER IMPROVEMENTS. The property owner may only request permit issuance of, or act upon a permit for, the Conference Center and Event Lawn portion of project, prior to completion and County acceptance of construction of sewer improvements, completed by others, from Scottsdale Road, at E Mayo Boulevard, to Pima Road, at E. Frank Lloyd Wright, through E Mayo Blvd, N Miller Rd, Princess Blvd, Princess Drive, N Hayden Road and the TPC golf courses. The sewer capacity created by these sewer improvements, completed by others, provides the sewer capacity needed to sewer the rest of the proposed projects which include The Italian Restaurant, Rooms Expansion, Villa, Bungalow and Roasterie Restaurant projects, so named within the Concept Master Sewer Exhibit, sheet 1 of 1, dated 11/22/2023 and provided by WoodPatel.

14. WASTEWATER IMPROVEMENTS REPAYMENT. The property owner shall enter into a Wastewater Improvement Repayment Agreement with the city prior to any project permit issuance, defining the property owner's financial responsibility for their benefited portion of sewer improvements, design and construction, completed by others and as follows:

    i. From the N Scottsdale Rd diversion at E Mayo Blvd to the intersection of E Mayo Blvd and N Miller Rd
    ii. From the intersection of the E Mayo Blvd and N Miller Rd, south along N Miller Rd, across Princess Blvd to Princess Dr,
    i. South/southeast along Princess Dr to City owned property west of and parallel to Hayden Rd

ii. South to the TPC golf courses
iii. East through the TPC golf courses (parallel to the existing sewer) to Pima Rd alignment.

A portion of the overall allocatable project costs of these improvements will be reduced by the city's allocated funding for two 2021 Wastewater Infrastructure Improvement Plan projects known as WW IIP-004 and WW IIP-005.

15. FIRE HYDRANT. The property owner shall be provide fire hydrant(s) and related water infrastructure adjacent to lot, in the locations determined by the Fire Department Chief, or designee.

REPORTS AND STUDIES

16. DRAINAGE REPORT. With the Development Review Board submittal, the property owner shall submit a Drainage report in accordance with the Design Standards and Policies Manual for the development project. In the drainage report, the property owner shall address:
    1. Ensure that the finished floor elevations are 2' above the highest adjacent natural grade on the final plans. Verify the highest adjacent natural grade as the existing as-builts were on a non-standard vertical datum.
17. BASIS OF DESIGN REPORT (WATER). With Development Review Board submittals, the property owner shall submit a Final Water Basis of Design Report for the development project in accordance with the Design Standards and Policies Manual. In the basis of design report, the property owner shall address all Water Resources provided comments within the Approved As Noted Preliminary Water Basis of Design Report. Development Review Board hearing is contingent upon a Water Resources approved Final Basis of Design Report accordingly.
18. BASIS OF DESIGN REPORT (WASTEWATER). With the Development Review Board submittal, the property owner shall submit a Final Wastewater Basis of Design Report for the development project in accordance with the Design Standards and Policies Manual. In the basis of design report, the property owner shall address all Water Resources provided comments within the Approved As Noted Preliminary Wastewater Basis of Design Report. Development Review Board hearing is contingent upon a Water Resources approved Final Basis of Design Report accordingly.
19. FAA DETERMINATION. With the Development Review Board Application, the property owner shall submit a copy of the FAA Determination letter on the FAA FORM 7460-1 for any proposed structures and/or appurtenances that penetrate the 100:1 slope. The elevation of the highest point of those structures, including the appurtenances, must be detailed in the FAA form 7460-1 submittal.
20. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. With the Development Review Board Application submittal, the property owner shall provide a copy of the noise disclosure notice that will be provided to occupants, potential homeowners, employees and/or students that will be located at the development project in a form acceptable to the Scottsdale Aviation Director.

MASTER PLANS

21. MASTER INFRASTRUCTURE PLANS. The property owner shall have each Master Infrastructure Plan specified below prepared by a registered engineer licensed to practice in Arizona, and in accordance with the Design Standards and Policies Manual. Each Master Infrastructure Plan shall be accepted by city staff before any Development Review Board submittal. Each Master Infrastructure Plan shall include a complete description of project phasing, identifying the timing and parties responsible for construction.

1. Master Transportation Systems Plan
2. Master Drainage Systems Plan
3. Master Water Systems Plan. In the Master Water Systems Plan the owner shall address the following:
    a. Address all Approved As Noted Preliminary Water Basis of Design Report Water Resources provided comments.
    b. A Water Resources Department approved Water Demand Exhibit must be incorporated into an appendix of the water master plan for rezoning cases which meet or exceed 100,000 gallons per day in total average day water use (indoor + outdoor) excluding fire flow (Scottsdale City Council Resolution 12539, Scottsdale Sustainable Water Management Principles, Principle 4).
4. Master Wastewater Systems Plan. In the Wastewater Systems Plan the owner shall address the following:
    a. Address all Approved As Noted Preliminary Wastewater Basis of Design Report Water Resources provided comments
    b. A revised construction phasing plan in conformance with related zoning stipulations, provided herein.

RESOLUTION NO. xxxxx

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, DECLARING AS A PUBLIC RECORD THAT CERTAIN DOCUMENT FILED WITH THE CITY CLERK OF THE CITY OF SCOTTSDALE AND ENTITLED "FAIRMONT SCOTTSDALE PRINCESS HOTEL MASTER PLAN UPDATE PLAN".

WHEREAS, State Law permits cities to declare documents a public record for the purpose of incorporation into city ordinances; and

WHEREAS, the City of Scottsdale wishes to incorporate by reference amendments to the Zoning Ordinance, Ordinance No. 455, by first declaring said amendments to be a public record.

NOW, THEREFORE BE IT RESOLVED, by the Council of the City of Scottsdale, Maricopa County, Arizona, as follows:

Section 1. That certain document entitled "Fairmont Scottsdale Princess Hotel Master Plan Update Plan", attached as **Exhibit 1**, a paper and an electronic copy of which are on file in the office of the City Clerk, is hereby declared to be a public record. Said copies are ordered to remain on file with the City Clerk for public use and inspection.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this _____ day of _____, 2024.

CITY OF SCOTTSDALE, an
Arizona municipal corporation

ATTEST:

By:_____
Ben Lane, City Clerk

By:_____
David D. Ortega, Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

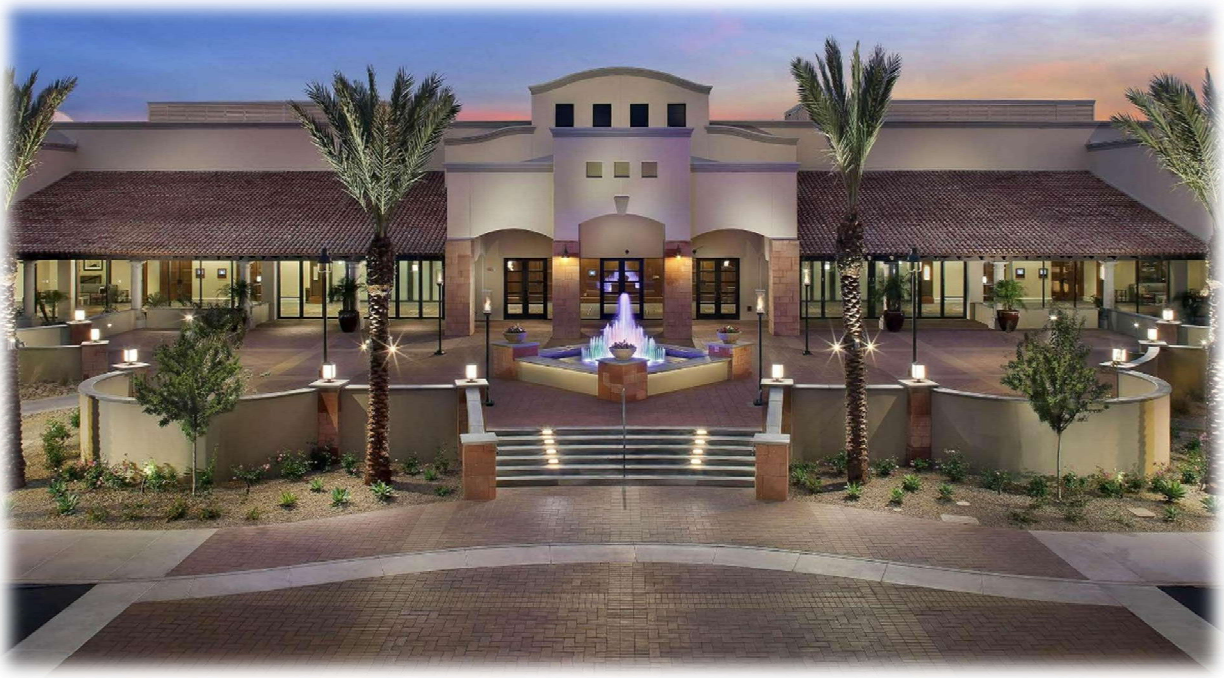
_____
Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney

ATTACHMENT 4

Fairmont
SCOTTSDALE PRINCESS

ZONING AMENDMENT NARRATIVE

(Case 5-ZN-2015 #2)



Submitted to City of Scottsdale
February 1, 2023
June 15, 2023
August 21, 2023
November 29, 2023
February 7, 2024

Resolution No. xxxx
Exhibit 1

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Nunzio Marc Desantis Architects (Restaurant Design)
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PROJECT DESCRIPTION

This amendment is being submitted on behalf of Fairmont Scottsdale Princess Resort ("Resort" or "Princess" or the "Applicant") to amend the existing Development Plan and allow for improvements to the Resort to remain competitive within the marketplace. The Resort property is located at 7575 East Princess Drive.

Specifically, the Resort plans to enhance and expand the existing Conference Facilities and provide a new Conference Building which will house an additional 35,000 square foot ballroom including 10 breakout meeting rooms that will bracket wrapping the new Event Lawn area; replace the temporary Event Tent on the western boundary with a new 155 room Guest wing with underground parking and storage; add a new Michael Mina high-end Italian themed restaurant; and build an indoor/outdoor coffee Roasterie. These enhancements will elevate the overall experience of this AAA Five Diamond resort which is one of Scottsdale's most reputable vacation and corporate destinations.

1) Conference Center Expansion

   The Princess Resort is both a world-renowned vacation destination for families wishing to enjoy our great City as well as a highly desired business convention destination. With increased demand from business guests, this amendment will allow for additional 10,000 square feet of meeting rooms as well as a new 25,000 square foot ballroom. Both of these improvements will be single story and wrap the relocated 40,000 square foot Event Lawn on the northern boundary of the Resort.

   Vehicular access to the site will be via the existing entrance off Princess Drive and pedestrian access will be by extension of the existing pedestrian pathways. Because most guests will arrive through the pedestrian pathways the landscape design includes carefully considered improvement. The pathways will connect from Hacienda Way at the main entrance to the Sunset Village area of the resort, across the north face of the existing Palomino Conference center and onto the pedestrian paths east of the existing Princess Conference Center.

   Approximately 234 standard self-park spaces and 10 accessible spaces will be provided adjacent to the conference center in the "Palomino Lot" with all other parking provided in the proposed parking structure across Princess Drive. The site design incorporates areas for ride share and charter bus services within the project footprint. In order to allow the necessary space to accommodate events associated with "Christmas at the Princess" this application is requesting some relief from the landscape improvement regulations outlined in Section 10.501 of the City's zoning ordinance. This amendment will allow a minimum of 20% of the parking lot landscape area to be landscape islands and one landscape island for every fifteen parking spaces of a surface lot.

The building design is an extension of the Palomino conference center in both detail and material consisting of stucco and glass finishes with a mixture of mission tile and flat roofs. The building structure is a combination of load bearing concrete masonry and steel and is a fully sprinklered building of Type 1B construction.

The project will provide two new loading dock berths while trash service is directed to the existing Palomino dock area via internal circulation.

Mechanical and Electrical support equipment are located on the roof or within closets of the buildings, and any roof mounted equipment will be screened by parapet or other screening system matching the equipment's height.

2) New Guest wing

As mentioned above, this amendment will allow for a new Guest wing to be established on the southeast corner of Cottage Terrace Lane and Hacienda Way. This new building will also provide 57 underground parking spaces with much needed storage space. The architectural design and character of the new 4-story addition will match the existing resort. Lush landscaping will be provided to beautify the property as well as screen the west elevation from neighboring properties. In order to accommodate the 4-story building, this amendment requests a height increase from 36 feet to 48 feet excluding mechanical equipment.

In 2015 there was an amendment (Case 5-ZN-2015) that was approved and allowed for the following:

Breakdown of rooms:

Casitas	119
Gold Villas	69
Guest Rooms	461
I-Wing Guest Rooms	102
Sunset Villas/ Bungalows*	43
Total Room Count:	794
Proposed 2023 Guest Wing	**155**
Total New Room Count:	**949**

**The Resort is currently processing a Design Review application (3-DR-2015#2) for the construction of the previously approved 43 Sunset Villas/Bungalows on the existing Event Lawn.*

This amendment to the Development Plan will add 155 rooms to the property which brings the new total room count to 949.

3) New High-End Restaurant and Roasterie

Restaurant:

This application proposes to add a new high-end Michael Mina Italian Restaurant for the Fairmont Princess guests as well as surrounding neighbors and the general public. The food, design and atmosphere should allow this to be a real destination and amongst the finest restaurants in the Valley. It will be located on the northwest corner of the existing resort property at the intersection of E. Princess Boulevard and N. Cottage Terrace Drive which is currently being used as a storage/staging area. The concept for the restaurant is an Italian farmhouse re-envisioned in a modern way for the Arizona desert landscape. A series of smaller buildings that are linked together by exterior trellises and connecting hallways help to give the impression that the "farmhouse" was built over many generations and expanded as-needed.

The restaurant will be situated in an orchard of trees with the focus being the central outdoor courtyard around which everything is organized. The buildings total approximately 10,000 square feet of interior space with a rooftop terrace of 1,600 square feet and an additional 4,800 square feet of outdoor dining contained in the central courtyard and south side of the main dining building.

Vehicular access will be mainly off of Princess Blvd onto an arrival drop-off lane. Guest and valet parking will be provided in the existing parking directly to the east of the restaurant. The design of the buildings are a modern take on an Italian farmhouse. The various buildings will each have a slightly different character to them, but share a similar material and color palette. Walls will be comprised of stacked stone, rammed earth, stucco, and wood accents. Large steel & glass windows and doors will open up the solid mass walls to give each building an indoor-outdoor feeling. Aluminum & wood trellises will provide shade along walkways and at building edges, as well as for the 2nd floor terrace dining. The outdoor courtyard will be flanked on 3 sides by buildings and anchored on the north by a long, linear rammed earth landscape wall with small water features trickling water into a long reflecting pool basin at the base of the wall. The courtyard will have decomposed gravel beneath an orchard of trees to help provide natural shade for outdoor dining in addition to making guests feel as if they have been transported to Italy.

Mechanical and electrical equipment will be located on the roof, screened from view where possible, and housed in dedicated rooms within the building. A new loading dock on the southwest corner will be provided for daily deliveries and the trash area will be screened from adjacent neighborhood views with a gate for access when needed.

Coffee Roasterie:

Princess is proposing a new indoor/outdoor Coffee House or “Roasterie.” It will be located at the heart of the existing resort property, nestled between the existing wellness & Spa, La

Hacienda restaurant, and guest room towers. The nearest intersection to the proposed site is E. Hacienda Way and N. Cottage Terrace which will be in walking distance to neighboring Maravilla Community. The concept for the coffee house is a central oasis in the middle of the property where guests can get coffee or light bites for morning, afternoon, or night. The buildings total approximately 4,500 square feet of interior space with a rooftop terrace of 1,200 square feet and an additional 4,800 square feet of outdoor dining dispersed around the ground level.

There will be no direct vehicular access to the Roasterie as it will be surrounded by existing resort buildings and is intended to be used primarily by guests staying on property or people attending conferences. The design of the building will be an unassuming square building with stucco walls around the back-of-house spaces, while the front of the building opens up with large, operable steel & glass window walls that have the ability to open up completely to the expansive outdoor wood deck with terraced secondary decks layered into native landscaping that provide patrons with small pockets of opportunities to enjoy your cup of Joe within nature. A roof terrace with casual seating and landscaped edges will provide an elevated experience to look over the event lawn to the west. A large aluminum and wood trellis reaches out over the deck to provide much needed shade from the desert sun. A water feature and small meandering stream will also add to the dynamic appearance of the landscape and provide guests with a location that acts as an oasis to get out of the desert heat whilst in the heart of the resort.

Mechanical equipment will be located on the roof and screened from view, and electrical equipment will be housed in closets within the building.

TRAFFIC IMPACTS

With the Princess' continued approach to valet all guest vehicles and provide shuttle access to guest rooms from internal circulation, the neighboring properties will not experience any negative traffic impacts. The large majority of Princess guests **(73%)** do not have vehicles on the property as they arrive by transportation means other than private or rented vehicles. They utilize the hotel shuttle, taxis, ride-share, or similar transportation methods. Please see Traffic Impact Analysis submitted with this application. Approving the proposed improvements will not create any negative impacts within the surrounding area.

PARKING

Scottsdale Princess has been in operation since 1987 and has historically never had any issues with guest parking. In fact, the Princess typically has a surplus of parking spaces on the property unless there is a special event.

In 2021 the city changed the parking calculation for resorts which now requires each individual use to have separate parking spaces. This is a much more regulatory code which was targeted towards downtown hotels. The new parking calculation does not consider resort operation, particularly a large resort such as Scottsdale Princess. The Princess Resort is unique in all aspects, specifically its size and its isolation. Once guests arrive on the property there is no reason to leave. (The Resort is adding a new high-quality Italian restaurant to provide its hotel guests greater variety in on-property dining choices.) If guests do leave the resort they tend to utilize the resort's shuttle service or ride service companies such as Uber and Lyft. Very few guests have cars parked on the property (73% of guests historically do not park a vehicle on the property). For the reasons stated above, this application needs a parking reduction from the 2021 parking requirements.

As mentioned, the Princess Resort has been in operation at this location for 36 years. There has never been any parking difficulties, except perhaps the highly popular "Christmas at the Princess" signature event. For this, and similar events, the Princess modifies its parking practices to ensure the Resort has adequate parking to serve all of its guests. Importantly, because of its long history on this property, the Fairmont Princess is keenly aware of their parking needs to successfully operate this one-of-a-kind luxury resort. The proposed uses are the same as the existing and historic uses on the property and the Princess has operational data on each use.

An interesting fact is that large portions of the buildings that contain the ballroom, conference rooms, and meeting rooms are inaccessible to the general public and/or guests. These areas include foyer, pre-function, back-of-house, and service. These non-public areas do not generate a need for parking spaces. Recent, pre-covid records reveal that a very large percentage **(92%)** of the Princess Resort ballroom, conference room, and meeting room attendees/users are Princess hotel guests. Therefore, the Princess knows that only a minimal percentage of the new ballroom and meeting room attendees will require a parking space; beyond those needed for the hotel guests. One of the dominant reasons for the expansion is that the Resort has discovered that there is not enough conference and ballroom space to serve the existing hotel guest room number. These data have been provided by Resort Management and is documented in the attached Parking Report.

In 2015 the City of Scottsdale approved a parking reduction of 20% for the Princess Resort, under the previous less-restrictive parking code, which allowed the Resort to operate with 1,638 parking spaces on the property. They have been operating with no issues with the current number of spaces for 8 years. In fact, a surplus of parking on a daily basis is revealed on historic aerial images included in the revised August 2023 Parking Report. According to the revised Parking Analysis and Recommendation included with this application, the new improvements will trigger the need for an additional 162 parking spaces for a grand total of 1,800 recommended

spaces to continue the Resort's flawless operation. The Princess is actually providing 1,861 spaces which is more than the recommended number of spaces. This is a reduction request of 44% of the parking required under current code, which is justified by the Princess' historical operational and parking data formally provided in the August 2023 Parking Report.

Again, the Princess has been operating for the past 36 years and is very aware of their own parking needs. They have been operating for nearly a decade with essentially a 20% reduction of parking spaces required under current code with no issues. In fact, the Princess is rarely utilizing all existing parking spaces except during special events such as "Christmas at the Princess". During special events the Resort utilizes nearby dealership parking for employee overflow, enhanced valet services, and similar techniques, to accommodate atypical parking needs. Princess Management, along with locally-experienced traffic engineer, Paul Basha, strongly believe that approving the requested 44% reduction in parking spaces will have no negative impact on the Princess operation and no negative impact on the surrounding residential community.

The only resort in the city of Scottsdale similar to the Princess, in terms of luxury, amenities, and isolated location is the Four Seasons Resort west of Alma School Road and south of Dynamite Blvd. Four Seasons currently operates with a 41% parking reduction from the current 2021 code requirements.

The Princess will provide on-surface parking in the front of the new conference center/ballroom, employee parking lot, and East parking lot. Princess is currently processing a Design Review application to replace the existing 474 surface parking spaces in the Valet parking lot with a new multi-level parking garage. The new parking garage along with the existing surface parking is sufficient to accommodate the parking needed for the existing Resort plus the proposed improvements: 949 total rooms, conference center expansion and new restaurant. The revised Parking Report recommends 1,800 parking spaces and this request yields 1,861 parking spaces which exceeds the recommended amount.

Please see Parking Report and Parking Plan submitted with this application for a detailed breakdown of the parking analysis, actual historical operational data, and determination to support this parking reduction request of 44% from current code as shown in the Parking Table below.

PROPERTY USE	ZONING CATEGORY	AREA SQUARE FEET	RATE	PARKING SPACES
EXISTING Hotel Rooms	Hotel	751 rooms	1 space-per-room	751
EXISTING Bourbon	Restaurant Indoor	8,481	1 space-per-120-square-feet	71
EXISTING Bourbon	Restaurant Patio	1,668	1 space-per-350-square-feet	4 ****
EXISTING IAK	Restaurant Indoor	3,721	1 space-per-120-square-feet	32
EXISTING IAK	Restaurant Patio	1,755	1 space-per-350-square-feet	5 ****
EXISTING La Hacienda	Restaurant Indoor	4,753	1 space-per-120-square-feet	40
EXISTING La Hacienda	Restaurant Patio	2,458	1 space-per-350-square-feet	7 ****
EXISTING Plaza Bar	Bar Indoor	2,744	1 space-per-80-square-feet	35
EXISTING Plaza Bar	Bar Patio	5,995	1 space-per-200-square-feet	29
EXISTING Ana J's Women's Boutique	Retail	5,025	1 space-per-400-square-feet	13
EXISTING Provisions	Retail	1,498	1 space-per-400-square-feet	4
EXISTING Spa	Spa	33,500	1 space-per-400-square-feet	79 ******
EXISTING Conference	Meeting	55,415	1 space-per-50-square-feet	1,109
NEW Hotel Rooms	Hotel	198 rooms	1 space-per-room	198
NEW Italian	Restaurant Interior	10,000	1 space-per-120-square-feet	84
NEW Italian	Restaurant Patio	6,500	1 space-per-350-square-feet	18 ****
NEW Roasterie	Restaurant Interior	4,500	1 space-per-120-square-feet	38
NEW Roasterie	Restaurant Patio	6,000	1 space-per-350-square-feet	17 ****
NEW Conference	Meeting	35,000	1 space-per-50-square-feet	700
TOTAL REQUIRED (UNDER EXISTING CODE) PARKING SPACES EXISTING PLUS EXPANSION				3,234
TOTAL RECOMMENDED PARKING SPACES:				1,800
REDUCTION OF REQUIRED TO RECOMMENDED PARKING: (1800 - 3234) / 3234				-44%

**** less first 350 square feet ***** less first 200 square feet ****** less 2,000 square feet of commercial

COMPLIANCE WITH ZONING ORDINANCE

SECTION 5.2104 PLANNED COMMUNITY (PC)

Section 5.2104 of the City of Scottsdale's Zoning Code outlines the criteria that must be met for the Planning Commission and City Council to approve or amend the PC district.

A. That the development proposed is in substantial harmony with the General Plan and can be coordinated with existing and planned development of the surrounding area.

Response: The proposed improvements will enhance the luxury experience of Scottsdale's Princess Resort while remaining within the existing resort footprint. Furthermore, the conference room expansion and the new guest room wing will be designed in harmony

with the existing resort buildings in order to blend effortlessly. The new Italian restaurant will have a feel and look of the "old country" that will also blend with the resort property. All development meets the approved Scottsdale Princess Design Guidelines in the CC&Rs and this application has the full support of the Princess Community Association as well as surrounding neighbors.

B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.

Response: The Princess Resort had a thorough traffic a parking analysis prepared by a local expert in Scottsdale traffic matters. The analysis concluded that there will be no negative impacts to the existing roadways or traffic patterns as a result of this application.

C. The Planning Commission and City Council shall further find that the facts submitted with this application and presented at the hearing establish beyond reasonable doubt that in the case of proposed commercial, education, cultural, recreational and other nonresidential uses that such development will be appropriate in area, location, and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.

Response: The proposed improvements are absolutely in harmony with the character of the surrounding area. During the community outreach our team was able to visit with neighbors in the immediate area both to the east and west of the Princess and were quite pleased to hear support for the resort. This application is being submitted as a result of market demand which is wonderful to have high demand since the recent pandemic. The surrounding owners and neighbors fully embrace and appreciate the reputation of the Princess and support its continued success. The improvements were discussed in full detail with surrounding neighbors as well as the reasonings behind the need for improvements. This amendment to the development plan is harmonious with the character of the surrounding area and benefits the Resort, city of Scottsdale, and surrounding community.

COMPLIANCE WITH CITY OF SCOTTSDALE'S 2035 GENERAL PLAN

This request is in compliance with the City's 2035 General Plan goals and objectives. The vision of Scottsdale is to continue to be an exceptional Sonoran Desert experience and premier international destination and the General Plan helps to guide that vision.

CHARACTER AND DESIGN ELEMENT

Goal CD1: Determine development appropriateness

Response: This application carefully considers many of the policies listed within this Goal by designing improvements and buildings with neighboring uses in mind. These improvements will relocate the Event Lawn further away from neighbors to the west by centralizing the lawn to be more useful for the improved conference center. Furthermore, this amendment will replace the existing equipment storage located on the corner of

Princess and Cottage Terrace Lane with a world-class Italian restaurant that will transport hotel and non-hotel guests to a new country through design and architectural elements.

Goal CD3: Foster quality design

Response: Fairmont Scottsdale Princess Resort is already established as a premier resort destination in the City of Scottsdale. The existing resort is sprawled across acres of property bounded on the south by the infamous TPC Golf Course and Arizona State Land on the north. The resort itself is located between Scottsdale Road and Hayden Road with vacant state land property immediately north. Improving the grounds of the resort is absolutely appropriate and necessary from time to time to keep the resort up-to-date and competitive with other resorts in nearby jurisdictions. Like the City of Scottdale, the Princess Resort has an impeccable reputation for being world-class destination; thus, the quality of design for the new buildings and restaurants are of the highest architectural standard. In fact, the Princess has hired several of the leading hospitality architectural firms in the country to lead the design efforts for this amendment.

Goal CD6: Minimize light and noise pollution

Response: As mentioned above, this amendment is relocating the existing Event Lawn further away from immediate neighbors and internalizing. This will reduce light and noise emissions from the Princess Resort and has been well received by the neighboring community.

LAND USE ELEMENT

Goal LU1: Enhance economic viability and character

Response: The Princess Resort exudes economic viability and benefits for the City of Scottsdale. It can be stated that the Princess is the top resort destination within the city that supports the city's tourism business but also provides accommodations and events for local and nearby residents. This request will only add to the level of character and quality of the area. Princess Resort promotes world-class quality in every aspect of the property and this application will only enhance the Princess experience by replacing surface parking with an indoor parking structure, relocating and renovating the Event Lawn, adding much-needed hotel rooms and conference center expansion, and adding a five star Italian restaurant experience to the grounds.

Goal LU3: Maintain a balance of land uses

Response: These improvements to the Princess resort maintain a balance of land uses by incorporating a plethora of accommodations for guests and visitors. The property provides travel accommodations with an abundance of onsite amenities for both business and pleasure. Guests can enjoy a number of restaurants on the property as well as a new

centralized Roasterie. The new additions offer something for everyone – there is no reason to leave the resort property.

Goal LU6: Improve economic well-being

Response: Arizona boasts numerous world-class resort properties and some of them are located in other nearby cities. The Princess Resort is at the top of the "best places to stay" list; however, the proposed improvements are necessary and justified to maintain and even elevate the Princess' impeccable reputation in this highly competitive hospitality market.

COMPLIANCE WITH GREATER AIRPARK CHARACTER PLAN

The City of Scottsdale uses Character Area Plans to provide development policy and direction specific to certain areas of the city. Character Plans are components that focus on General Plan long range goals. Scottsdale Princess Resort is located within the Greater Airpark Character Plan ("GACP") which includes all properties north of the CAP canal.

The GACP appropriately designates the Princess property as "Regional Tourism" (RT). Regional Tourism encourages the enhancement of major event facilities within the city of Scottsdale such as WestWorld. RT provides development flexibility when appropriate for tourist accommodations like Scottsdale Princess Resort. There is no other resort in Scottsdale like Princess Resort. Approval of this application and the proposed improvements to the resort property is justified based on the Resort's uniqueness and historic 36 year operation.

GOAL LU1: Maintain and expand the GACP's role as a national and international economic destination through appropriate land uses, development and revitalization.

Policy LU1.1 – Maintain and expand the diversity of land uses in the Greater Airpark.

Policy LU1.2 – Support a mix of uses that promote sense of community and economic efficiency, such as clustering supportive uses.

Policy LU1.4 – Encourage redevelopment of underutilized land to more productive uses.

Response: This amendment proposes much-needed improvements to the Princess Resort grounds. The resort has been operating for 36 years and has built a global reputation as a top luxury resort in the city of Scottsdale as well as in Arizona. Approving this amendment will allow the Princess to revitalize the site by relocating and enhancing the Event Lawn, adding new accommodations and more conference meeting space, and transforming a vacant parcel into a five-star Italian restaurant. All of these proposed improvements will provide support to the resort, encourage the redevelopment of underutilized land to more productive use, and keep the Princess at the top of the list in this highly competitive market.

COMMUNITY INVOLVEMENT

Community Involvement has always been and is still extremely important to Scottsdale Princess as they take great pride in being good neighbors and partners in the community. The resort is located in between Maravilla Community to the west, Holiday Inn Club to the east and Crown Point Estates to the southeast. Resort Management reached out to all of their neighboring properties to inform them of the proposed improvements to the resort. In fact, the Applicant team held an Open House meeting at the Princess on January 18, 2023 to present the improvements to a room full of neighbors. Nineteen neighbors attended the meeting to learn about the proposed enhancements to the Resort. The improvements were met with much excitement by all the neighbors as they understand that the continued success of the Princess Resort equates to the success for the entire community. Neighbors also acknowledged that these improvements are necessary for the Princess to remain a luxury hospitality leader amongst other competitive resorts in nearby jurisdictions. Letters in support along with email communication are provided in the updated Citizen Participation Report.

SUMMARY

The Princess has always set a standard of excellence and provided meaningful contribution to Scottsdale's glowing reputation as a luxury vacation and corporate destination. While the Resort attracts visitors (families, business professionals, and celebrities) from around the world, they have also always remained engaged and special to local residents – from their award-winning restaurants to their annual "Christmas at the Princess," the Princess is a real local tradition. This amendment and the resulting enhancements will allow the Princess to continue to be ranked on the list of luxury resorts in the world and remain competitive with both business and tourist travel in and around the Valley. This application respectfully requests approval of the following:

1) Amend the Development Plan to include a new ballroom, conference rooms, new Guest wing (155 rooms), new five-star Italian restaurant, and internal Roasterie;
2) Amend the maximum height from 36 feet to 48 feet;
3) Amend the landscape island requirement to accommodate events at the "Christmas at the Princess";
4) Parking to require 162 additional spaces for a total of 1,800 space recommended.

Fairmont Scottsdale Princess Planned Community

Case# 5-ZN-2015#2

Amended C-2 Development Standards

Amended Off-Street Parking Standards

2015 Deletion = strikethrough

2015 Addition = UPPERCASE

2024 Deletion = double strikethrough

2024 Addition = ***UPPERCASE BOLD ITALICS***

C-2 CENTRAL BUSINESS DISTRICT – Amended Development Standards
(Approved as part of Case 63-Z-87; Amended as Case 5-ZN-2015; *AMENDED AS CASE 5-ZN-2015#2*)

Sec. 5.1401. Property development standards.

The following property development standards shall apply to all land and buildings in the C-2 district:

A. *Floor area ratio*. In no case shall the gross floor area of a structure exceed the amount equal to eight-tenths multiplied by net lot area in square feet.

~~B. *Volume ratio*. In no case shall the volume of any structure exceed the product of the net lot area in square feet multiplied by 9.6 feet.~~

C. Open Space Requirement.

1. In no case shall the open space requirement be less than ~~ten (10)~~ TWELVE (12) percent of the net lot area for zero (0) feet to twelve (12) feet of height, plus ~~four-tenths~~ ~~FIVE-TENTHS~~ ***FOUR-TENTHS*** percent of the net lot for each foot of height above twelve (12) feet.

2. Open space required under the section shall be exclusive of parking lot landscaping required under the provisions of article IX of this ordinance.

D. *Building height*. No building ***(EXCLUDING ROOFTOP APPURTENCES)*** shall exceed ~~thirty-six (36)~~ ***FORTY EIGHT (48)*** feet in height except as otherwise provided in article VI or article VII. ***BUILDING HEIGHT IS THE VERTICAL DISTANCE MEASURED FROM A POINT OF REFERENCE ELEVATION ESTABLISHED 12 INCHES ABOVE THE AVERAGE ELEVATIONAT THE TOP OF THE CURB OF PRINCESS BLVD.***

E. *Density*.

1. Hotels, motels, and timeshare projects shall provide not less than ten (10) guest rooms and/or dwelling units with a minimum gross land area of one thousand (1,000) square feet per unit.

2. Multiple-family dwellings shall provide a minimum floor area of five hundred (500) square feet for each dwelling unit.

F. Yards.

1. Front Yard.

~~a.~~ No front yard is required except as listed in the following three (3) paragraphs and in article VII thereof, ~~unless a block is partly in a residential district, in which event the front yard regulations of the residential district shall apply.~~

b. ~~A minimum of one half (1/2) of the open space requirement shall be incorporated as frontage open space to provide a setting for the building and a streetscape containing a variety of spaces.~~

c. Where parking occurs between a building and the street a yard of thirty-five (35) feet in depth between the street and parking shall be maintained. This depth may be decreased to a minimum of twenty (20) feet subject to Section 10.402.D.3.

2. Side Yard. FIFTEEN (15)

a. A side yard of not less than ~~fifty (50)~~ feet shall be maintained where the side of the lot abuts a single-family residential district or abuts an alley which is adjacent FIFTEEN (15) to a single-family residential district. The ~~fifty (50)~~ feet may include the width of the alley.

TEN (10)

b. A side yard of not less than ~~twenty-five (25)~~ feet shall be maintained where the TEN (10) side lot abuts a multiple-family residential district. The ~~twenty-five (25)~~ feet may include any alley adjacent to the multiple-family residential district.

3. Rear Yard.

FIFTEEN (15)

a. A rear yard of not less than ~~fifty (50)~~ feet shall be maintained where the rear lot abuts a single-family residential district or abuts an alley which is adjacent to the FIFTEEN (15) single-family residential district. The ~~fifty (50)~~ feet may include the width of the alley.

TEN (10)

b. A rear yard of not less than ~~twenty-five (25)~~ feet shall be maintained where the rear lot abuts a multiple-family residential district. ~~The twenty-five (25) feet may include any alley adjacent to the multiple family residential district.~~

4. All operations and storage shall be conducted within a completely enclosed building or within an area contained by a wall or fence as determined by Development Review [Board]

approval or use permit.

5. Other requirements and exceptions as specified in article VII.

(Ord. No. 1840, §1, 10-15-85; Ord. No. 2818, §1, 10-17-95)

SECTION 5.1407 OFF-STREET PARKING – Amended Standards
(Approved as part of Case 63-Z-87; Amended as Case 5-ZN-2015; *AMENDED AS CASE 5-ZN-2015#2*)

SEC. 9.103. PARKING REQUIREMENTS.

A. GENERAL REQUIREMENT. EXCEPT AS PROVIDED IN SECTIONS 9.103.B, 9.104, 9.107, AND 9.108, AND SUBSECTIONS THEREIN, EACH USE OF LAND SHALL PROVIDE THE NUMBER OF PARKING SPACES INDICATED FOR THAT USE IN TABLE 9.103.A. AND SECTION 9.105.

B. REQUIREMENT IN THE DOWNTOWN AREA. EXCEPT AS PROVIDED IN SECTIONS 9.104, 9.107, AND 9.108, AND SUBSECTIONS THEREIN EACH USE OF LAND IN THE DOWNTOWN AREA SHALL PROVIDE THE NUMBER OF PARKING SPACES INDICATED FOR THAT USE IN TABLE 9.103.B. AND SECTION 9.105. THOSE USES THAT ARE NOT SPECIFICALLY LISTED IN TABLE 9.103.B. SHALL PROVIDE THE NUMBER OF PARKING SPACES INDICATED FOR THAT USE IN TABLE 9.103.A.

C. REQUIRED BICYCLE PARKING. EVERY PRINCIPAL AND ACCESSORY USE OF LAND WHICH IS REQUIRED TO PROVIDE AT LEAST FORTY (40) VEHICULAR PARKING SPACES SHALL BE REQUIRED TO PROVIDE BICYCLE PARKING SPACES AT A RATE OF ONE (1) BICYCLE PARKING SPACE PER EVERY TEN (10) REQUIRED VEHICULAR PARKING SPACES; AND AFTER JULY 9, 2010, NEW DEVELOPMENT SHALL PROVIDE, AT A MINIMUM, TWO (2) BICYCLE PARKING SPACES. NO USE SHALL BE REQUIRED TO PROVIDE MORE THAN ONE HUNDRED (100) BICYCLE PARKING SPACES.

> ***1. SUBJECT TO THE APPROVAL OF THE ZONING ADMINISTRATOR, IN THE DOWNTOWN AREA, BICYCLE PARKING SPACES MAY BE PROVIDED WITHIN A COMMON LOCATION THAT IS OBVIOUS AND CONVENIENT FOR THE BICYCLIST, DOES NOT ENCROACH INTO ADJACENT PEDESTRIAN PATHWAYS OR LANDSCAPE AREAS, AND THE LOCATION SHALL BE OPEN TO VIEW FOR NATURAL SURVEILLANCE BY PEDESTRIANS. SUCH COMMON BICYCLE PARKING AREAS SHALL BE SUBJECT TO THE APPROVAL OF THE ZONING ADMINISTRATOR.***

D. BICYCLE PARKING FACILITIES DESIGN. REQUIRED BICYCLE PARKING FACILITIES SHALL, AT A MINIMUM, PROVIDE A STATIONARY OBJECT TO WHICH THE BICYCLIST CAN LOCK THE BICYCLE FRAME AND BOTH WHEELS WITH A USER PROVIDED U-SHAPED LOCK OR CABLE AND LOCK. THE STATIONARY OBJECT SHALL GENERALLY CONFORM TO THE DESIGN STANDARDS & POLICIES MANUAL. THE ZONING ADMINISTRATOR MAY APPROVE ALTERNATIVE DESIGNS. BICYCLE LOCKERS AND OTHER HIGH SECURITY

BICYCLE PARKING FACILITIES, IF PROVIDED, MAY BE GRANTED PARKING CREDITS PURSUANT TO SECTION 9.104.C., CREDIT FOR BICYCLE PARKING FACILITIES.

E. CALCULATING REQUIRED PARKING FOR TRANSPORTATION FACILITIES. REQUIRED PARKING FOR PARK AND RIDE LOTS AND MAJOR TRANSFER CENTERS SHALL BE DETERMINED BY THE ZONING ADMINISTRATOR. SUBJECT TO THE DESIGN STANDARDS & POLICIES MANUAL AND THE FOLLOWING CRITERIA:

1. GOALS OF THE CITY WITH REGARD TO TRANSIT RIDERSHIP ALONG THE ROUTE ON WHICH THE TRANSPORTATION FACILITY IS LOCATED.

2. DISTANCE FROM OTHER TRANSPORTATION FACILITIES WITH PARKING.

F. FRACTIONS SHALL BE ROUNDED.

1. WHEN ANY CALCULATION FOR THE REQUIRED PARKING RESULTS IN A FRACTION OF A PARKING SPACE, THE FRACTION SHALL BE ROUNDED UP TO THE NEXT GREATER WHOLE NUMBER.

2. WHEN ANY CALCULATION FOR THE PROVIDED PARKING RESULTS IN A FRACTION OF A PARKING SPACE, THE FRACTION SHALL BE ROUNDED DOWN TO THE NEXT GREATER WHOLE NUMBER.

3. WHEN ANY CALCULATION OF A PARKING P-3 DISTRICT CREDIT, IMPROVEMENT DISTRICT CREDIT, OR IN-LIEU PARKING CREDIT RESULTS IN A FRACTION OF A CREDIT, THE FRACTION SHALL NOT BE ROUNDED.

G. INTERPRETING REQUIREMENTS FOR ANALOGOUS USES. THE ZONING ADMINISTRATOR SHALL DETERMINE THE NUMBER OF SPACES REQUIRED FOR ANALOGOUS USES. IN MAKING THIS DETERMINATION, THE ZONING ADMINISTRATOR SHALL CONSIDER THE FOLLOWING:

1. THE NUMBER OF PARKING SPACES REQUIRED FOR A USE LISTED IN TABLE 9.103.A., OR TABLE 9.103.B., THAT IS SIMILAR TO THE PROPOSED USE;

2. AN APPROPRIATE VARIABLE BY WHICH TO CALCULATE PARKING FOR THE PROPOSED USE; FOR EXAMPLE, BUILDING SQUARE FOOTAGE OR NUMBER OF EMPLOYEES;

3. PARKING DATA FROM THE SAME USE ON A DIFFERENT SITE OR FROM A SIMILAR USE ON A SIMILAR SITE;

4. PARKING DATA FROM PROFESSIONAL PUBLICATIONS SUCH AS THOSE PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) OR THE URBAN LAND INSTITUTE (ULI);

H. ADDITIONAL REQUIREMENTS FOR COMPANY VEHICLES. WHEN PARKING SPACES ARE USED FOR THE STORAGE OF VEHICLES OR EQUIPMENT USED FOR DELIVERY, SERVICE AND REPAIR, OR OTHER SUCH USE, SUCH PARKING SPACES SHALL BE PROVIDED IN ADDITION TO THOSE OTHERWISE REQUIRED BY THIS ZONING ORDINANCE. BEFORE A BUILDING PERMIT IS ISSUED THE NUMBER OF SPACES TO BE USED FOR VEHICLE STORAGE SHALL BE SHOWN ON THE PLANS. UNLESS ADDITIONAL SPACES ARE PROVIDED

IN EXCESS OF THE REQUIRED NUMBER OF SPACES, NO VEHICLES IN ADDITION TO THAT NUMBER SHALL BE STORED ON THE SITE.

~~Sec. 9.103. Parking requirements.~~

~~A. General Requirement. Except as provided elsewhere in the ordinance, each principal and accessory use of land shall be provided with the number of on-site parking spaces indicated for that use in table 9.2.~~

~~B. Required bicycle parking. Every principal and accessory use of land which is required to provide at least forty (40) vehicular parking spaces shall be required to provided bicycle parking spaces at a rate of one (1) bicycle parking space per every ten (10) required vehicular parking spaces.~~

~~For uses in the downtown (D) districts required to provide less than forty (40) vehicular parking spaces, bicycle parking spaces may be provided by the City within larger common public rights-of-way, and conveniently and aesthetically located.~~

~~Required bicycle parking facilities shall, at a minimum, provide a stationary object to which the operator can lock the bicycle frame and both wheels with a user provided U-shaped lock or cable and lock. Bicycle lockers and other high security bicycle parking facilities, if provided, may be granted parking credits pursuant to 9.104.C., credit for bicycle parking facilities.~~

~~C. *Calculating required parking for bar and restaurant combinations.* For bars and nightclubs, which serve food and for restaurants which include a bar, required parking shall be calculated according to Table 9.1 below.~~

~~**Table 9.1. Calculating Parking for Bars and Restaurant Combinations**~~

~~**Percentage of Gross Floor Area Devoted to Kitchen**~~	~~**Percentage of Public Floor Area Calculated as Restaurant**~~	~~**Percentage of Public Floor Area Calculated as Bar**~~
~~40% or more~~	~~100%~~	~~0%~~
~~30-39%~~	~~75%~~	~~25%~~
~~20-29%~~	~~50%~~	~~50%~~
~~5-19%~~	~~25%~~	~~75%~~
~~Less than 5%~~	~~0%~~	~~100%~~

~~D. *Calculating required parking for transportation facilities.* Required parking for park and ride lots and major transfer centers shall be determined by the City Manager or designee. Subject to section~~

3.3, transit, of the design standards and policies manual and the following criteria:

1. Goals of the city with regard to transit ridership along the route on which the transportation facility is located.

2. Distance from other transportation facilities with parking.

E. *Fractions shall be rounded.* When any calculation results in a fraction of a parking space, any fraction shall be rounded up to the next greater whole number.

F. Interpreting requirements for analogous uses. The City Manager or designee shall determine the number of spaces required for analogous uses. In making this determination, the City Manager or designee shall consider the following:

1. The number of parking spaces required for a use listed in Table 9.2 that is similar to the proposed use;

2. An appropriate variable by which to calculate parking for the proposed use; for example, square footage or number of employees;

3. Parking data from the same use on a different site or from a similar use on a similar site; Alternatively, an applicant may elect to have requirements for unlisted uses approved by public hearing before the City Council.

G. Additional requirements for company vehicles. When parking spaces are used for the storage of vehicles or equipment used for delivery, service and repair, or other such use, such parking spaces shall be provided in additional to those otherwise required by this ordinance. At the time a building permit is issued, each developer shall indicate clearly on the plans, or in an accompanying letter, the number of spaces to be used for vehicle storage. Unless additional spaces are provided in excess of the required number of spaces, no vehicles in addition to that number shall be stored on the site.

H. *Special events parking.* Parking for special events shall be provided as per section 7.900.

Table 9.2 Schedule of Parking Requirements

TYPE OF USE	PARKING SPACES REQUIRED
RESIDENTIAL USES	
Boarding houses, lodging houses, fraternity and sorority houses and other structure	One (1) parking space for each one (1) guest room or dwelling unit
Dwelling, multifamily	
In planned neighborhood center or planned community center	Two (2) space per unit
In planned convenience center	Two (2) spaces per unit, both of which shall be covered
In downtown area	One and one half (1.5) spaces per unit, in a mixed use project, residential parking may be reduced to one (1) space per unit if more than four (4) non residential spaces are available
In other districts	Parking spaces per dwelling unit Efficiency units 1.25 One bedroom 1.3 Two bedroom 1.7 Three (3) or more bedrooms (1.9
Dwellings, single and 2 family and townhouses	Two (2) spaces per unit
Guest houses with cooking facilities	One (1) parking space in addition to the required for the single family dwelling
Hotels, motels, and resorts	One (1) parking space for each one (1) guess room or dwelling unit
Resorts, hotels, auxlliary commercial uses	A. One (1) parking space for every sixty (60) square feet of usable public floor area of restaurants, dining rooms, bars and dancing areas and places where the public is served, with an additional twenty (20) percent for employee parking
	B. One (10 parking space for every four hundred (400) square feet of usable floor area, for commercial accessory uses

	C. For places of public assembly, one (1) space for every five (5) sears are affixed or one (1) space for fifty(50) square feet of general assembly area
Mobile home parks	Three (3) parking spaces for every two (2) mobile home spaces, either in or within one hundred (100) feet of the mobile home space
Ranches	One (1) space per every two (2) horse stalls
Hospitals	One (1) parking space for each one (1) bed
Medical/dental offices and clinics	One (1) space per two hundred fifty (250) square feet of gross floor area
Post offices on private property	One (1) parking space for each two hundred (200) square feet of floor area
Places of worship	A. With Fixed seating. One (1) space per four (4) seats in main sanctuary or auditorium plus one (1) space per each three hundred (300) square feet of classrooms and other meeting areas
	B. Without fixed seating. One (1) space for every thirty (30) square feet of floor area in main sanctuary or auditorium plus one (1) space per each three hundred (300) square feet of classrooms and other meeting areas
Residential health care facilities	A. Specialized care facilities – five tenths (0.5) of one parking space for each bed
	B. Minimal care facilities – seven tenths)(0.7) of one parking space for each dwelling unit
Commercial /Retail Service Uses	
Automobile dealers, new and used	A. One(1) employee parking space for every two hundred (200) square feet of indoor floor area and
	B. One (1) employee parking space for every twenty (20) outdoor vehicle display spaces and
	C. One(1) customer parking space for each twenty (20) outdoor vehicle display spaces
	Parking plans submitted for auto dealers shall illustrate the parking spaces allocated for each of A, B, and C above
Automotive service stations	Three (3) spaces per service bay and one (1) space per two hundred fifty (250) square feet of accessory retail sales area
Banks/financial/civic offices	One (1) space per ~~two hundred fifty (250)~~ TWO HUNDRED EIGHTY FIVE (285) square feet gross floor area
Bar, Lounge, tavern or nightclub	One (1) space per ~~thirty five (35)~~ SEVENTY FIVE (75) square feet of indoor public floor area, plus one (1) space per two hundred (200) square feet

	of outdoor public floor area, excluding the first two hundred (200) square feet of outdoor public floor area
Bars with restaurants	See "restaurants with bars"
Car wash, automated	Four (4); spaces per bay or stall public one (1) space per employee plus ten (10) stacking spaces
Freestanding stores and neighborhood centers (up to two hundred thousand (200,000) sq ft	
In planned neighborhood center, planned community center, or planned regional center	One (1) space per two hundred fifty (250) sq ft gross floor area
In a planned convenience center, with arterial street frontage	One (1) space per two hundred fifty (250) sq ft gross floor area
In a planned convenience center without arterial street frontage	One (1) space per three hundred (300) sq ft gross floor area
In Downtown districts (D)	One (1) space per two hundred fifty (250) sq ft gross floor area
In other districts	One (1) space per ~~two hundred fifty (250)~~ TWO HUNDRED EIGHTY FIVE (285) sq ft gross floor area
Funeral homes	One (1) parking space for every two (2) persons for which permanent seating is provided in the main auditorium and one (1) parking space for every thirty (30) sf of public assembly area
Furniture and appliance stores	A. Up to fifteen thousand (15,000) sq ft one (1) space per five hundred (500) sf gross floor area
	B. Over fifteen thousand (15,000) sq ft one (1) space per five hundred (500) sf gross floor area for first 15,000 sq and one (1) space per eight hundred (800) sf thereafter
Grocery (food store)	One (1) space per three hundred (300) sf gross floor area
Office, business and professional services	One (1) space per three hundred (300) sf gross floor area
Personal services	One (1) space per ~~two hundred fifty (250)~~ TWO HUNDRED EIGHTY FIVE (285) sf gross floor area
Plant nurseries building material yards, equipment rentals or sales yards and similar uses	One (1) space per three hundred (300) sf gross floor area of sales and display area
Regional shopping center (more than two hundred thousand (200,000) sf	One (1) space per two hundred (200) sf gross floor area
Restaurants	
In planned neighborhood center, planned community center, planned regional center	One (1) space per eighty (80) sf indoor public floor area, and one (1) space per two hundred fifty (250); sf outdoor public floor area excluding the first two hundred fifty (250) sf of outdoor public floor area

In other districts	One (1) space per ~~fifty (50)~~ SEVENTY FIVE (75) sf indoor public floor area, and one (1) space per two hundred (200); sf outdoor public floor area excluding the first two hundred (200) sf of outdoor public floor area
Restaurants with bars	The amount of restaurant area and bar area shall be determined according to the method provided in Table 9.1 section 9.103.C calculating required parking for bar and restaurant combinations
In planned neighborhood center, planned community center or planned regional center	A. Restaurant area. One (1) space per eighty (80) sf indoor public area
	B. Bar area. One (1) space per fifty (50) sf indoor public area
	C. Outdoor area. One (1) space per two hundred fifty (250); sf outdoor public floor area excluding the first two hundred fifty (250) sf of outdoor public floor area
In other districts	A. Restaurant area. One (1) space per ~~fifty (50)~~ SEVENTY FIVE (75) sf public floor area B. Bar area. One (1) space per thirty five (35) sf indoor public area C. Outdoor area. One (1) space per two hundred (200); sf outdoor public floor area excluding the first two hundred (200) sf of outdoor public floor area
Educational Uses	
College or university	One (1) space per two employees plus one(1) space per four (4) students, based on projected maximum enrollment
Dance/music/business/vocational/trade school	One (1) space per two hundred (200) sf of classroom area
Day nurseries or preschools	One (1) space for each employees plus one (1) space per fifteen (15) students, plus one (1) space for each company vehicle as per section 9.103.G additional requirements for company vehicles
Elementary Schools	One (1) parking space for each classroom plus one (1) parking space for each two hundred (200) sf of floor area in the office area
High School	One (1) parking space for each employee plus one (1) space for every six (6) students based on projected maximum enrollment
Cultural Entertainment uses	

Art Galleries	One (1) space per four hundred (400) sf indoor public floor area, one (1) space per two hundred twenty five (225); sf of office or work area and one (1) space per eight hundred (800) sf storage space
Billiard Hall	Two (2) spaces per billiard table
Bowling Alley	Four (4) parking spaces for each land, plus two (2) for any billiard table plus one (1) space for every five (5) seats in any visitor gallery
Club/Lodge	One (1) space per two hundred fifty (250) sf gross floor area
Community or recreation buildings	One (1) space per two hundred (200) sf gross floor area
Cultural institutions and museums	One (1) space per three hundred (300) sf gross floor area
Dance halls, skating rinks and similar recreational uses	One (1) space per three hundred (300) sf gross floor area in the building
Game center	One (1) space per one hundred (100) sf gross floor area
Golf course	One (1) space per two hundred (200) sf gross floor area in any main building and one (1) space for every two (2) practice tees in the driving range, plus four (4) parking spaces for each green in the playing areas
Health of fitness studio	A. Less than ten thousand (10,000) sf; one (1) space per one hundred fifty 150) sf gross floor area
	B. Ten thousand (10,000) to nineteen thousand nine hundred ninety nice (19,999) sf; one (1) space per two hundred fifty (250) sf gross floor area
	C. Twenty thousand (20,000) to twenty nine thousand nine hundred ninety nice (29,999) sf; one (1) space per two hundred fifty (250) sf gross floor area
	D. Over thirty thousand (30,000) one (1) space per three hundred (300) sf gross floor area
Library	One (1) space per three hundred (300) sf gross floor area
Parks public and private	Three (3) parking spaces for each acre of park area
Stables commercial	Adequate parking for daily activities shall be provided as determined by City Manager or designee. Additional parking improved as determined by City Manager or designee shall be provided for shows or other special events pursuant to section 7.9 special events

Swimming pool	One (1) parking space per each one thousand (1,000); sf gross floor area
Tennis clubs	One (1) parking space per each two hundred (200) square feet of gross floor area, excluding court area, plus three (3) parking spaces per each court. The Applicant shall be responsible for reserving spaces for parking that may be required for tournaments, shows or special events.
Theaters, cinemas, auditoriums, gymnasiums, and similar place for public assembly	
In planned neighborhood center, planned community center or in planned regional center	One (1) space per ten (10) seats
Trail heads	
Gateway	Five hundred (500) to six hundred (600) spaces including those for tour buses and horse trailers
Major community	Two hundred (200) to three hundred (300) spaces including those for horse trailers
Minor community	Fifty (50) to one hundred (100) spaces
Local	None
Western theme park	Total of all spaces required for the various uses of the theme park, may apply for reduction in required parking per section 9.104 programs and incentives to reduce parking
Technical Uses	
Internalized community storage	One (1) parking space for every two thousand five hundred (2500) sf of gross floor area
Manufacturing and industrial uses	One (1) space for each five hundred (500) sf of gross floor area
Warehousing or wholesaling	One (1) space for each eight hundred (800) sf of gross floor area
Warehousing mini	One (1) space for each three hundred (300) sf of administrative office plus one (1) space for each fifty 50 storage spaces
Communication Uses	
Radio/TV studio	One (1) space for each five hundred (500) sf of gross floor area; plus one (1) space per company vehicle as per section 9.103.G additional requirements for company vehicle
Transportation Uses	
Transportation facilities per section 5.304	Required parking shall be determined by City Manager or designee per section 9.103.D calculating required parking for transportation facilities

Table 9.103.A. Schedule of Parking Requirements

Amusement parks	Three (3) spaces per hole for any miniature golf course, plus one (1) space per three thousand (3,000) square feet of outdoor active recreation space, plus any additional spaces required for ancillary uses such as but not limited to game centers and pool halls.
Arts festivals, seasonal	A. One (1) space for each two hundred (200) square feet of indoor public floor area, other than public restaurant space. B. Restaurant at seasonal arts festivals shall be provided parking in accordance with table 9.103.a.
Banks/financial institutions	One (1) space per two hundred fifty (250) square feet gross floor area.
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery with live entertainment	A. One (1) space per sixty (60) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery	A. One (1) space per eighty (80) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.
Boardinghouses, lodging houses, and other such uses	One (1) parking space for each one (1) guest room or dwelling unit.
Bowling alleys	Four (4) parking spaces for each lane, plus two (2) parking spaces for any pool table, plus one (1) parking space for every five (5) audience seats.

Carwash	Four (4) spaces per bay or stall plus one (1) space per employee plus ten (10) stacking spaces.
Churches and places of worship	A. With fixed seating. One (1) space per four (4) seats in main sanctuary, or auditorium, and C below; or B. Without fixed seating. One (1) space for each thirty (30) square feet of gross floor area in main sanctuary and C below. C. One (1) space per each three hundred (300) square feet gross floor area of classrooms and other meeting areas.
Club/lodge, civic and social organizations	One (1) space per two hundred fifty (250) square feet gross floor area.
College/university	One (1) space per two (2) employees plus one (l) space per four (4) students, based on projected maximum enrollment.
Community or recreation buildings	One (1) parking space for each two hundred (200) square feet of gross floor area.
Conference and meeting facilities, or similar facilities	A. One (1) parking space for every five (5) seats, if seats are fixed, and/or B. One (1) parking space for fifty (50) square feet of gross floor area of conference/meeting area.
Cultural institutions and museums	One (1) space per three hundred (300) square feet gross floor area.
Dance halls, skating rinks, and similar indoor recreational uses	One (1) parking space for each three hundred (300) square feet of gross floor area in the building.
Dance/music/and professional schools	One (1) space per two hundred (200) square feet of gross floor area classroom area.
Day care center	One (1) parking space for each employee; plus one (1) space for every fifteen (15) students, plus one (1) space for each company vehicle as per Section 9.103.H., additional requirements for company vehicles.
Dry cleaners	One (1) space per two hundred fifty (250) square feet gross floor area.

Dwellings, multiple-family	Parking spaces per dwelling unit at the rate of: efficiency units 1.25 one-bedroom 1.3 two-bedrooms I. 7 three (3) or more bedrooms 1.9
Dwellings, single- and two-family and townhouses	Two (2) spaces per unit.
Elementary schools	One (1) parking space for each classroom plus one (**J**) parking space for each two hundred (200) square feet of gross floor area in office areas.
Funeral homes and funeral services	A. One (1) parking space for every two (2) permanent seats provided in the main auditorium; and B. One (1) parking space for every thirty (30) square feet of gross floor area public assembly area.
Furniture, home improvement, and appliance stores	A. Uses up to fifteen thousand (15,000) square feet of gross floor area. One (1) space per five hundred (500) square feet gross floor area; or B. Uses over fifteen thousand (15,000) square feet of gross floor area. One (1) space per five hundred.
Galleries	One (1) space per five hundred (500) square feet of gross floor area.
Game centers	One (1) space per one hundred (100) square feet gross floor area.
Gas station	Three (3) spaces per service bay and one (1) space per 250 square feet of accessory retail sales gross floor area. Each service bay counts for one (1) of the required parking spaces.
Golf course	One (1) parking space for each two hundred (200) square feet of gross floor area in any main building p]us one (1) space for every two (2) practice tees in the driving range, plus four (4) parking spaces for each green in the playing area.
Grocery or supermarket	One (1) space per three hundred (300) square feet gross floor area.

Health or fitness studio, and indoor recreational uses	A. Building area less than, or equal to, 3,000 square feet of gross floor area: one space per 250 square feet of gross floor area. B. Building area greater than 3,000 square feet of gross floor area, and less than 10,000 square feet of gross floor area: one space per 150 square feet of gross floor area. C. Building areas equal to, or greater than, l 0,000 square feet of gross floor area, and less than 20,000 square feet of gross floor area: one space per 200 square feet of gross floor area. D. Building areas equal to, or greater than, 20,000 square feet of gross floor area: one space per 250 square feet of gross floor area.
High schools	One (1) parking space for each employee plus one (1) space for every six (6) students, based on projected maximum enrollment.
Hospitals	One and one half (1.5) parking spaces for each one (1) bed.
Internalized community storage	One (1) parking space for each two thousand five hundred (2,500) square feet of gross floor area.
Library	One (1) space per three hundred (300) square feet gross floor area.
Live entertainment (not including bars, restaurants, and performing arts theaters)	A. With fixed seating. One (1) parking space for two and one-half (2.5) seats. B. Without fixed seating. One (1) parking space for every sixty (60) square feet of gross floor area of an establishment that does not contain fixed seating.
Manufactured home park	One and one-half parking spaces per manufactured home space.
Manufacturing and industrial uses	One (1) parking space for each five hundred (500) square feet of gross floor area.
Mixed-use commercial centers In mixed-use commercial centers with less than 20,000 square feet of gross floor area, land uses (with parking requirements of one space per 250	One (1) space per three hundred (300) square feet of gross floor area.

square feet or fewer spaces) shall occupy at least 60 percent of gross floor area.	
Mixed-use developments	A. One (1) space per three hundred twenty-five (325) square feet of gross floor area of nonresidential area; B. Multiple-family residential uses shall be parked at the ratios of the dwellings, multiple-family in other districts requirements, herein.
Office, all other	One (1) space per three hundred (300) square feet gross floor area.
Offices (government, medical/dental and clinics)	One (1) space per two hundred fifty (250) square feet of gross floor area.
Parks	Three (3) parking spaces for each acre of park area.
Personal care services	One (1) space per two hundred fifty (250) square feet gross floor area.
Plant nurseries, building materials yards, equipment rental or sales yards and similar uses	One (1) parking space for each three hundred (300) square feet gross site area of sales and display area.
Pool hall	Two (2) spaces per pool table.
Postal station(s)	One (1) parking space for each two hundred (200) square feet of gross floor area.
Radio/TV /Studio	One (1) space per five hundred (500) square feet gross floor area, plus one (1) space per company vehicle, as per Section 9.103.H., additional requirements for company vehicles.
Ranches	One (1) space per every two (2) horse stalls.
Residential health care facilities	A. Specialized care facilities-0.7 parking space for each bed. B. Minimal care facilities-1.25 parking spaces for each dwelling unit.
Restaurants with live entertainment	A. When live entertainment limited to the hours that a full menu is available, and the area of live entertainment is less than fifteen (15) percent of the gross floor area,

	one (1) parking space per one hundred twenty (120) square feet of gross floor area; and B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor public floor area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor patio area is excluded. C. When live entertainment is not limited to the hours that a full menu is available, and/or the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per sixty (60) square feet of gross floor area, plus patio requirements above.
Restaurants	A. One (1) parking space per one hundred twenty B. (120) square feet of gross floor area; and C. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor patio area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) square gross feet of outdoor patio area is excluded.
Retail	One (1) space per two hundred fifty (250) square feet of gross floor area.
Retail, in a PCoC zoning district without arterial street frontage	One (1) space per three hundred (300) square feet gross floor area.
Stables, commercial	Adequate parking for daily activities shall be provided as determined by the Zoning Administrator. Additional parking, improved as determined by the Zoning Administrator, shall be provided for shows or other special events pursuant to Section 7.900, Special Events.

Swimming pool or natatorium	One (1) space per one thousand (1,000) square feet gross floor area.
Tennis clubs	One (1) parking space per each two hundred (200) square feet of gross floor area, excluding court area, plus three (3) parking spaces per each court. The property owner shall provide additional parking spaces as necessary for tournaments, shows or special events.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in PNC, PCC, PCP, PRC, or PUD zoning districts	One (1) space per ten (10) seats.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in other districts	One (1) parking space per four (4) seats.
Trailhead - gateway	Five hundred (500) to six hundred (600) spaces, including those for tour buses and horse trailers.
Trailhead - local	None required.
Trailhead - major community	Two hundred (200) to three hundred (300) spaces, including those for horse trailers.
Trailhead - minor community	Fifty (50) to one hundred (100) spaces.
Transportation facilities	Required parking shall be determined by the Zoning Administrator per Section 9.103.E., Calculating required parking for transportation facilities.
Transportation uses	Parking spaces required shall be determined by the Zoning Administrator.
Travel accommodations	***ONE (1)*** ~~(1.25)~~ parking space for each one (1) guest room or dwelling unit.
Travel accommodations with conference and meeting facilities, or similar facilities ***AND/OR ADDITIONAL COMMERCIAL USES WITHIN THE SAME DEVELOPMENT PROJECT***	~~***A. THE TRAVEL ACCOMMODATION REQUIREMENTS ABOVE.***~~ ~~***B. TRAVEL ACCOMMODATIONS WITH AUXILIARY COMMERCIAL USES (FREE STANDING BUILDINGS)***~~ ~~***C. REQUIREMENTS ABOVE.***~~ ~~***D. ONE (1) PARKING SPACE FOR EVERY FIVE (5) SEATS,***~~ ~~***E. IF SEATS ARE FIXED, AND/OR***~~

	~~***F. ONE (1) PARKING SPACE FOR FIFTY (50) SQUARE FEET OF GROSS FLOOR AREA OF CONFERENCE/MEETING AREA.***~~ ***THE TRAVEL ACCOMMODATION REQUIREMENTS ABOVE.*** ***PLUS:*** ***A. ONE (1) PARKING SPACE FOR EVERY FIVE (5) SEATS, IF SEATS ARE FIXED, AND/OR*** ***B. ONE (1) PARKING SPACE FOR FIFTY (50) SQUARE FEET OF GROSS FLOOR AREA OF CONFERENCE/MEETING AREA, AND/OR*** ***C. BAR, COCKTAIL LOUNGE, TAVERN, AFTER HOURS, RESTAURANTS, AND LIVE ENTERTAINMENT USES SHALL PROVIDE PARKING IN ACCORDANCE WITH PARKING REQUIREMENTS HEREIN THIS TABLE.*** ***D. ALL OTHER COMMERCIAL USES. ONE (1) PARKING SPACE FOR EVERY FOUR HUNDRED (400) SQUARE FEET OF GROSS FLOOR AREA. EXCEPTION: NO ADDITIONAL PARKING SHALL BE REQUIRED FOR THE FIRST 2,000 SQUARE FEET OF ASSOCIATED COMMERCIAL USES OR MEETING FACILITIES.***
~~Travel accommodations, with auxiliary commercial uses (free standing buildings)~~	~~A. The travel accommodation requirements above.~~ ~~B. Bar, cocktail lounge, tavern, after hours, restaurants, and live entertainment uses shall provide parking in accordance uses parking~~ ~~C. requirements herein this table.~~ ~~D. All other free standing commercial uses. One (1) parking space for every four hundred (400) square feet of gross floor area.~~
Vehicle leasing, rental, or sales (parking plans submitted for vehicle sales shall illustrate the parking spaces allocated for each of A, B, and C.)	A. One employee parking space per 200 square feet of gross floor area, B. One employee parking space per 20 outdoor vehicular display spaces, and C. One patron parking space per 20 outdoor vehicular display spaces.
Veterinary services	One (1) space per three hundred (300) square feet gross floor area.

Warehouses, mini	One (1) space per three hundred (300) square feet of gross floor area of administrative office space, plus one (1) space per each fifty (50) storage spaces.
Warehousing, wholesaling establishments, or separate storage buildings.	One (1) parking space for each eight hundred (800) square feet of gross floor area.
Western theme park	Total of all spaces required for the various uses of the theme park, may apply for a reduction in required parking per Section 9.104, Programs and incentives to reduce parking requirements.

Sec. 10.501. General landscape improvement regulations.

A. Decomposed granite or similar material around the mature form of a specimen plant, tree canopy, or groups of plants, shall not exceed seven (7) feet in any direction.

B. Unless otherwise specified herein, all trees shall have a 15-gallon minimum container size; and at least fifty (50) percent must be mature trees. The Development Review Board may require larger trees. In developments where buildings have more than one (1) story, fifty (50) percent of the trees shall meet the following standards:

   1. Palm trees: trunk twelve (12) feet tall;

   2. Single trunk trees: three (3) inch caliper; and

   3. Multiple trunk trees: one and one-half (1½) inch caliper average trunk.

C. A saguaro or tree meeting the definition of a protected native plant in Chapter 46 of the Scottsdale Revised Code, and subject to relocation under a native plant permit, may be substituted for a tree meeting the standard of subsection B. above.

D. All plant material utilized for screening of parking, refuse, service and utility areas shall have a minimum five-gallon container size and shall be installed in a pattern with spacing that will provide a continuous screen upon mature size of the plant material.

E. All shrubs utilized on site shall have a minimum five-gallon container size.

F. All groundcovers utilized on site shall have a minimum one-gallon container size.

G. Landscape areas shall be designed and maintained in accordance with the approved landscape plan and the height, location, and sight visibility requirements as set forth in Design Standards & Policies Manual.

H. Parking lot landscape area and landscape islands.

   1. A landscape area at least five (5) feet deep shall be provided between any parking lot area and any street line, except as otherwise required in this section.

2. At least fifteen (15) percent of any parking lot shall be landscape areas. This is in addition to any open space requirement. Taxilane safety areas are exempt from providing landscape area.

   a. If a parking lot contains more than twenty (20) parking spaces, then a minimum of ~~one-third (⅓)~~ ***TWENTY PERCENT (20%)*** of the required parking lot landscape area shall be in landscape islands distributed within the parking lot area, rather than on the perimeter of the parking lot. These landscape areas shall have a minimum width of seven (7) feet and a minimum area of one hundred twenty (120) square feet. All landscape areas shall be planted, irrigated, and maintained as prescribed herein.

      i. In the Downtown Area, a landscape island shall be required between every ten (10) parking spaces.

      ii. In all other areas of the city, a landscape island shall be required between every fifteen (15) parking spaces ***OR ONE (1) LANDSCAPE ISLAND FOR EVERY FIFTEEN (15) PARKING SPACES OF A SURFACE LOT.***

   b. A landscape area, up to a width of ten (10) feet, which is abutting a parking lot, may be counted toward the required landscape area for a parking lot.

   c. Parking space overhangs, that are permitted in Section 9.106 and subsections therein, shall not be included in the provided landscape area that is calculated for required landscape area of a parking lot.

FAIRMONT SCOTTSDALE PRINCESS

7575 East Princess Drive, Scottsdale AZ

Rezoning 5ZN 2015#2 (44-PA-2022)
PHASE 4-A

NOVEMBER 22, 2023

ISSUED FOR:

REZONING
5-ZN-2015#2

	ISSUANCE	DATE
A	FIRST SUBMISSION	2023/02/26

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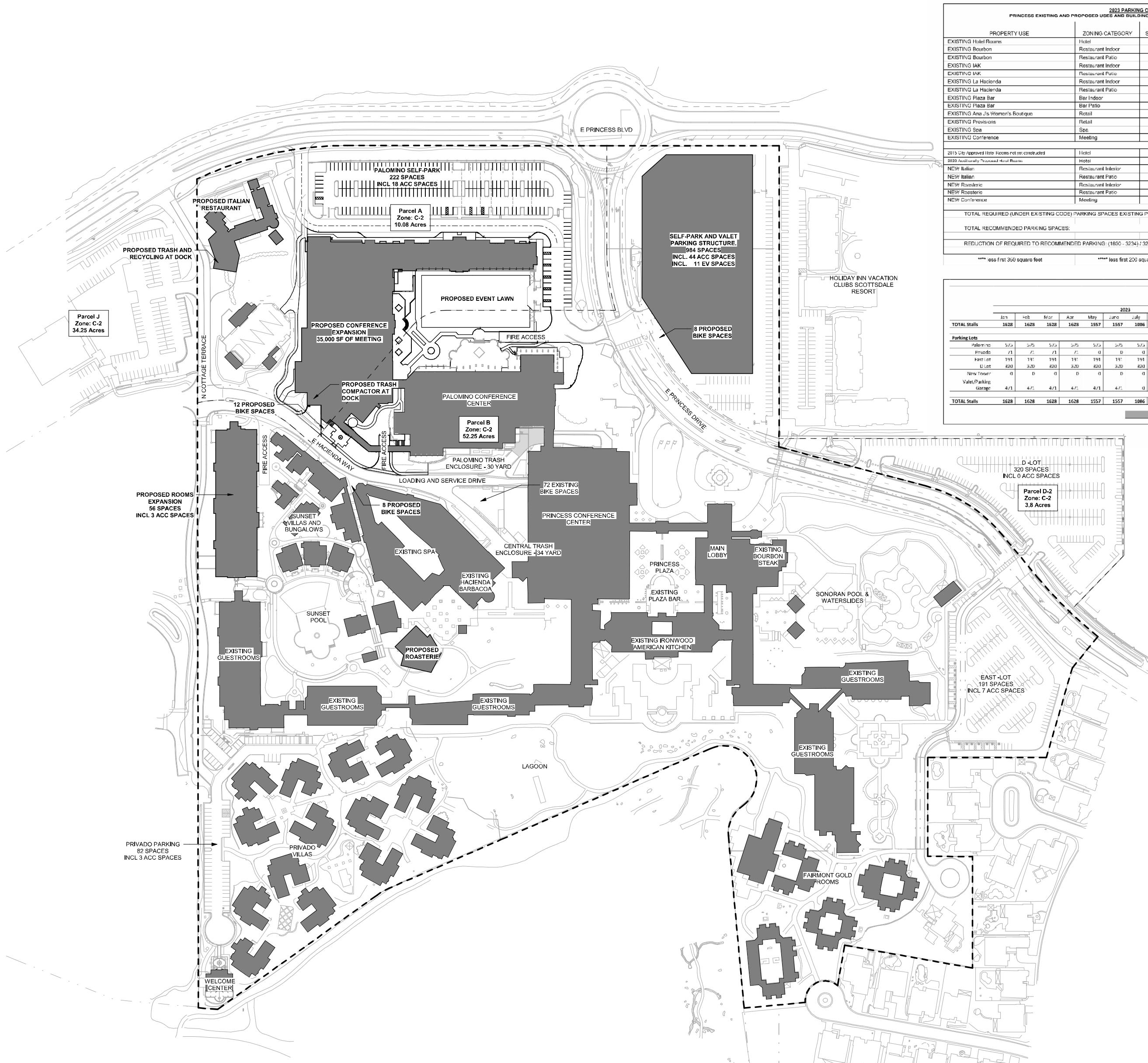
PROJECT
Fairmont
SCOTTSDALE PRINCESS
CONFERENCE CENTER
EXPANSION
7575 E Princess Dr, Scottsdale, AZ 85255

JOB NUMBER
2022-26

DATE
MAY 26, 2023

SHEET NAME
REZONING COVER SHEET

SHEET NUMBER
G00



2023 PARKING CALCULATIONS

PRINCESS EXISTING AND PROPOSED USES AND BUILDING AREAS, AND REQUIRED AND RECOMMENDED PARKING

PROPERTY USE	ZONING CATEGORY	AREA SQUARE FEET	RATE	PARKING SPACES
EXISTING Hotel Rooms	Hotel	751 rooms	1 space-per-room	751
EXISTING Bourbon	Restaurant Indoor	8,481	1 space-per-120-square-feet	71
EXISTING Bourbon	Restaurant Patio	1,868	1 space-per-350-square-feet	4 ****
EXISTING IAK	Restaurant Indoor	3,721	1 space-per-120-square-feet	32
EXISTING IAK	Restaurant Patio	1,756	1 space-per-350-square-feet	6 ****
EXISTING La Hacienda	Restaurant Indoor	4,753	1 space-per-120-square-feet	40
EXISTING La Hacienda	Restaurant Patio	2,458	1 space-per-350-square-feet	7 ****
EXISTING Plaza Bar	Bar Indoor	2,744	1 space-per-80-square-feet	35
EXISTING Plaza Bar	Bar Patio	5,995	1 space-per-200-square-feet	29
EXISTING Ana J's Women's Boutique	Retail	5,025	1 space-per-400-square-feet	13
EXISTING Provisions	Retail	1,498	1 space-per-400-square-feet	4
EXISTING Spa	Spa	33,500	1 space-per-400-square-feet	79 ******
EXISTING Conference	Meeting	55,415	1 space-per-50-square-feet	1,109
2015 City Approved Hotel Rooms not yet constructed	Hotel	43 rooms	1 space-per-room	43
2023 Additionally Proposed Hotel Rooms	Hotel	155 rooms	1 space-per-room	155
NEW Italian	Restaurant Interior	10,000	1 space-per-120-square-feet	84
NEW Italian	Restaurant Patio	6,500	1 space-per-350-square-feet	18 ****
NEW Roasterie	Restaurant Interior	4,500	1 space-per-120-square-feet	38
NEW Roasterie	Restaurant Patio	6,000	1 space-per-350-square-feet	17 ****
NEW Conference	Meeting	35,000	1 space-per-50-square-feet	700
TOTAL REQUIRED (UNDER EXISTING CODE) PARKING SPACES EXISTING PLUS EXPANSION				3,234
TOTAL RECOMMENDED PARKING SPACES:				1,800
REDUCTION OF REQUIRED TO RECOMMENDED PARKING: (1800 - 3234) / 3234				-44%

**** less first 350 square feet | ***** less first 200 square feet | ****** less 2,000 square feet of commercial

TOTAL PROVIDED PARKING	ACCESSIBLE	TOTAL*
PRIVADO PARKING	3	82
D LOT PARKING	0	320
E LOT PARKING	7	191
PARKING STRUCTURE	44	984
PALOMINO LOT	18	222
ROOMS EXPANSION PARKING	3	56
	75	1,855

*ACCESSIBLE SPACES INCLUDING IN TOTAL SPACES IDENTIFIED

PARKING PROVIDED: **1855 STALLS**
ACCESSIBLE STALLS REQUIRED (SRC 9.106.3): **75 = 1855 X 4%**

ACCESSIBLE COVERED PARKING SHALL BE THE SAME PERCENTAGE AS NON-ACCESSIBLE PARKING
TOTAL COVERED PARKING 692
TOTAL UNCOVERED PARKING 1163
% COVERED **37%**

TOTAL COVERED ACC PARKING 36
TOTAL UNCOVERED ACC PARKING 39
% COVERED **48%**

ONE BICYCLE PARKING SPACE REQUIRED FOR EVERY 10 VEHICLE PARKING SPACES UP TO 100 SPACES.MAXIMUM
BICYCLE PARKING REQUIRED 100
EXISTING BICYCLE PARKING 72
BICYCLE PARKING ADDED 28
BICYCLE PARKING PROVIDED **100**

GENERAL NOTES:
A. MINIMUM VERTICAL CLEARANCE AT ALL PARKING TO BE 8'-2"
B. STANDARD PARKING STALLS TO BE 9'-0" x 18'-0". 2' OF OVERHANG ALLOWED AS PER CURRENT CODE.
C. STANDARD ACCESSIBLE STALLS TO BE 11'-0" x 18'-0" WITH A 5'-0" WIDE ACCESS AISLE. AISLE CAN BE SHARED BY ADJACENT STALLS.

Phase Parking Quantities during Construction

	2023 Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
TOTAL Stalls	**1628**	**1628**	**1628**	**1628**	**1557**	**1557**	**1086**	**1086**	**1086**	**1086**	**1086**	**1168**
Parking Lots												
Palomino	575	575	575	575	575	575	575	575	575	575	575	575
Privado	71	71	71	71	0	0	0	0	0	0	0	82
East Lot	191	191	191	191	191	191	191	191	191	191	191	191
D Lot	320	320	320	320	320	320	320	320	320	320	320	320
New Tower	0	0	0	0	0	0	0	0	0	0	0	0
Valet/Parking Garage	471	471	471	471	471	471	0	0	0	0	0	0
TOTAL Stalls	**1628**	**1628**	**1628**	**1628**	**1557**	**1557**	**1086**	**1086**	**1086**	**1086**	**1086**	**1168**

	2024 Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	2025 Jan	Feb	Mar	Apr
TOTAL Stalls	**815**	**815**	**815**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1855**
Parking Lots																
Palomino	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222	222
Privado	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
East Lot	191	191	191	191	191	191	191	191	191	191	191	191	191	191	191	191
D Lot	320	320	320	320	320	320	320	320	320	320	320	320	320	320	320	320
New Tower	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
Valet/Parking Garage	0	0	0	984	984	984	984	984	984	984	984	984	984	984	984	984
TOTAL Stalls	**815**	**815**	**815**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1799**	**1855**

Temporary Parking Lot Required

DEVELOPMENT PHASES

PHASE 4 5-ZN-2015#2 (44-PA-2022 4D477)

4A: CONFERENCE CENTER EXPANSION - EXPECTED START JAN 2024

4B: ROOMS EXPANSION - EXPECTED START DEC 2023

4C: NEW RESTAURANT - EXPECTED START DEC 2023

4D: NEW INTERNAL RESTAURANT - EXPECTED START DEC 2023

ISSUED FOR:
REZONING
5-ZN-2015#2

ISSUANCE		DATE
A	FIRST SUBMISSION	2023/02/26

ARCHITECT OF RECORD
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PROJECT
Fairmont
SCOTTSDALE PRINCESS
CONFERENCE CENTER
EXPANSION
7575 E Princess Dr Scottsdale, AZ 85255

JOB NUMBER
2022-26

DATE
MAY 26, 2023

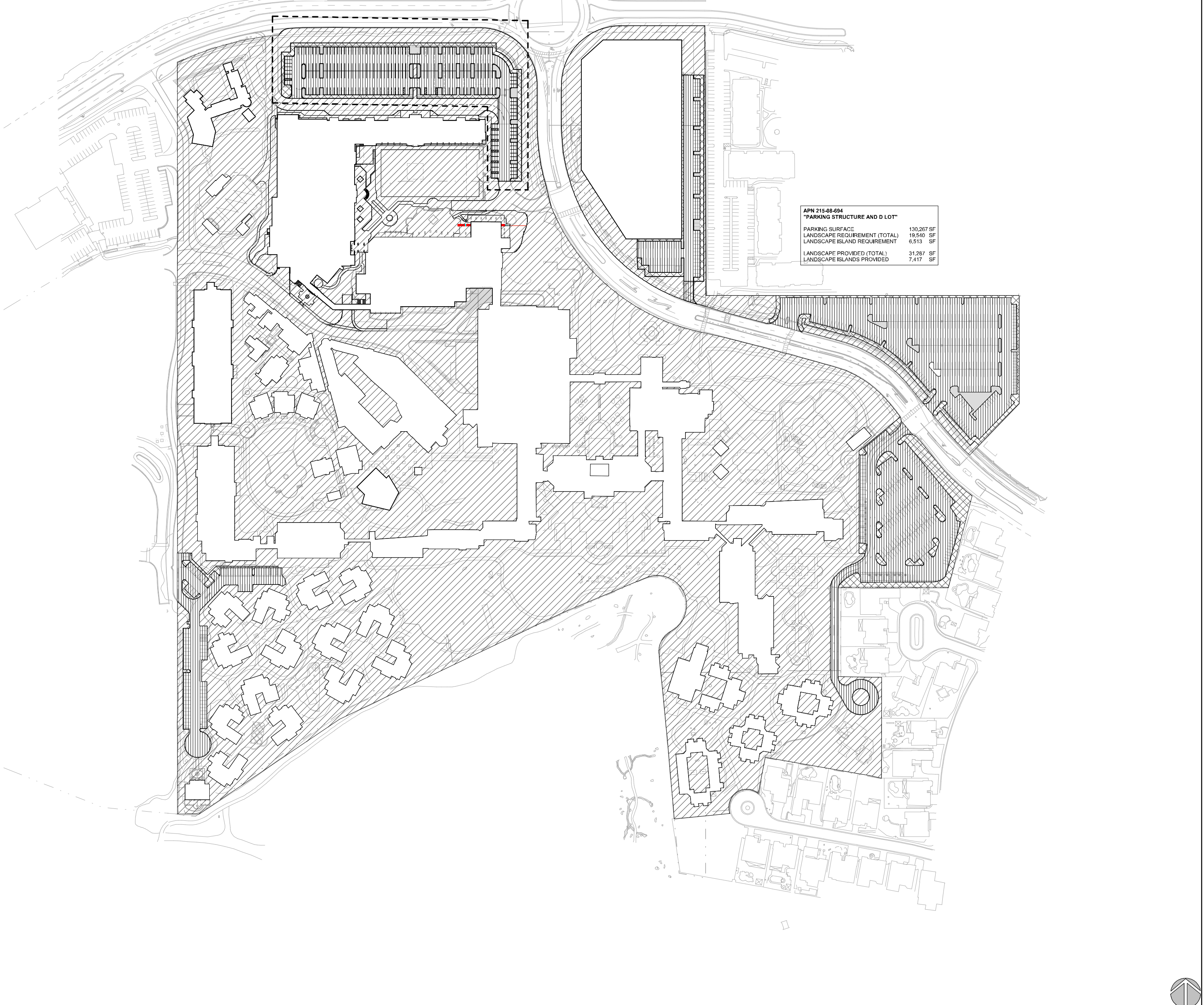
SHEET NAME
PHASING AND PARKING SITE PLAN

SHEET NUMBER
G02

APN 215-08-693 AND 695
"PALOMINO LOT"

PARKING SURFACE	190,175	SF
LANDSCAPE REQUIREMENT (TOTAL)	28,526	SF
LANDSCAPE ISLAND REQUIREMENT (AREA)	5,705	SF
LANDSCAPE ISLAND REQUIREMENT (QUANTITY)	15 (222 / 15 = 14.8)	
LANDSCAPE PROVIDED (TOTAL)	45,966	SF
LANDSCAPE ISLANDS PROVIDED (AREA)	6,477	SF
LANDSCAPE ISLANDS PROVIDED (QUANTITY)	28	

NOTE: PALOMINO LOT IS THE ONLY LOT RELIANT ON THE EDITE LANDSCAPE ISLAND REQUIREMENTS IN THE AMENDED DEVELOPMENT STANDARDS



APN 215-08-694
"PARKING STRUCTURE AND D LOT"

PARKING SURFACE	130,267	SF
LANDSCAPE REQUIREMENT (TOTAL)	19,540	SF
LANDSCAPE ISLAND REQUIREMENT	6,513	SF
LANDSCAPE PROVIDED (TOTAL)	31,287	SF
LANDSCAPE ISLANDS PROVIDED	7,417	SF

OPEN SPACE AND SITE DATA PLAN | 1" = 100'-0" | 1

OPEN SPACE INFORMATION

PROJECT ZONING:	C-2/PCD	
LOT AREA:	2,941,607 gsf	
	2,881,249 nsf	
ALLOWED FAR (0.8)	2,881,249 x 0.8 = **2,305,195 sf**	
EXISTING FLOOR AREA	439,600	2015 rezoning
PROPOSED FLOOR AREAS(*)	**2,100**	**Welcome Center**
	56,200	**Sunset Villas and Bungalows**
	115,000	**Parking Structure**
	100,000	**Conference Expansion**
	124,000	**Rooms Expansion**
	10,000	**Italian Restaurant**
	4,500	**Roasterie**
	851,400 sf	

* FLOOR AREAS HAVE BEEN ROUNDED TO THE NEAREST 100 SF TO ACCOUNT FOR SOME VARIATION IN FINAL CONSTRUCTION

BUILDING HEIGHT:	48'
MEAN CURB HEIGHT:	1558.02' (PRINCESS BLVD)
HEIGHT ALLOWED:	36' (1594.02') from 2015 Zoning Approval
HEIGHT ALLOWED:	36' +12" + MEAN CURB (1595.02') per Scottsdale Revised Code
HEIGHT REQUESTED:	47' +12" + MEAN CURB (1606.02')

REQUIRED OPEN SPACE:

FIRST 12' OF HEIGHT = 2,881,249 X .10 = 288,125 sf
NEXT 36' OF HEIGHT = 2,881,249 X (36 X .004) = 414,900 sf

OPEN SPACE REQUIRED (EXCLUDES PARKING LANDSCAPE)

288,125 sf + 414,900 sf = 703,025 sf

OPEN SPACE PROVIDED = 1,583,198 sf

OPEN SPACE

PARKING AREA

PARKING LANDSCAPE

DEVELOPMENT DATA:

PARCEL ADDRESS:
7575 E PRINCESS BLVD
SCOTTSDALE, ARIZONA 85255

PREVIOUS ZONING CASES:
135-ZN, 57-ZN-1986, 63-ZN-1987, 14-ZN-1988, 60-ZN-1992, 1-ZN-2003, AND 5-ZN-2015

LEGAL DESCRIPTIONS:
SEE TITLE REPORT

QUARTER SECTION:
215-08-693, 215-08-694, 215-08-003C, 215-08-755

QUARTER SECTION:
SECTION 35, TOWNSHIP 4 NORTH, RANGE 4 EAST, OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, AZ

ZONING: C-2/PCD

TOTAL SITE AREA: 2,941,607 gsf / 2,881,249 nsf

UNIT COUNTS: RARCEL B ONLY

GOLD VILLAS:	119 UNITS
CASITAS:	69 UNITS
VILLAS AND BUNGALOWS:	43 UNITS
HOTEL ROOMS - EXISTING:	563 UNITS
HOTEL ROOMS - NEW:	155 UNITS
MAX UNITS:	**949** UNITS

EXISTING HOTEL PROVIDES REQUIRED 10 UNITS AT 1,000 SF OR MORE.

ISSUED FOR:

REZONING
5-ZN-2015#2

#	ISSUANCE	DATE
A	FIRST SUBMISSION	2023/02/26

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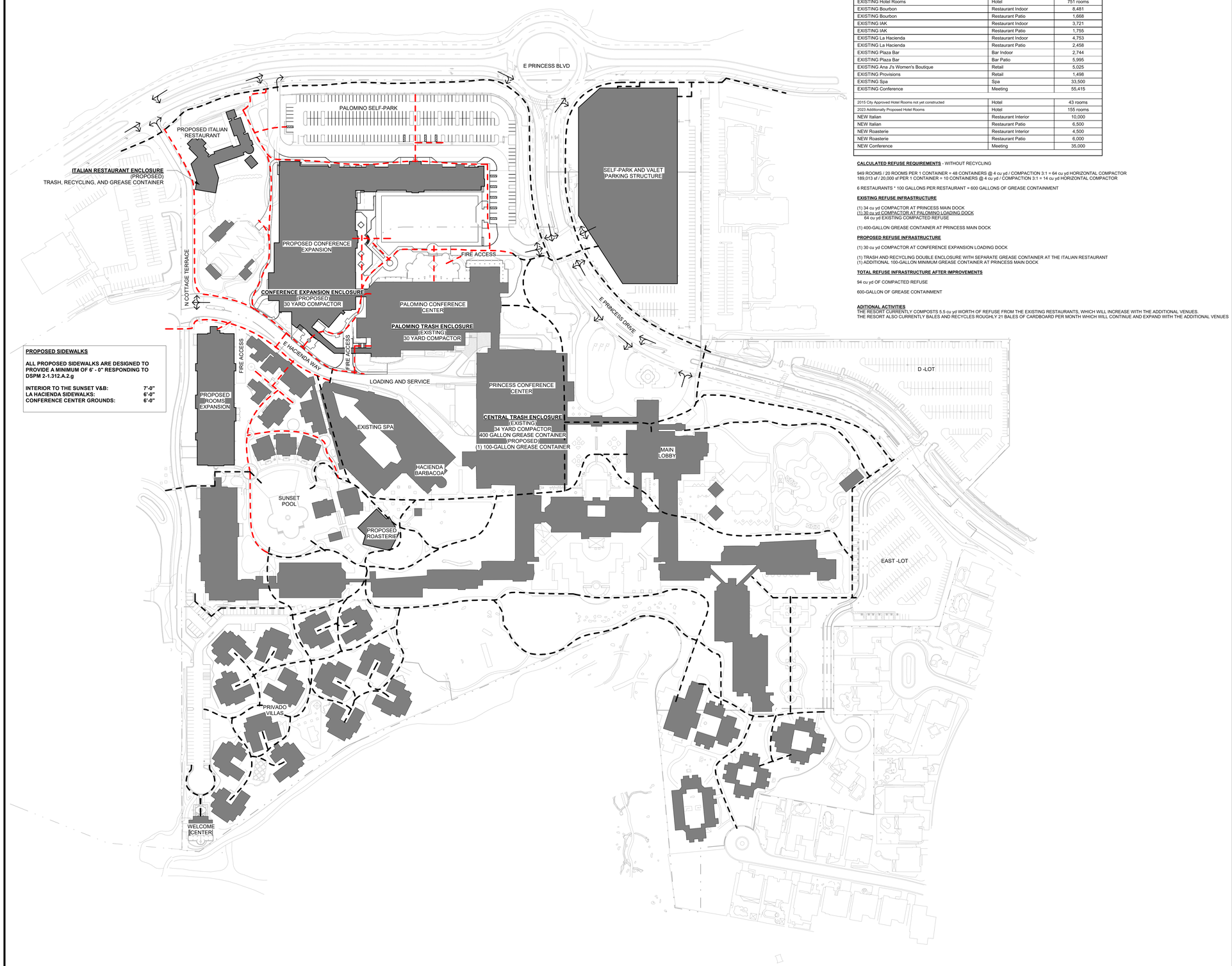
PROJECT
SCOTTSDALE PRINCESS
CONFERENCE CENTER
EXPANSION
7575 E Princess Dr Scottsdale, AZ 85255

JOB NUMBER
2022-26

DATE
MAY 26, 2023

SHEET NAME
OPEN SPACE and SITE DATA SITE PLAN

SHEET NUMBER
G03



PROPOSED SIDEWALKS

ALL PROPOSED SIDEWALKS ARE DESIGNED TO PROVIDE A MINIMUM OF 6' - 0" RESPONDING TO DSPM 2-1.312.A.2.g

INTERIOR TO THE SUNSET V&B:	**7'-0"**
LA HACIENDA SIDEWALKS:	**6'-0"**
CONFERENCE CENTER GROUNDS:	**6'-0"**

2023 REFUSE CALCULATIONS
PRINCESS EXISTING AND PROPOSED USES AND BUILDING AREAS

PROPERTY USE	ZONING CATEGORY	AREA SQUARE FEET
EXISTING Hotel Rooms	Hotel	751 rooms
EXISTING Bourbon	Restaurant Indoor	8,481
EXISTING Bourbon	Restaurant Patio	1,668
EXISTING IAK	Restaurant Indoor	3,721
EXISTING IAK	Restaurant Patio	1,755
EXISTING La Hacienda	Restaurant Indoor	4,753
EXISTING La Hacienda	Restaurant Patio	2,458
EXISTING Plaza Bar	Bar Indoor	2,744
EXISTING Plaza Bar	Bar Patio	5,995
EXISTING Ana J's Women's Boutique	Retail	5,025
EXISTING Provisions	Retail	1,498
EXISTING Spa	Spa	33,500
EXISTING Conference	Meeting	55,415
2015 City Approved Hotel Rooms not yet constructed	Hotel	43 rooms
2023 Additionally Proposed Hotel Rooms	Hotel	155 rooms
NEW Italian	Restaurant Interior	10,000
NEW Italian	Restaurant Patio	6,500
NEW Roasterie	Restaurant Interior	4,500
NEW Roasterie	Restaurant Patio	6,000
NEW Conference	Meeting	35,000

CALCULATED REFUSE REQUIREMENTS - WITHOUT RECYCLING

949 ROOMS / 20 ROOMS PER 1 CONTAINER = 48 CONTAINERS @ 4 cu yd / COMPACTION 3:1 = 64 cu yd HORIZONTAL COMPACTOR
189,013 sf / 20,000 sf PER 1 CONTAINER = 10 CONTAINERS @ 4 cu yd / COMPACTION 3:1 = 14 cu yd HORIZONTAL COMPACTOR

6 RESTAURANTS * 100 GALLONS PER RESTAURANT = 600 GALLONS OF GREASE CONTAINMENT

EXISTING REFUSE INFRASTRUCTURE

(1) 34 cu yd COMPACTOR AT PRINCESS MAIN DOCK
(1) 30 cu yd COMPACTOR AT PALOMINO LOADING DOCK
64 cu yd EXISTING COMPACTED REFUSE

(1) 400-GALLON GREASE CONTAINER AT PRINCESS MAIN DOCK

PROPOSED REFUSE INFRASTRUCTURE

(1) 30 cu yd COMPACTOR AT CONFERENCE EXPANSION LOADING DOCK

(1) TRASH AND RECYCLING DOUBLE ENCLOSURE WITH SEPARATE GREASE CONTAINER AT THE ITALIAN RESTAURANT
(1) ADDITIONAL 100-GALLON MINIMUM GREASE CONTAINER AT PRINCESS MAIN DOCK

TOTAL REFUSE INFRASTRUCTURE AFTER IMPROVEMENTS

94 cu yd OF COMPACTED REFUSE

600-GALLON OF GREASE CONTAINMENT

ADITIONAL ACTIVITIES
THE RESORT CURRENTLY COMPOSTS 5.5 cu yd WORTH OF REFUSE FROM THE EXISTING RESTAURANTS, WHICH WILL INCREASE WITH THE ADDITIONAL VENUES.
THE RESORT ALSO CURRENTLY BALES AND RECYCLES ROUGHLY 21 BALES OF CARDBOARD PER MONTH WHICH WILL CONTINUE AND EXPAND WITH THE ADDITIONAL VENUES

LEGEND

- EXISTING PEDESTRIAN PATH
- NEW PEDESTRIAN PATHS
- VEHICULAR FLOW

* CIRCULATION PATTERNS OUTSIDE PROJECT'S PROPERTY BOUNDARIES ARE CONCEPTUAL AND SUGGESTIVE IN NATURE

CIRCULATION AND REFUSE PLAN | 1" = 100'-0" | 1

ISSUED FOR:

REZONING
5-ZN-2015#2

⚠	ISSUANCE	DATE
A	FIRST SUBMISSION	2023/02/26
B	SECOND SUBMISSION	2023/05/03

ARCHITECT OF RECORD
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kollinaltomare.com

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Chicago, IL 60610
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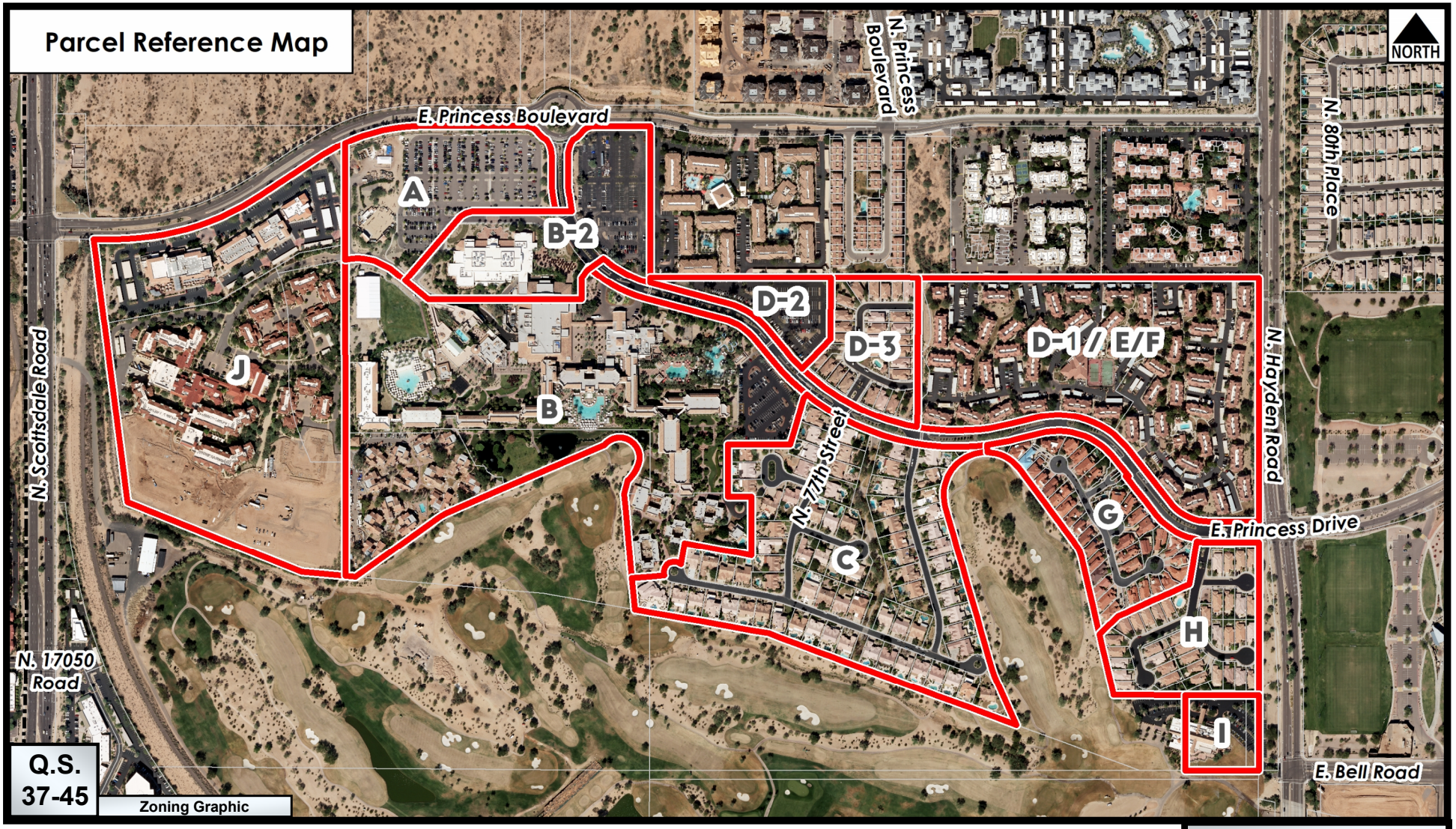
PROJECT
Fairmont
SCOTTSDALE PRINCESS
CONFERENCE CENTER
EXPANSION
7575 E Princess Dr Scottsdale, AZ 85255

JOB NUMBER
2022-26

DATE
MAY 26, 2023

SHEET NAME
CIRCULATION AND REFUSE DIAGRAM

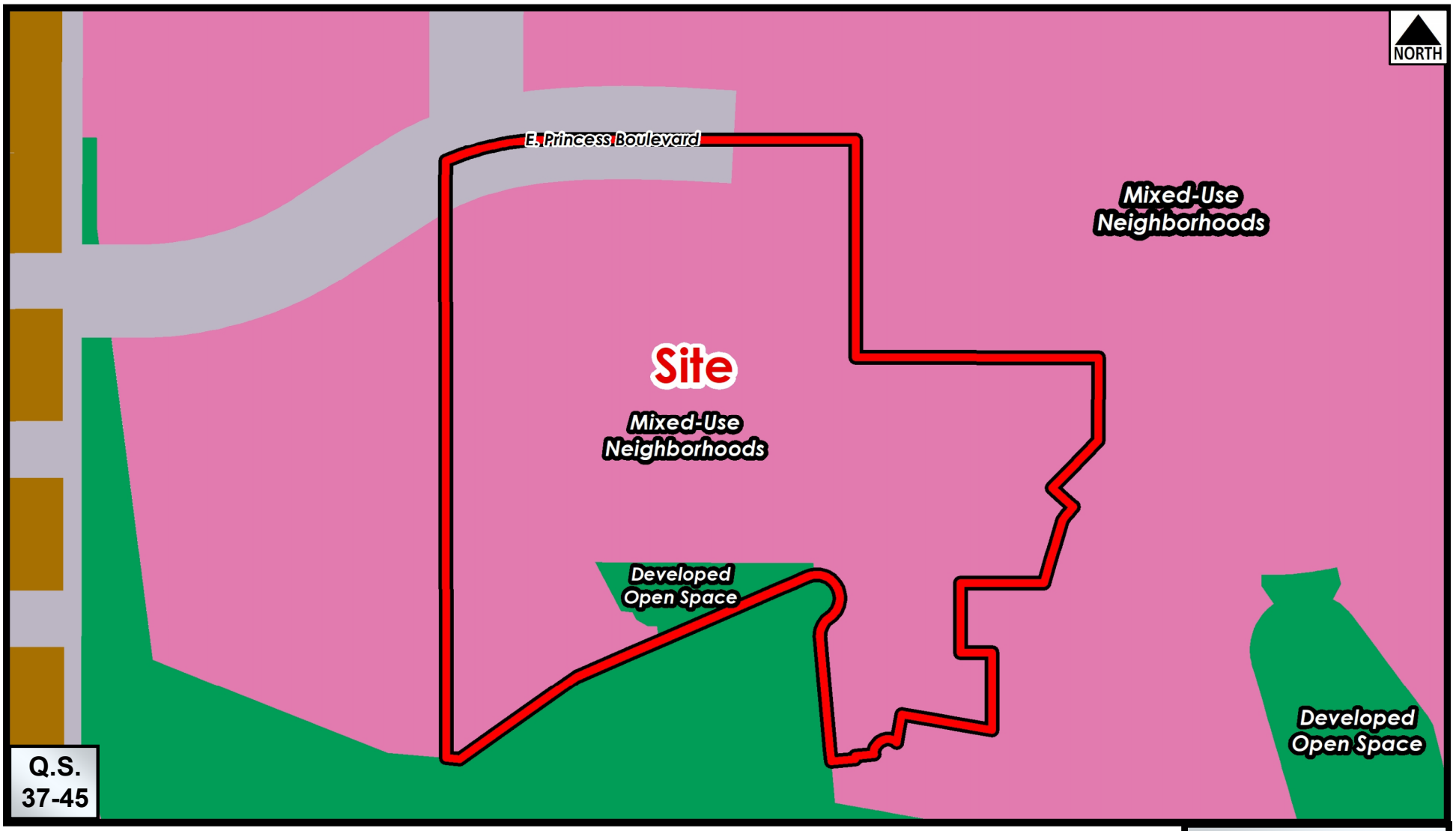
SHEET NUMBER
G05



FAIRMONT PRINCESS PARCEL MAP

5-ZN-2015#2

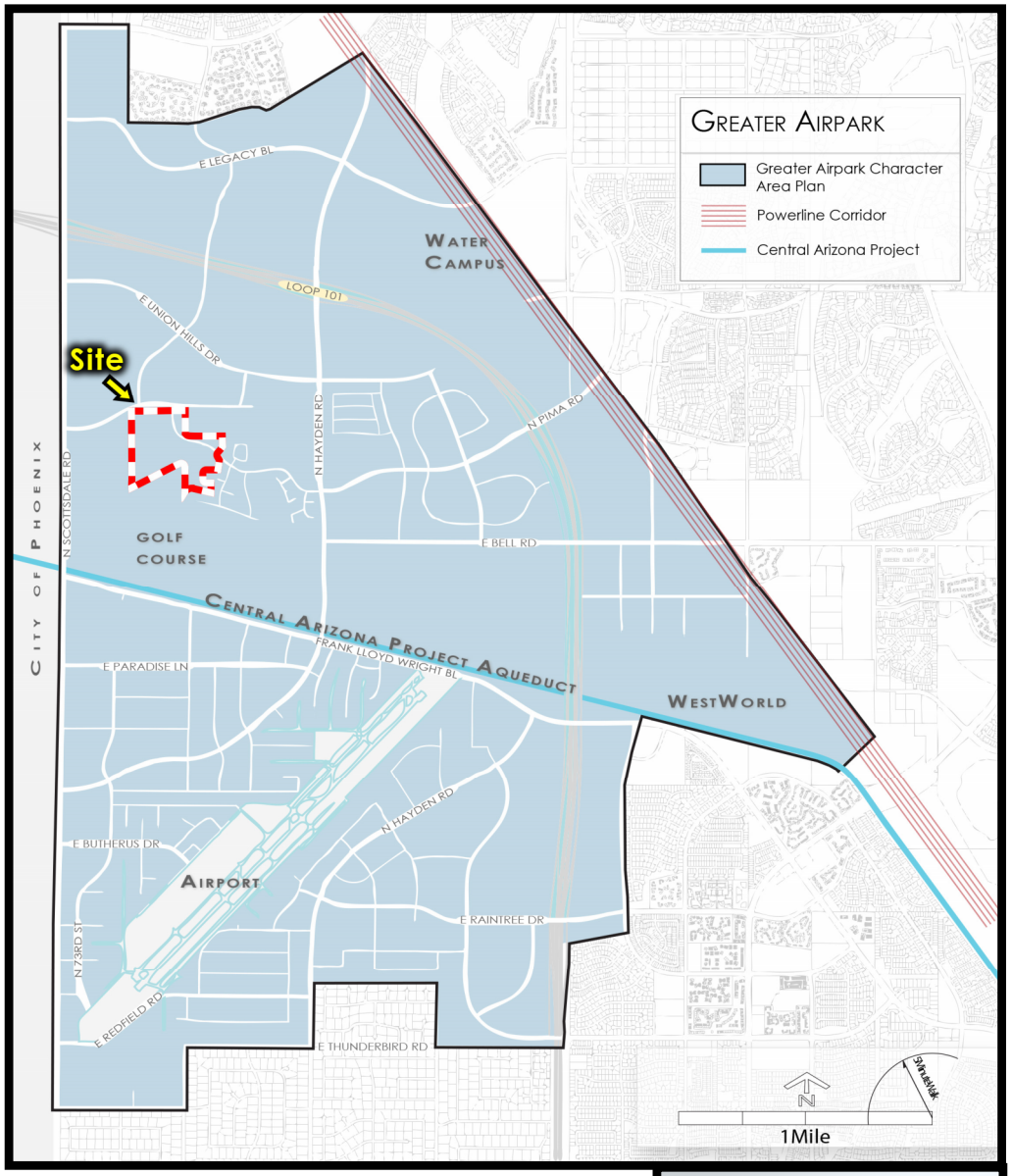
ATTACHMENT 8



Existing General Plan 2035 Future Land Use Map
+/- 63-acres of Mixed-Use Neighborhoods & Developed Open Space

5-ZN-2015#2

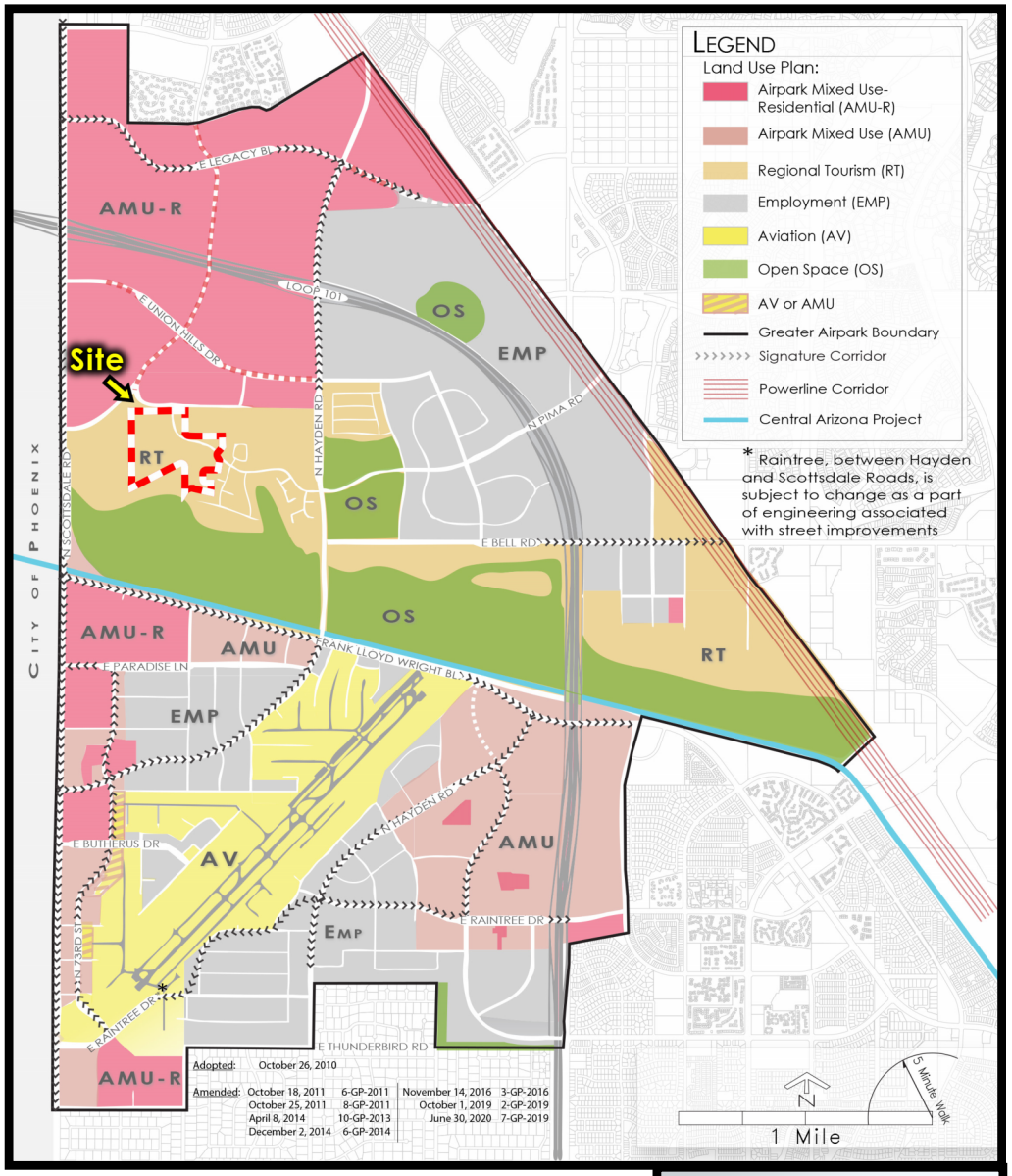
ATTACHMENT 9



Greater Airpark Character Area Plan

5-ZN-2015#2

ATTACHMENT 10



Greater Airpark Land Use Plan

5-ZN-2015#2

ATTACHMENT 11

SUMMIT

LAND MANAGEMENT

FAIRMONT PRINCESS RENOVATION
Scottsdale, Arizona

REVISED Parking Analysis

January 2024

Prepared for:
kollin | altomare | architects

For Submittal to:
CITY OF SCOTTSDALE

Prepared by: Paul E. Basha, PE, PTOE
Kayla Bertoldo
Carter Doyle

Office: 480.505.3931
pbasha@summitlandmgmt.com

SUMMIT LAND MANAGEMENT
7144 E Stetson Drive Suite 300
Scottsdale Arizona 85251

Registered Professional Engineer (Civil)
CERTIFICATE NO.
17711
PAUL
BASHA
Date Signed 1/29/24
ARIZONA, U.S.A.
Expires 03/31/2026

ATTACHMENT 12

Table of Contents

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Executive Summary

Introduction

The existing Scottsdale Fairmont Princess Resort consists of 751 hotel guest rooms; and 55,415 square feet of ballroom, conference rooms, and meeting rooms; plus, internal restaurant and retail areas. The existing Scottsdale Fairmont Princess Resort has 1,638 parking spaces.

The Scottsdale Fairmont Princess Resort is planning a renovation consisting of an additional 198 hotel guest rooms (43 additional guest rooms were previously approved by Case# 5-ZN-2015 but never constructed, and therefore 155 of these additional guest rooms are newly requested); additional 35,000 square feet of ballroom, conference, and meeting rooms; 16,500 square feet of restaurant; and 10,500 square feet of coffee shop (Roasterie). One of the primary purposes of the renovation is to satisfy the ballroom, conference rooms, and meeting rooms demand of both the existing and proposed hotel room number.

The ballroom, conference rooms, and meeting rooms renovation to the existing Scottsdale Fairmont Princess Resort will occur on property that currently contains an event lawn and parking area. The hotel room, restaurant, and coffee shop renovations will occur on currently vacant property.

The restaurant will be in the northwest corner of the resort property, located in the immediate southeast corner of the intersection of Cottage Terrace Lane and Princess Boulevard. The restaurant clientele will be both guests of the Scottsdale Fairmont Princess Resort and people who do not utilize other facilities of the Scottsdale Fairmont Princess Resort.

The coffee shop (Roasterie) will be located internal to the Scottsdale Fairmont Princess Resort, and therefore the clientele will only be people who utilize other facilities of the Scottsdale Fairmont Princess Resort or who reside within walking distance of the coffee shop.

Results

The 2015 City of Scottsdale rezoning approval allowed 1,638 parking spaces, which was a 20% reduction from the then-required parking spaces of 2,047 parking spaces.

The current parking code, adopted in 2021, would require 2,179 parking spaces. Therefore, the existing Princess Resort has a reduction of approximately 25% from the current-code-required parking.

The expanded hotel will consist of 949 hotel guest rooms; 90,415 square feet of ballroom, conference rooms, and meeting rooms; an additional 16,500 square feet of restaurant; and 10,500 square feet of coffee shop. The new uses will require an additional 162 parking spaces.

The ballroom, conference rooms, and meeting rooms renovation to the existing Fairmont Princess Hotel will occur on property that currently contains an event lawn and parking area. This area currently includes 336 parking spaces that will be displaced. A new parking structure will be constructed on an existing surface-level-only parking area. This existing surface level parking area contains 474 parking spaces.

Parking Requirements with Fairmont Princess Renovation

The new hotel rooms; new ballroom, conference rooms, and meeting rooms; new restaurant; and new coffee shop (Roasterie) should provide an additional 162 parking spaces.

Therefore, the new parking areas should accommodate a minimum of 336 parking spaces displaced by new buildings, plus 474 parking spaces displaced by the new parking structure, plus renovation-required 162 new parking spaces which equals 972 parking spaces.

With the addition of 162 parking spaces, the entire Scottsdale Fairmont Princess Resort will have 1,800 parking spaces. The recommended parking spaces is a reduction of 44% from the code-required parking.

Table 1 summarizes by property use and size, the required and recommended parking for the Scottsdale Fairmont Princess Resort existing and proposed renovation.

Table 1: Princess Resort Required and Recommended Parking Summary

PRINCESS EXISTING AND PROPOSED USES AND BUILDING AREAS, AND REQUIRED AND RECOMMENDED PARKING				
PROPERTY USE	ZONING CATEGORY	AREA SQUARE FEET	RATE	PARKING SPACES
EXISTING Hotel Rooms	Hotel	751 rooms	1 space-per-room	751
EXISTING Bourbon	Restaurant Indoor	8,481	1 space-per-120-square-feet	71
EXISTING Bourbon	Restaurant Patio	1,668	1 space-per-350-square-feet	4 ****
EXISTING IAK	Restaurant Indoor	3,721	1 space-per-120-square-feet	32
EXISTING IAK	Restaurant Patio	1,755	1 space-per-350-square-feet	5 ****
EXISTING La Hacienda	Restaurant Indoor	4,753	1 space-per-120-square-feet	40
EXISTING La Hacienda	Restaurant Patio	2,458	1 space-per-350-square-feet	7 ****
EXISTING Plaza Bar	Bar Indoor	2,744	1 space-per-80-square-feet	35
EXISTING Plaza Bar	Bar Patio	5,995	1 space-per-200-square-feet	29
EXISTING Ana J's Women's Boutique	Retail	5,025	1 space-per-400-square-feet	13
EXISTING Provisions	Retail	1,498	1 space-per-400-square-feet	4
EXISTING Spa	Spa	33,500	1 space-per-400-square-feet	79 ******
EXISTING Conference	Meeting	55,415	1 space-per-50-square-feet	1,109
2015 City Approved New Hotel Rooms not yet constructed	Hotel	43 rooms	1 space-per-room	43
2023 Additionally Proposed Hotel Rooms	Hotel	155 rooms	1 space-per-room	155
NEW Italian	Restaurant Interior	10,000	1 space-per-120-square-feet	84
NEW Italian	Restaurant Patio	6,500	1 space-per-350-square-feet	18 ****
NEW Roasterie	Restaurant Interior	4,500	1 space-per-120-square-feet	38
NEW Roasterie	Restaurant Patio	6,000	1 space-per-350-square-feet	17 ****
NEW Conference	Meeting	35,000	1 space-per-50-square-feet	700
TOTAL REQUIRED (UNDER EXISTING CODE) PARKING SPACES EXISTING PLUS EXPANSION				3,234
TOTAL RECOMMENDED PARKING SPACES:				1,800
REDUCTION OF REQUIRED TO RECOMMENDED PARKING: (1800 - 3234) / 3234				-44%

**** Less the first 350 square feet
***** Less the first 200 square feet
****** Less the first 2000 square feet

Fairmont Princess Renovation Parking Calculation Summary

The City of Scottsdale adopted new parking requirements, specifically for hotels, in Spring 2021. **Table 2** applies the current parking requirement to the existing Fairmont Scottsdale Princess Resort.

Table 2: Existing Princess Resort Required Parking per Current Ordinance

PROPERTY USE	ZONING CATEGORY	AREA SQUARE FEET	RATE	SPACES
Hotel Rooms	Hotel	751 rooms	1 space-per-room	751
Bourbon	Restaurant Indoor	8,481	1 space-per-120-square-feet	71
Bourbon	Restaurant Patio	1,668	1 space-per-350-square-feet	4 ****
IAK	Restaurant Indoor	3,721	1 space-per-120-square-feet	32
IAK	Restaurant Patio	1,755	1 space-per-350-square-feet	5 ****
La Hacienda	Restaurant Indoor	4,753	1 space-per-120-square-feet	40
La Hacienda	Restaurant Patio	2,458	1 space-per-350-square-feet	7 ****
Plaza Bar	Bar Indoor	2,744	1 space-per-80-square-feet	35
Plaza Bar	Bar Patio	5,995	1 space-per-200-square-feet	29
Anna J's Women's Boutique	Retail	5,025	1 space-per-400-square-feet	13
Provisions	Retail	1,498	1 space-per-400-square-feet	4
Spa	Spa	33,500	1 space-per-400-square-feet	79 ******
All Rooms	Meeting	55,415	1 space-per-50-square-feet	1,109
TOTAL				2,179
EXISTING PARKING SPACES:				1,638
CURRENT REDUCTION OF REQUIRED TO EXISTING PARKING: (1638 - 2179) / 2179				-25%

**** Less the first 350 square feet
***** Less the first 200 square feet
****** Less the first 2000 square feet

Table 3 applies the current parking requirement to the proposed of the Princess Resort renovation.

Table 3: Princess Resort Renovation Required Parking per Current Ordinance

PRINCESS EXPANSION WITH 2021 PARKING CODE			
PROPERTY USE	TOTAL AREA (square feet)	PARKING RATE	PARKING SPACES
RESTAURANT	10,000	120	84
	6,500	350	18 ****
ROASTERIE	4,500	120	38
	6,000	350	17 ****
CONFERENCE ROOMS	35,000	50	700
	ROOMS		
HOTEL ROOMS	198	1.00	198
TOTAL PARKING			**1,055**

**** Less the first 350 square feet
****** Less the first 2000 square feet

The current City of Scottsdale parking code assumes that every person on a hotel property who utilizes a resort building is not utilizing the other resort buildings. The parking ordinance neglects the facts that most resort restaurant diners are hotel guests, most conference room users are hotel guests, and most spa and fitness users are hotel guests. One hotel guest, who parks a vehicle on property, does not need four (4) parking spaces for their lodging, their use of the restaurants, their use of the conference rooms, and their use of the spa and fitness center. **Table 4** determines the recommended number of parking spaces recognizing that the restaurants and conference rooms are utilized primarily by hotel guests who are already on-property.

Table 4: Princess Renovation Required Parking Recognizing Hotel Guests Dominate Other Uses

RECOMMENDED PARKING IN ADDITION TO HOTEL GUESTS

PROPERTY USE		TOTAL AREA (square feet)	NON-HOTEL GUESTS	NON-HOTEL AREA (SF)	PARKING RATE	PARKING SPACES
RESTAURANT	Interior	10,000	50%	5,000	120	42
	Patio	6,500	50%	3,250	350	10
ROASTERIE	Interior	4,500	0%	0	120	0
	Patio	6,000	0%	0	350	0
CONFERENCE ROOMS		35,000	8%	2,800	50	56

The Scottsdale Fairmont Princess Resort, since their opening in 1987, has discovered that a large majority of their hotel guests do not park a vehicle on property during their stay. **Table 5** recognizes that fact and determines the number of parking spaces needed for hotel guests who park a vehicle on-property.

Table 5: Princess Renovation Required Parking Recognizing Most Hotel Guests do not Park

RECOMMENDED PARKING FOR EXPANSION

HOTEL GUESTS WHO NEED PARKING SPACES

NEW HOTEL ROOMS	198
PORTION NEEDING PARKING	27%
NEW HOTEL ROOMS NEEDING PARKING	54
PARKING RATE	1.00
NEW HOTEL ROOMS PARKING SPACES	54

Table 6 totals the number of parking spaces required for the Scottsdale Fairmont Princess Resort renovation.

Table 6: Princess Renovation Required Parking

NEW (INDOOR) RESTAURANT PARKING	42
NEW (PATIO) RESTAURANT PARKING	10
NEW ROASTERIE PARKING	0
NEW CONFERENCE ROOM PARKING	56
NEW HOTEL ROOM PARKING	54
TOTAL RECOMMENDED PARKING FOR EXPANSION	**162**

Table 7 summarizes the required parking in accordance with the current City of Scottsdale ordinance for both the existing and proposed renovation of the Scottsdale Fairmont Princess Resort, the existing number of parking spaces, the recommended number of parking spaces, and the requested percent reduction.

Table 7: Princess Renovation Recommended Parking Reduction from Code-Required Parking

CURRENT CODE-REQUIRED PARKING SPACES FOR EXISTING PROPERTY USES	2,179
CURRENT CODE-REQUIRED PARKING SPACES FOR EXPANSION	1,055
TOTAL EXISTING PLUS EXPANSION CODE-REQUIRED PARKING SPACES	3,234
EXISTING PARKING SPACES:	1,638
RECOMMENDED PARKING SPACES FOR EXPANSION:	162
TOTAL RECOMMENDED EXISTING PLUS NEW PARKING SPACES:	1,800
REDUCTION OF EXISTING PLUS EXPANSION CODE REQUIRED TO RECOMMENDED:	-44%

Introduction

The Scottsdale Fairmont Princess Resort is planning a renovation consisting of an additional 198 hotel guest rooms (43 additional guest rooms were previously approved by Case# 5-ZN-2015 but never constructed, and therefore 155 of these additional guest rooms are new with the current request); an additional 35,000 square feet of ballroom, conference, and meeting rooms; 16,500 square feet of restaurant; and 10,500 square feet of coffee shop (Roasterie). A primary purpose of the renovation is to increase the available conference and meeting room area to become proportionate to the existing and proposed hotel guest room number. The existing ballroom, conference room, and meeting room area has proven inadequate to support the existing hotel guest room number. The Scottsdale Fairmont Princess Resort anticipates that the expanded resort will satisfy future client expectations for both hotel guest room number, and ballroom, conference room, and meeting room area.

The new public assembly area of 35,000 square feet will also have 32,460 square feet of support area for service, pre-function, and back-of-house. The support area will not be utilized by guests of the hotel or users of the public assembly area. This additional area will exclusively be ancillary to the ballroom, conference rooms, and meeting rooms that comprise the public assembly area.

The new restaurant consists of 10,000 square feet of indoor area and 6,500 square feet of outdoor patio. The new coffee shop (Roasterie) consists of 4,500 square feet of indoor area, and 6,000 square feet of outdoor patio.

The Scottsdale Fairmont Princess Resort is bounded by Princess Boulevard on the north, Cottage Terrace Lane on the west, the golf course on the south, and properties owned by others on the east as depicted in **Figure 1**. The Resort property is both west and southwest, and east and northeast of Princess Drive.

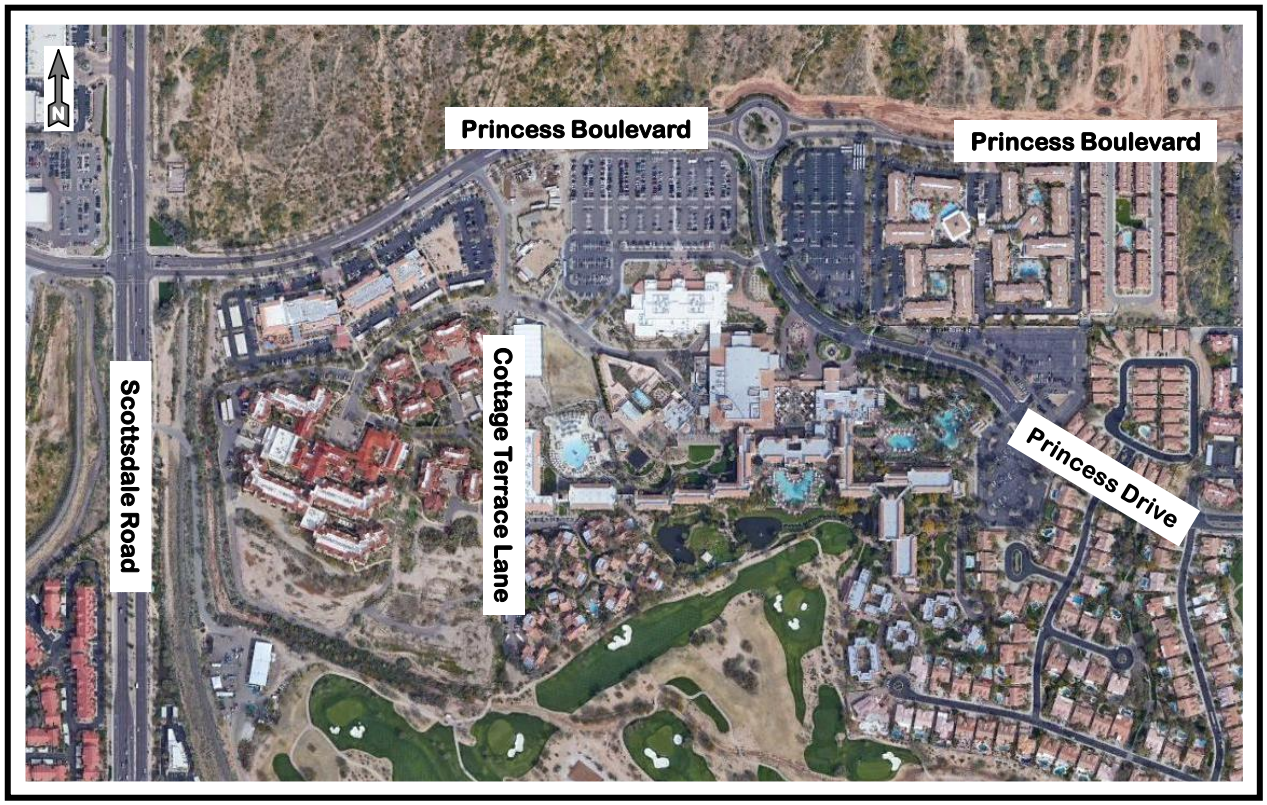

Figure 1: General Vicinity Map with Aerial Photograph

Figure 2 provides the Scottsdale Fairmont Princess Resort Renovation general vicinity, with the renovation areas indicated. **Figure 3** provides the immediate vicinity of the Scottsdale Fairmont Princess Resort Renovation.

Scope of Study

Four (4) purposes exist for this analysis:

- ❖ Determine the number of existing parking spaces on the Fairmont Princess property.
- ❖ Determine the number of parking spaces that will be removed with the Renovation.
- ❖ Determine the number of parking spaces required to serve the Renovation.
- ❖ Determine the number of parking spaces for the new parking areas.

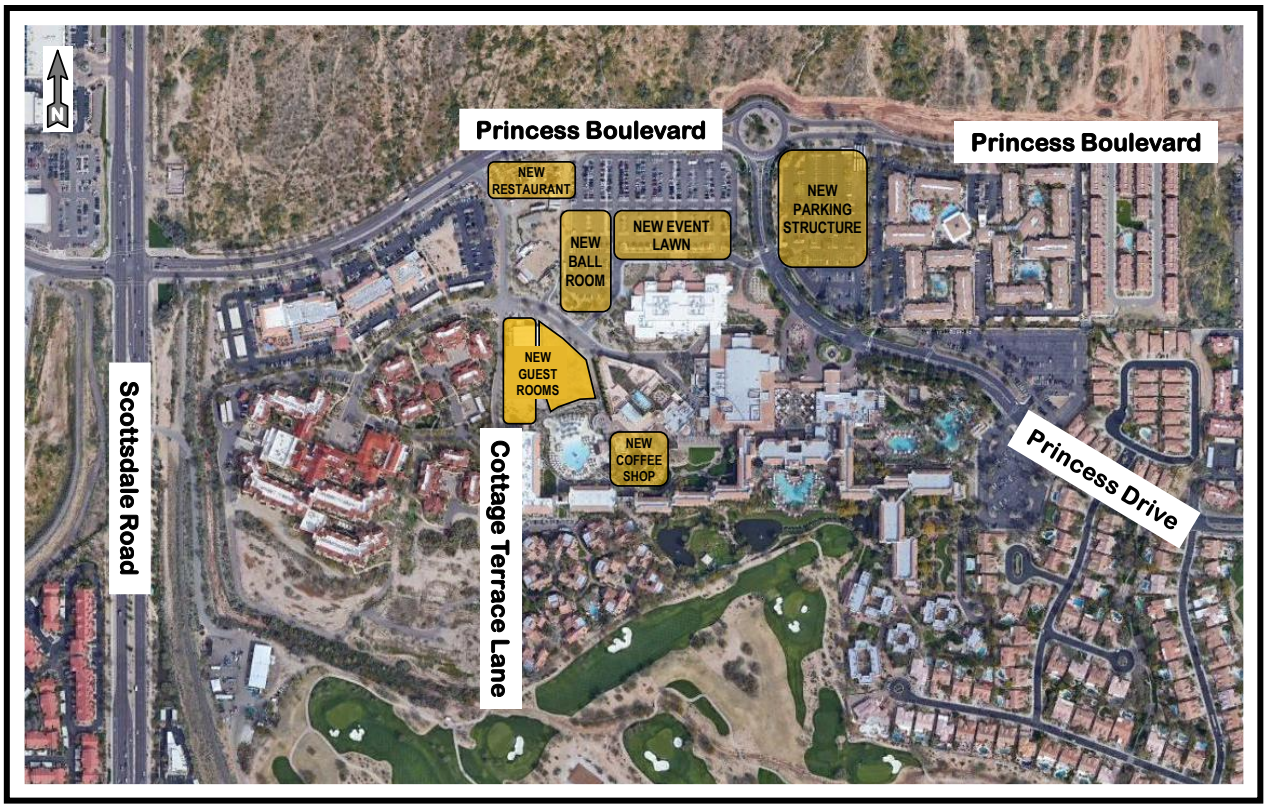

Figure 2: Fairmont Princess Renovation General Vicinity

Figure 3: Fairmont Princess Renovation Immediate Vicinity

The new ballroom, conference room, and meeting room; and new event lawn indicated in **Figure 3** will remove 336 existing parking spaces. The new parking structure indicated in **Figure 3** will remove 474 existing parking spaces. Therefore, the Scottsdale Fairmont Princess Resort Renovation will remove 810 existing parking spaces that must be replaced on the Scottsdale Fairmont Princess Resort property.

Existing Resort Room Number, Assembly Area, and Parking Spaces

The Scottsdale Fairmont Princess Resort currently includes 751 hotel rooms and 55,415 square feet of public assembly; plus 31,575 square feet of internal restaurants; 33,500 square feet of spa; and 6,523 square feet of internal retail. Currently a total of 1,638 parking spaces are provided on the Scottsdale Fairmont Princess Resort property.

Appendix A provides a 28 April 2015 City of Scottsdale-approved-site-plan excerpt indicating the required parking at that time. **Table 8** summarizes the 2015-required parking.

Table 8: 2015 Approved Required Parking

PROPERTY USE	SIZE	PARKING RATE	PARKING SPACES
Guest Rooms	751	1.25 per room	939
Conference Rooms	55,415	1 space-per-50 square feet	1,109
TOTAL			2,048
TOTAL ALLOWED AFTER 20% REDUCTION			1,638

Current City of Scottsdale Parking Requirements

On 24 March 2021, the City of Scottsdale City Council adopted the current Scottsdale Parking Code. The resolution for this revision is dated 18 May 2021. **Appendix B** is excerpts of the parking pertinent to the Scottsdale Fairmont Princess Resort. As indicated on the third page of **Appendix B**, travel accommodations require one (1) parking space for every one (1) guest room. As indicated on the fourth page of **Appendix B**, restaurants require one (1) parking space for every 120 square feet of gross square feet of floor area. As indicated on the fifth page of **Appendix B**, travel accommodations require one (1) parking space for every 50 square feet of gross square feet of floor area of conference / meeting area and (1) parking space for every 400 square feet of gross square feet of other commercial floor area.

Table 9 provides the required parking for the existing Scottsdale Fairmont Princess Resort in accordance with the current City of Scottsdale parking requirements.

Table 9: Required Parking per Current Ordinance

PROPERTY USE	ZONING CATEGORY	AREA SQUARE FEET	RATE	SPACES
Hotel Rooms	Hotel	751 rooms	1 space-per-room	751
Bourbon	Restaurant Indoor	8,481	1 space-per-120-square-feet	71
Bourbon	Restaurant Patio	1,668	1 space-per-350-square-feet	4 ****
IAK	Restaurant Indoor	3,721	1 space-per-120-square-feet	32
IAK	Restaurant Patio	1,755	1 space-per-350-square-feet	5 ****
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La Hacienda	Restaurant Patio	2,458	1 space-per-350-square-feet	7 ****
Plaza Bar	Bar Indoor	2,744	1 space-per-80-square-feet	35
Plaza Bar	Bar Patio	5,995	1 space-per-200-square-feet	29
Anna J's Women's Boutique	Retail	5,025	1 space-per-400-square-feet	13
Provisions	Retail	1,498	1 space-per-400-square-feet	4
Spa	Spa	33,500	1 space-per-400-square-feet	79 ******
All Rooms	Meeting	55,415	1 space-per-50-square-feet	1,109
TOTAL				2,179
EXISTING PARKING SPACES:				1,638
CURRENT REDUCTION OF REQUIRED TO EXISTING PARKING: (1638 - 2179) / 2179				-25%

**** Less the first 350 square feet
***** Less the first 200 square feet
****** Less the first 2000 square feet

The Scottsdale Fairmont Princess Resort has 1,638 existing parking spaces – per the 2015 City of Scottsdale approval. Therefore, the existing Resort has approximately 25% fewer parking spaces than the current parking ordinance requirement of 2,179 parking spaces.

Current Scottsdale Fairmont Princess Parking Demand

Appendix C provides the Scottsdale Fairmont Princess parking utilization for every day for calendar year 2022. These data are obtained from the daily parking records. The maximum parking during each day is recorded and separated into three (3) categories: low, typical, and high. On the low days, comprising 126 days, the parking utilization varied from 32% to 48% for eleven (11) months, with five (5) days in December at 69%. On typical days, comprising 190 days, the parking utilization varied from 61% to 81% for eleven (11) months, with four (4) days in December at 89%. For the 49 high parking utilization days, 34 of these days occurred during the Christmas at the Princess events in November and December, when parking utilization was at 103%. The remaining high utilization days over the other ten (10) months of the year varied from 72% to 103%. The parking data are also separated into valet-parked vehicles, self-parked vehicles, and employee parked vehicles.

Table 10 provides an excerpt from **Appendix C** – only the high parking utilization days. These data indicate that during November and December, for the Christmas at the Princess event, the employee parking varies from approximately one-third to approximately one-half of the employee parking for the other ten (10) months. This indicates that the Scottsdale Fairmont Princess Resort can reduce employee parking when necessary – typically through measures such as carpooling and shuttle service.

The data also reveal that valet parking spaces vary from 206 to 562 depending on necessity. Valet parking can provide more efficient use of parking spaces and travel aisles than self-parking.

Table 10: 2022 HIGH Parking Utilization Days Data

MONTH	DAYS	VALET	SELF	EMPLOYEE	TOTAL	UTILIZATION
January	1	378	353	732	1,463	89%
February	3	433	382	865	1,680	103%
March	2	378	324	843	1,545	94%
April	1	302	558	817	1,677	102%
May	1	497	380	813	1,690	103%
June	1	296	222	760	1,278	78%
July	3	562	387	732	1,681	103%
August	1	206	251	730	1,187	72%
September	1	278	351	786	1,415	86%
October	1	420	357	834	1,611	98%
November	12	474	863	350	1,687	103%
December	22	494	963	235	1,692	103%

Figure 4 through **Figure 74** provide aerial photographs of the Scottsdale Fairmont Princess Resort dated from March 2022 through 29 April 1997. **Figure 4** through **Figure 41** show the northwest parking areas on the property, while **Figure 42** through **Figure 74** show the parking areas in the southeast portion of the property. These photographs reveal that the Resort property has had an excessive parking supply for at least the last 25 years. While there is no time-of-day for each photograph, each photograph was obviously taken during daylight hours, presumably at varying times of the day.

These aerial photographs over 25 years each reveal a similar relatively low parking occupancy. None of the photographs indicate high parking utilization. These aerial photographs confirm that the existing parking supply is greater than necessary to accommodate the existing parking demand.

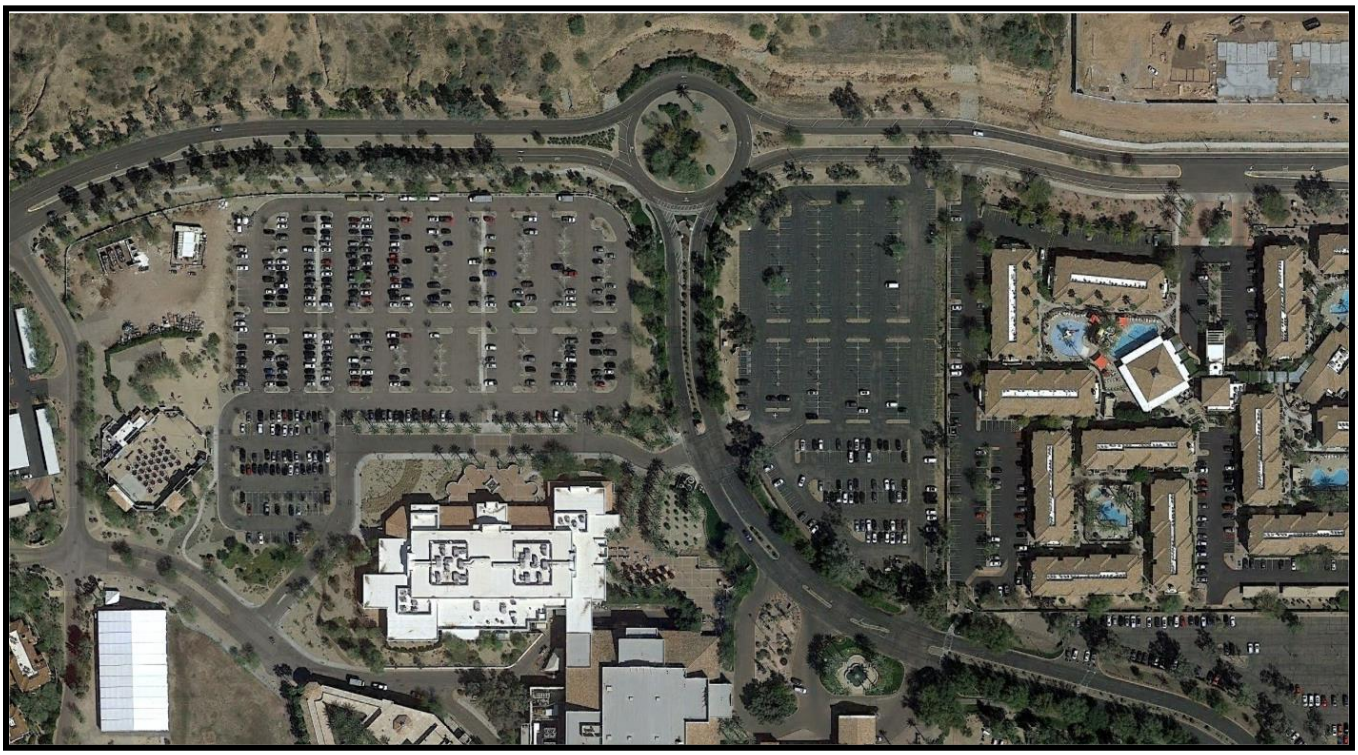

Figure 4: Northwest Resort Property Aerial Photograph, 3 – ?? – 2022

Figure 5: Northwest Resort Property Aerial Photograph, 2 – 11 – 2022, Friday

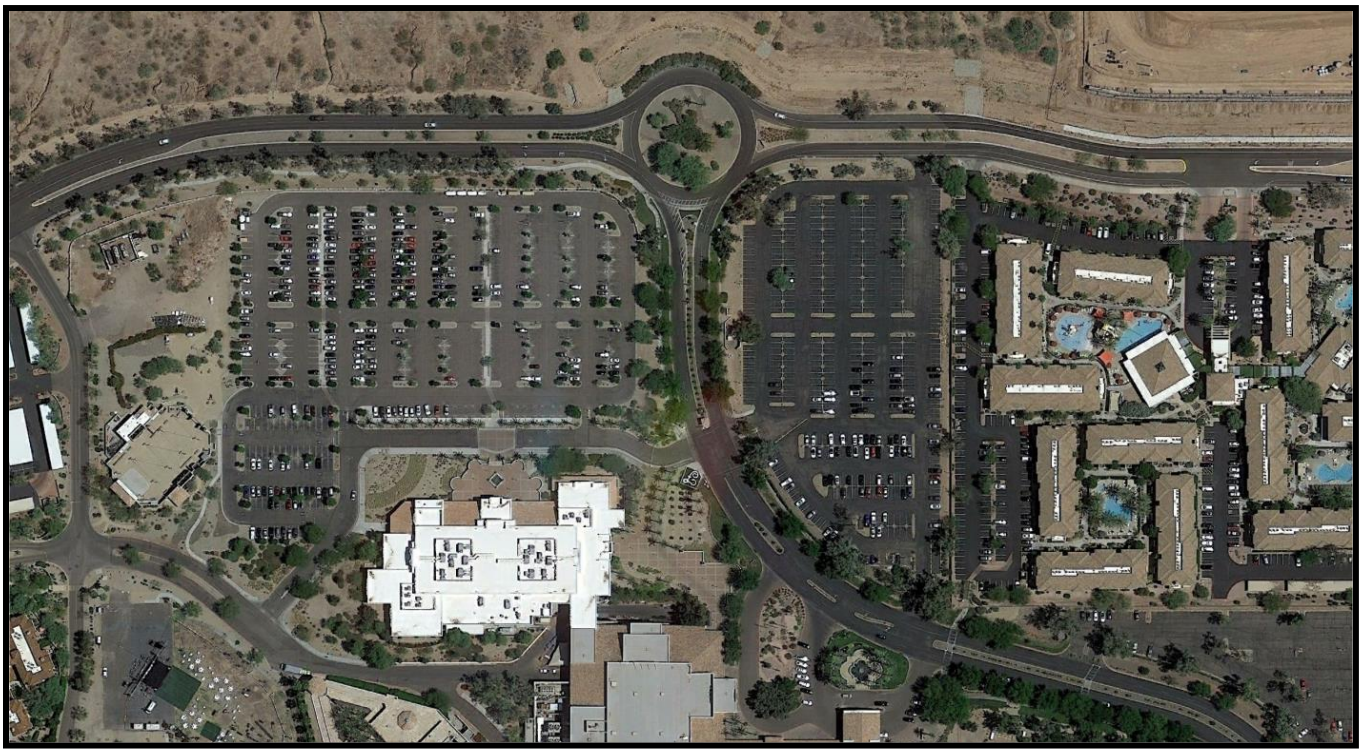

Figure 6: Northwest Resort Property Aerial Photograph, 5 – 21 – 2021, Friday

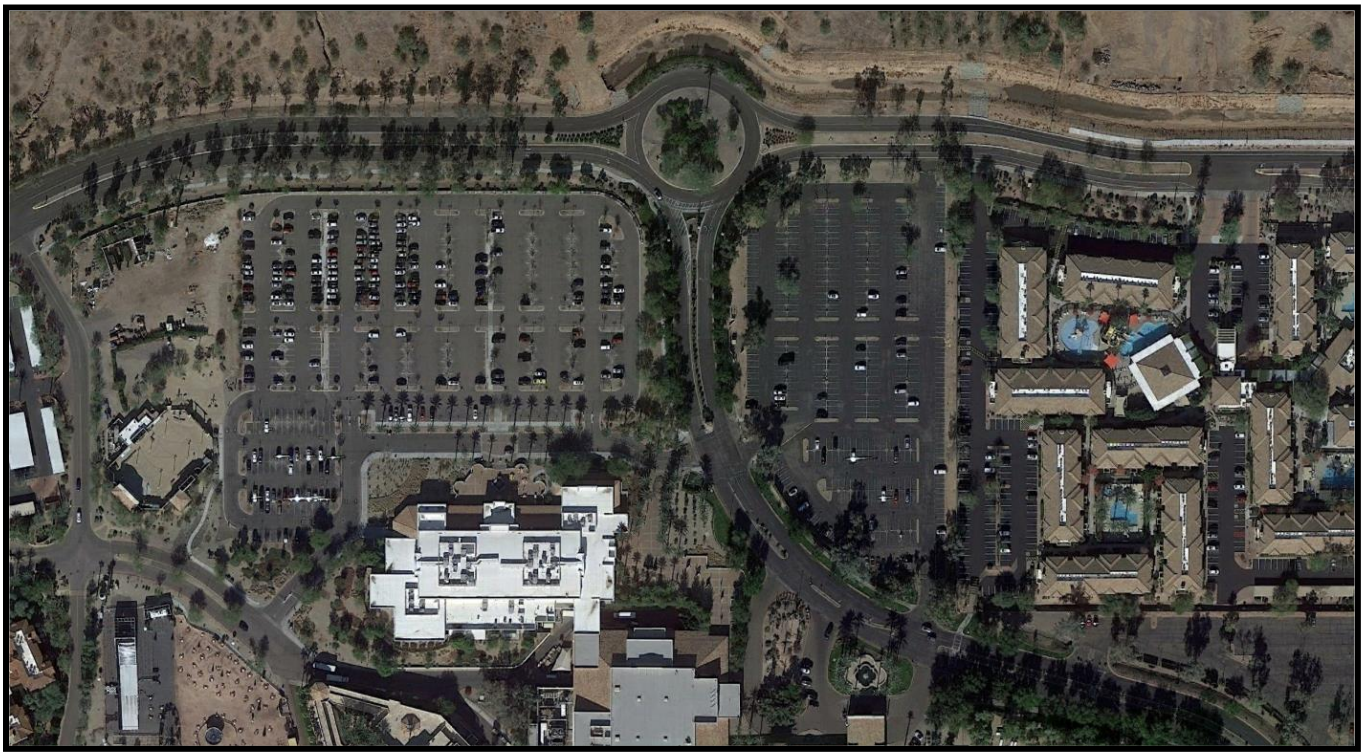

Figure 7: Northwest Resort Property Aerial Photograph, 12 – 17 – 2020, Thursday

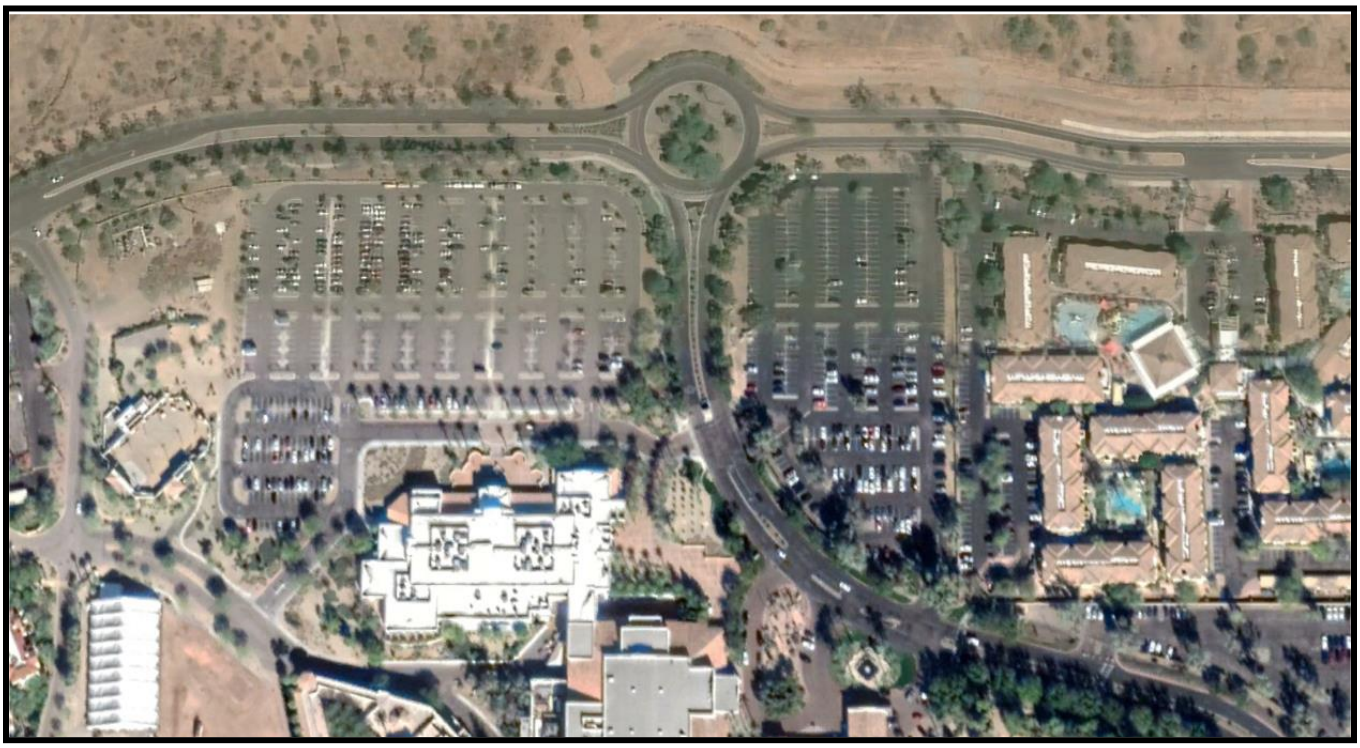

Figure 8: Northwest Resort Property Aerial Photograph, 9 – 6 – 2020, Sunday

Figure 9: Northwest Resort Property Aerial Photograph, 1 – 17 – 2020, Tuesday

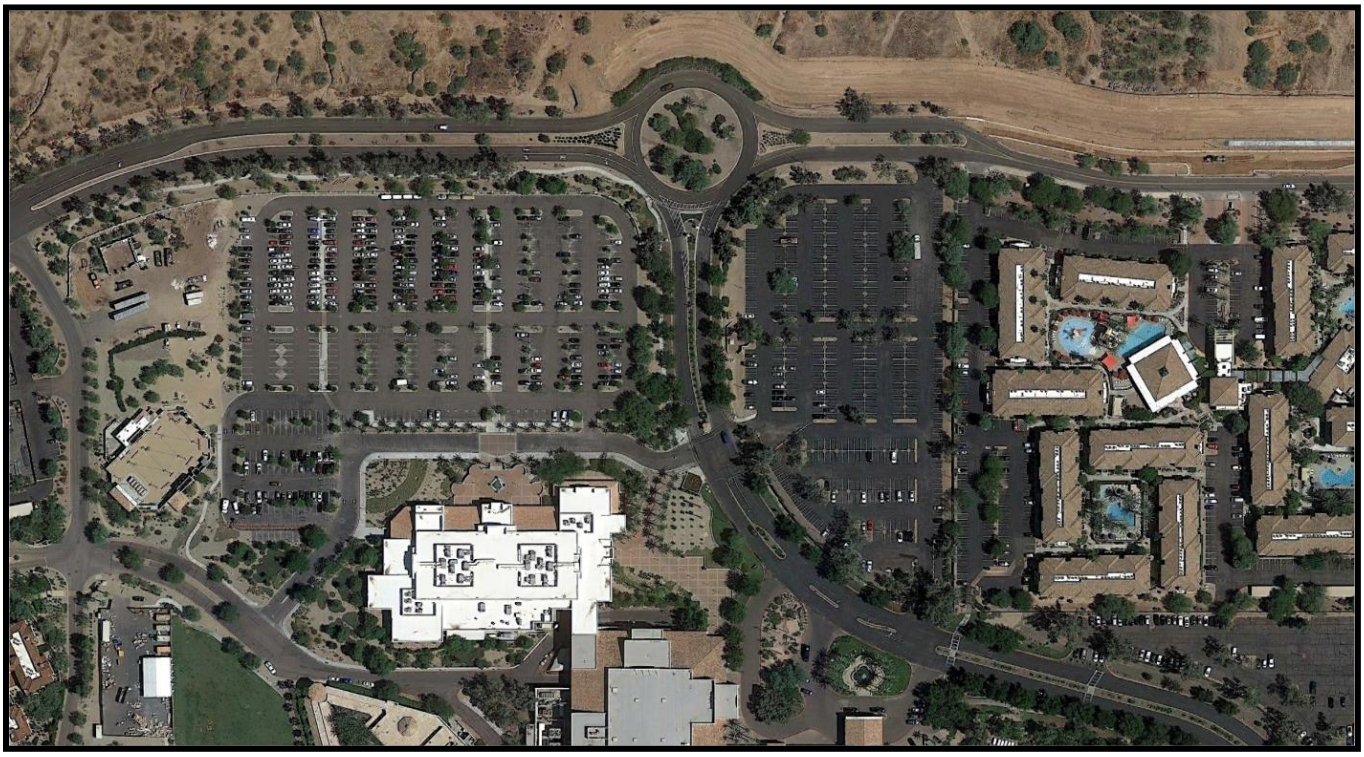

Figure 10: Northwest Resort Property Aerial Photograph, 8 – 12 – 2019, Monday

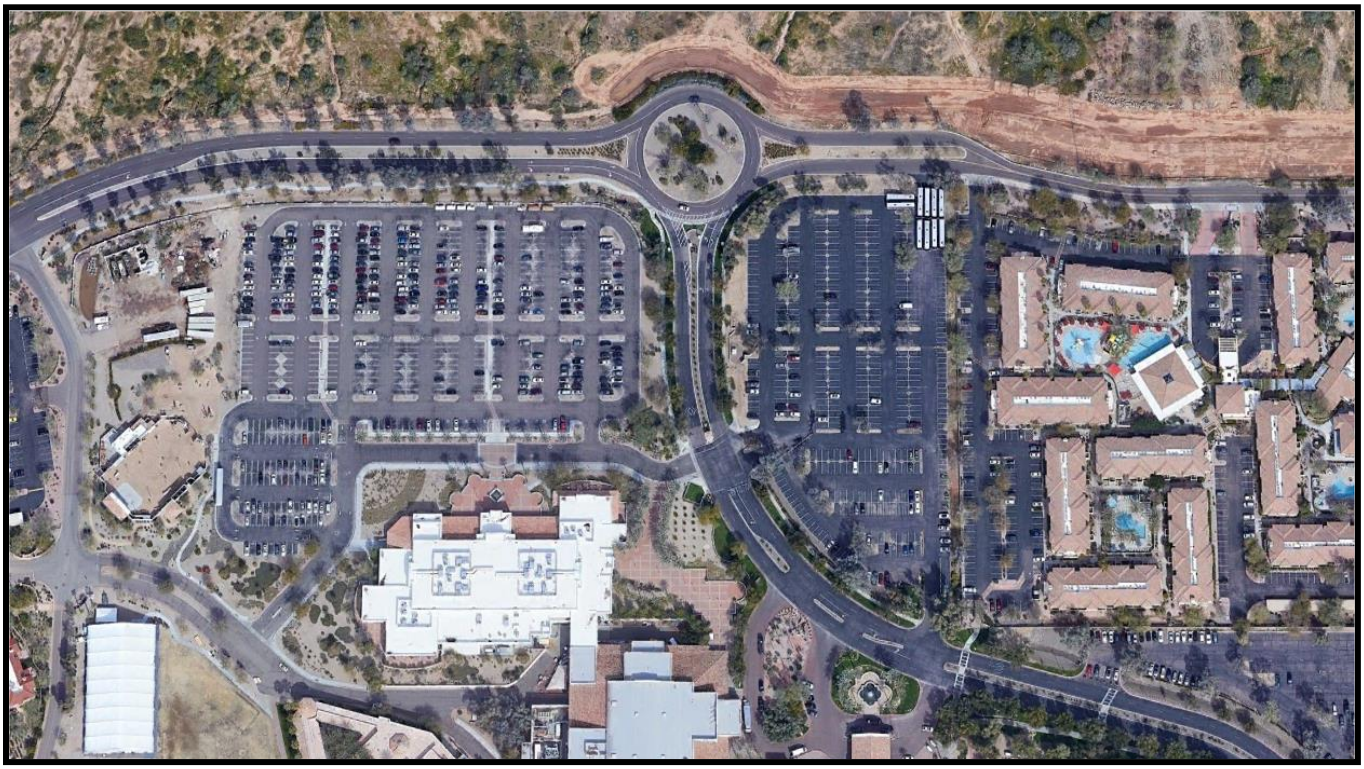

Figure 11: Northwest Resort Property Aerial Photograph, 2 – 23 – 2019, Saturday

Figure 12: Northwest Resort Property Aerial Photograph, 8 – 28 – 2018, Tuesday

Figure 13: Northwest Resort Property Aerial Photograph, 10 – 4 – 2016, Tuesday

Figure 14: Northwest Resort Property Aerial Photograph, 1 – 12 – 2016, Tuesday

Figure 15: Northwest Resort Property Aerial Photograph, 1 – 11 – 2016, Monday

Figure 16: Northwest Resort Property Aerial Photograph, 3 – 15 – 2015, Sunday

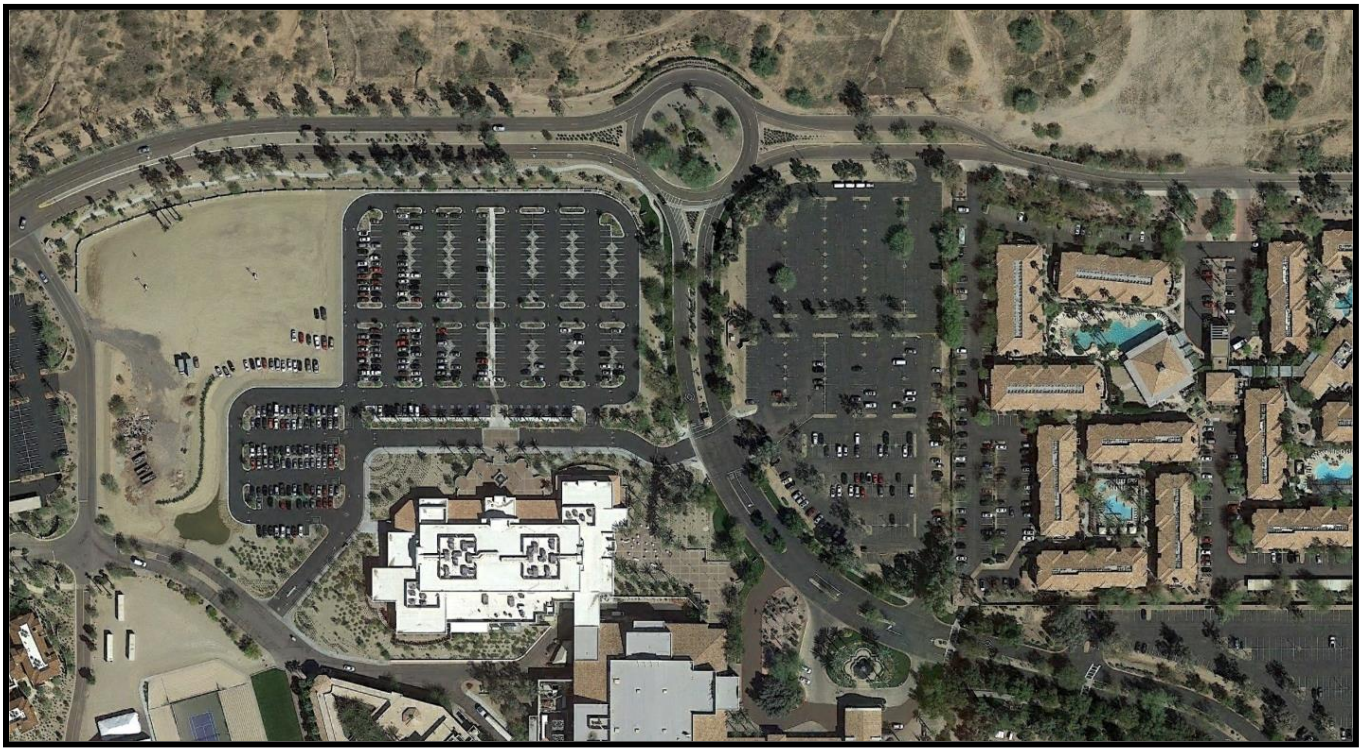

Figure 17: Northwest Resort Property Aerial Photograph, 3 – 7 – 2014, Friday

Figure 18: Northwest Resort Property Aerial Photograph, 3 – 13 – 2013, Wednesday

Figure 19: Northwest Resort Property Aerial Photograph, 6 – 8 – 2012, Friday

Figure 20: Northwest Resort Property Aerial Photograph, 5 – 26 – 2012, Saturday

Figure 21: Northwest Resort Property Aerial Photograph, 3 – 3 – 2011, Thursday

Figure 22: Northwest Resort Property Aerial Photograph, 6 – 4 – 2010, Friday

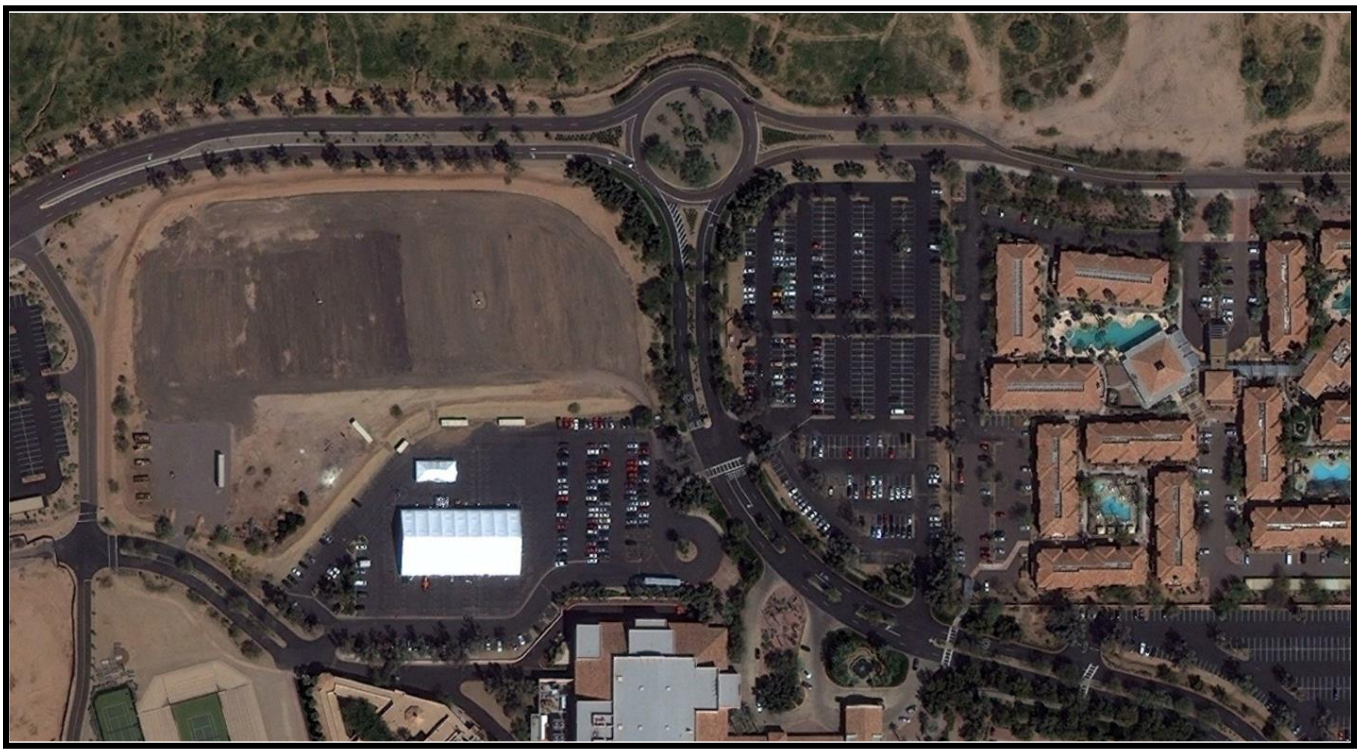

Figure 23: Northwest Resort Property Aerial Photograph, 3 – 13 – 2010, Saturday

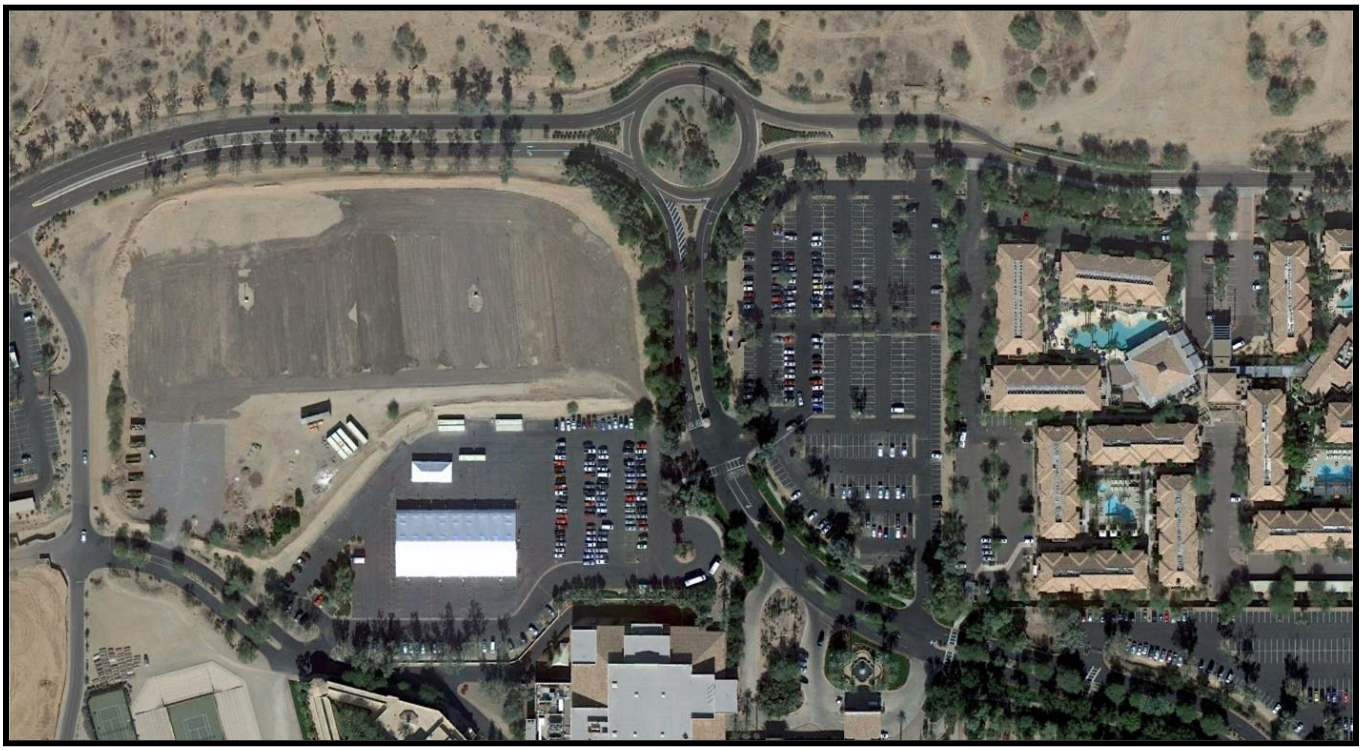

Figure 24: Northwest Resort Property Aerial Photograph, 11 – 19 – 2009, Thursday

Figure 25: Northwest Resort Property Aerial Photograph, 6 – 7 – 2007, Thursday

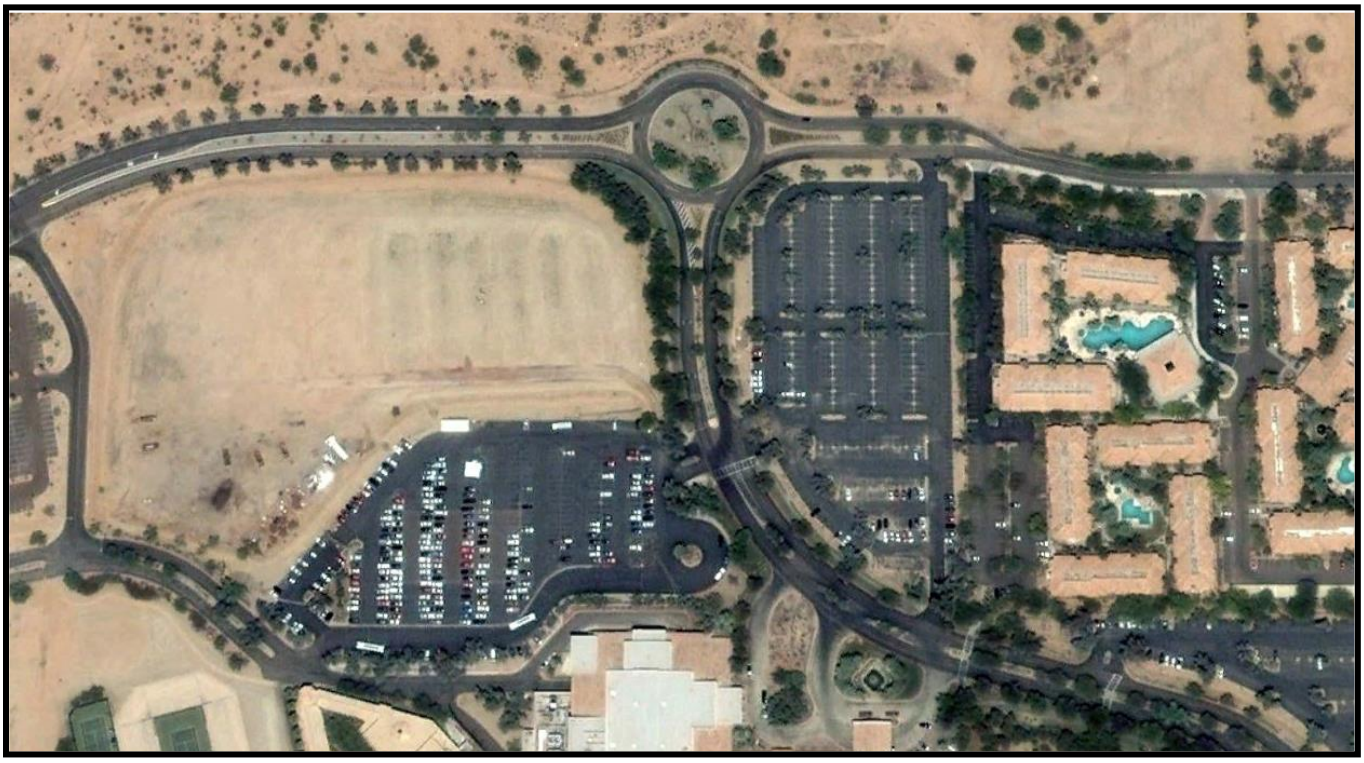

Figure 26: Northwest Resort Property Aerial Photograph, 5 – 23 – 2007, Wednesday

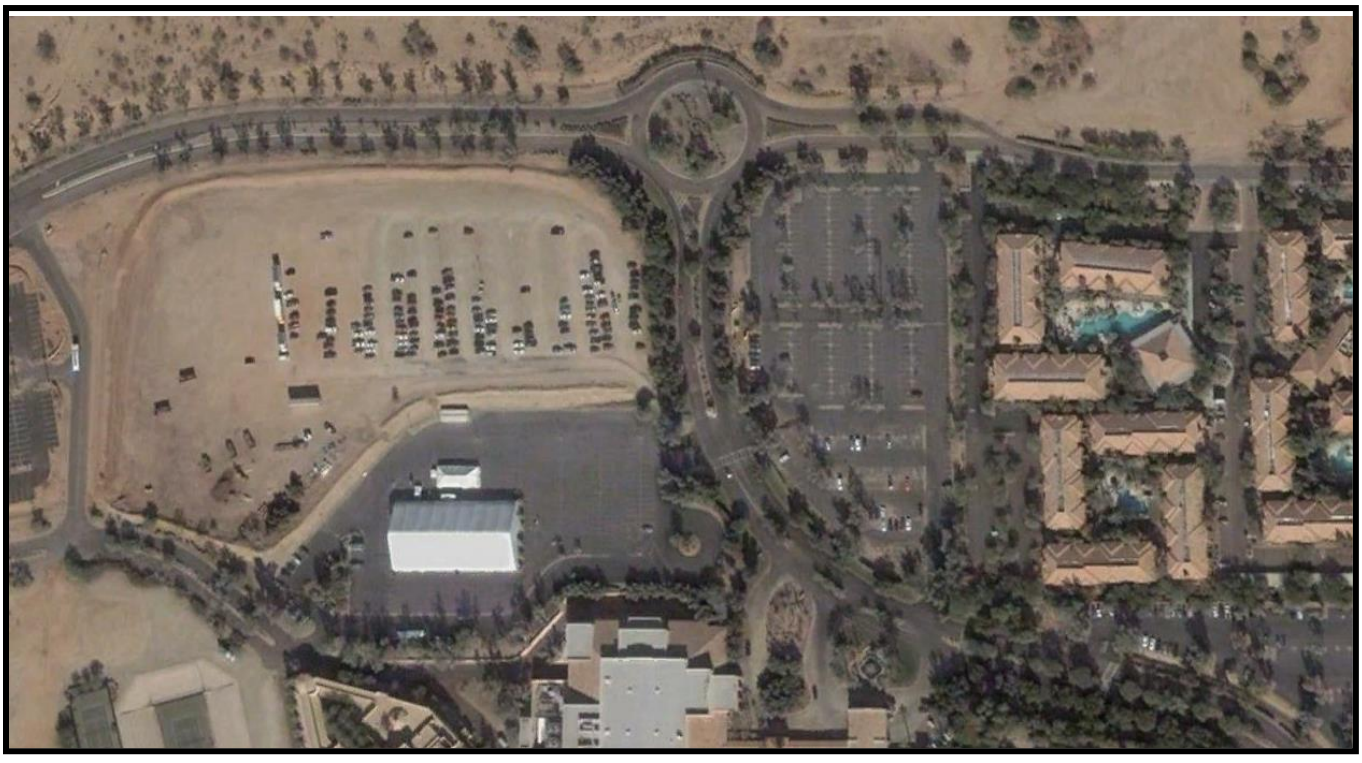

Figure 27: Northwest Resort Property Aerial Photograph, 12 – 12 – 2006, Tuesday

Figure 28: Northwest Resort Property Aerial Photograph, 10 – 6 – 2006, Friday

Figure 29: Northwest Resort Property Aerial Photograph, 9 – 18 – 2006, Monday

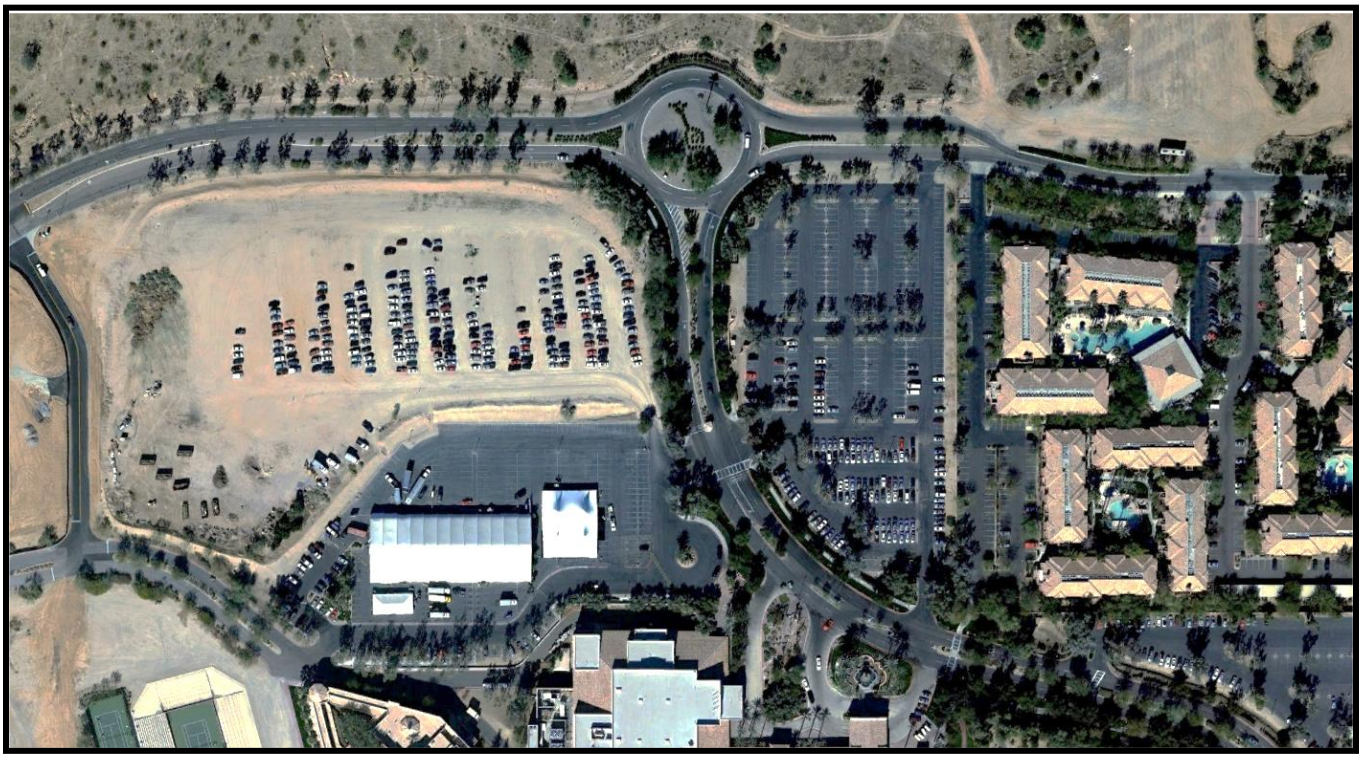

Figure 30: Northwest Resort Property Aerial Photograph, 10 – 31 – 2005, Monday

Figure 31: Northwest Resort Property Aerial Photograph, 10 – 8 – 2005, Saturday

Figure 32: Northwest Resort Property Aerial Photograph, 7 – 10 – 2005, Sunday

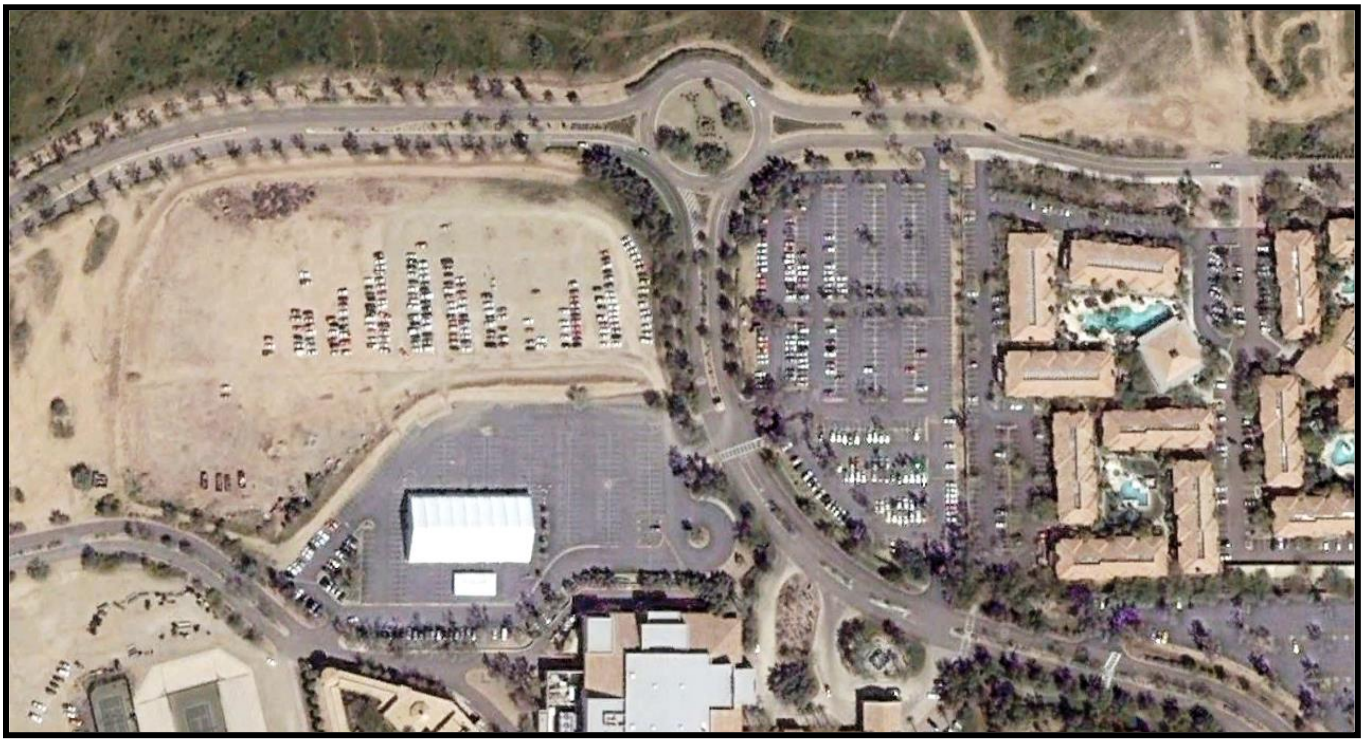

Figure 33: Northwest Resort Property Aerial Photograph, 3 – 12 – 2005, Saturday

Figure 34: Northwest Resort Property Aerial Photograph, 10 – 7 – 2004, Thursday

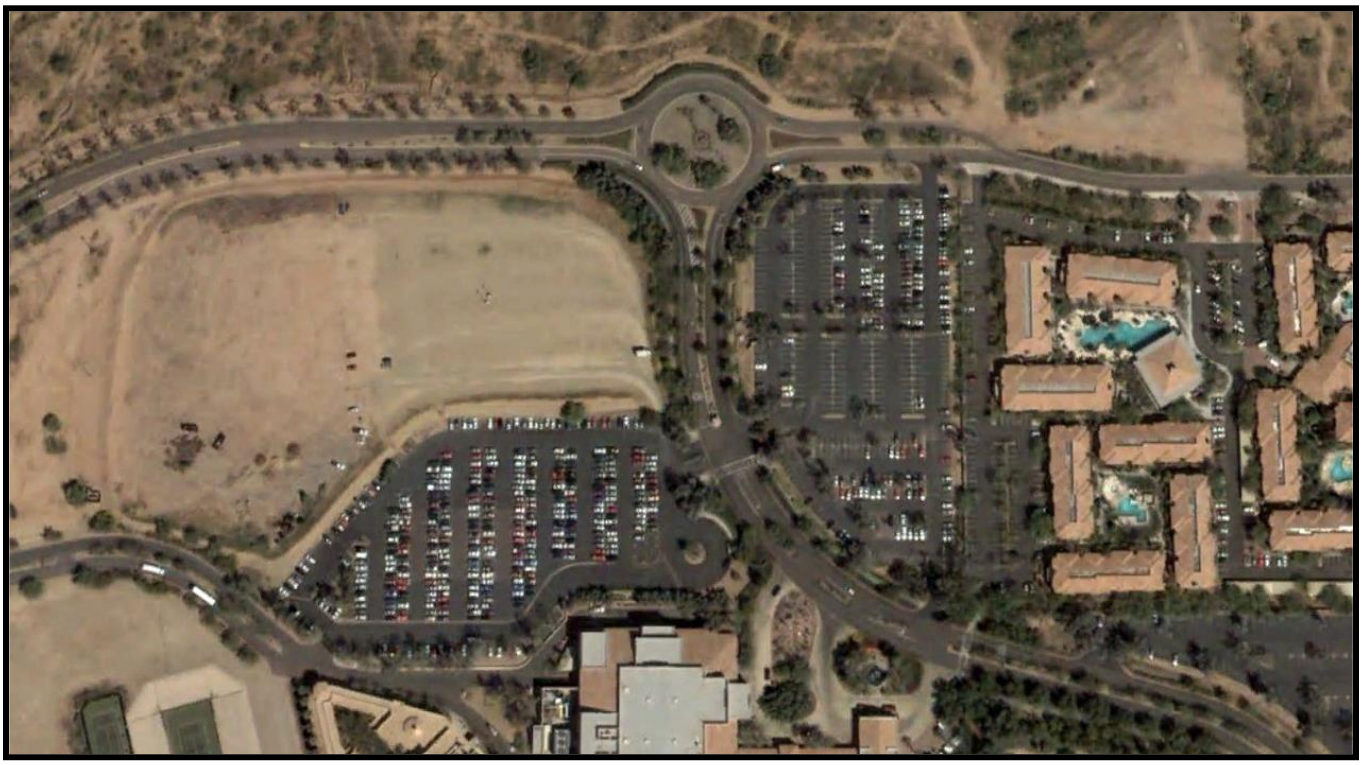

Figure 35: Northwest Resort Property Aerial Photograph, 4 – 21 – 2004, Wednesday

Figure 36: Northwest Resort Property Aerial Photograph, 4 – 16 – 2004, Friday

Figure 37: Northwest Resort Property Aerial Photograph, 12 – 31 – 2003, Wednesday

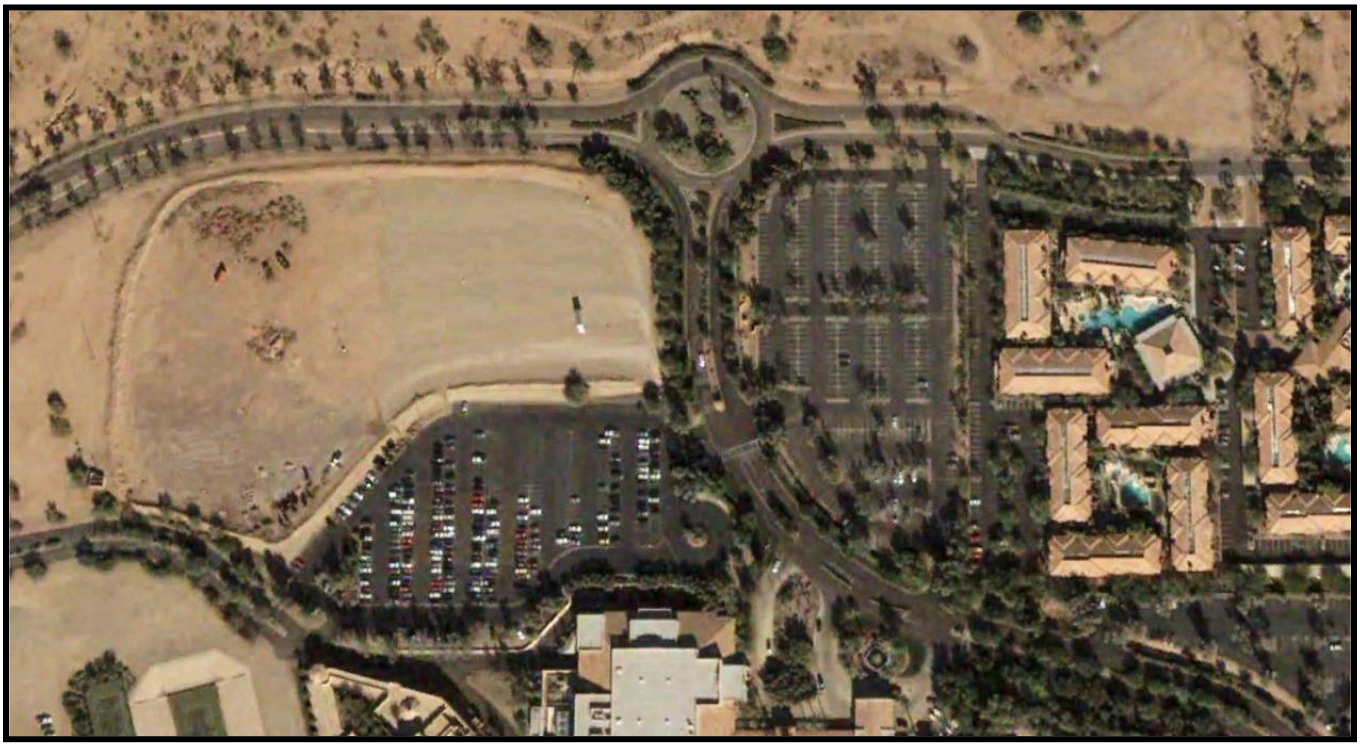

Figure 38: Northwest Resort Property Aerial Photograph, 1 – 9 – 2003, Thursday

Figure 39: Northwest Resort Property Aerial Photograph, 7 – 2 – 2002, Monday

Figure 40: Northwest Resort Property Aerial Photograph, 4 – 1 – 2002, Monday

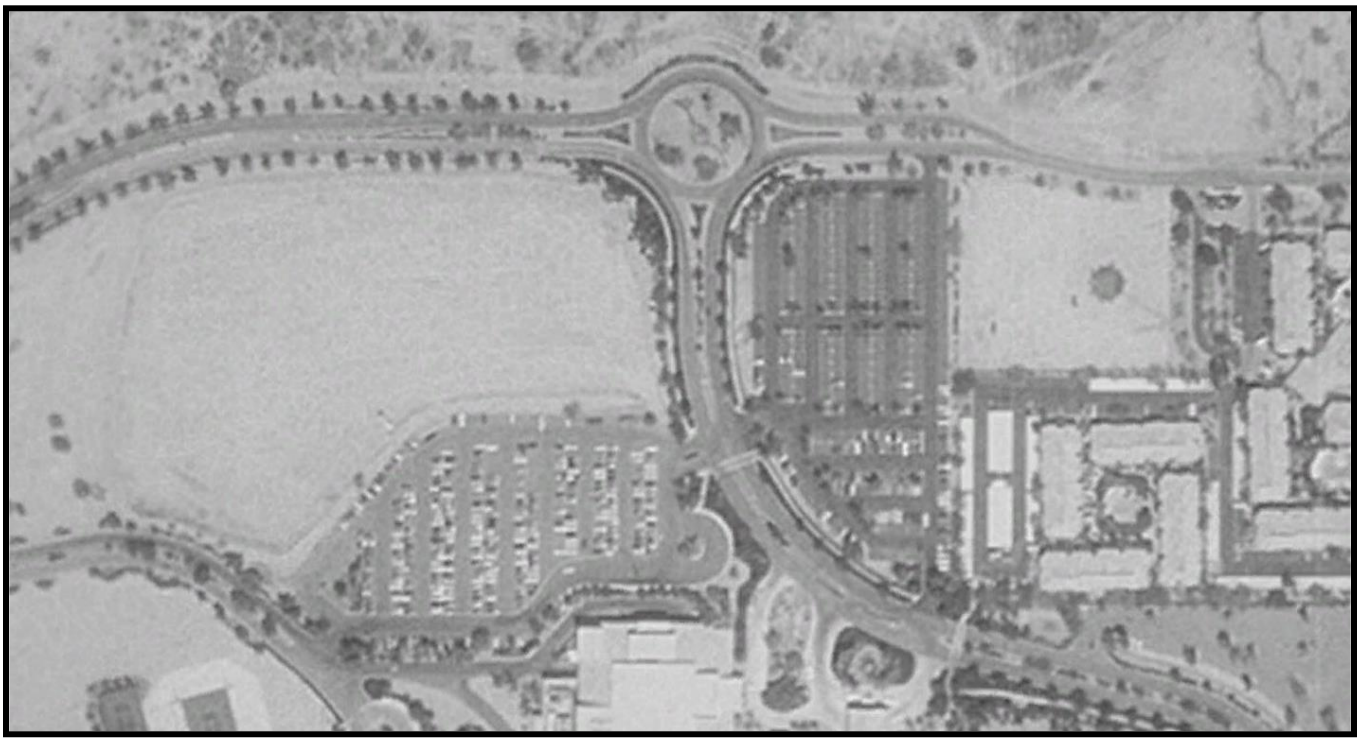

Figure 41: Northwest Resort Property Aerial Photograph, 4 – 29 – 1997, Tuesday

Figure 42: Southeast Resort Property Aerial Photograph, 3 – ?? – 2022

Figure 43: Southeast Resort Property Aerial Photograph, 2 – 11 – 2022, Friday

Figure 44: Southeast Resort Property Aerial Photograph, 5 – 22 – 2021, Saturday

Figure 45: Southeast Resort Property Aerial Photograph, 12 – 17 – 2020, Thursday

Figure 46: Southeast Resort Property Aerial Photograph, 1 – 17 – 2020, Friday

Figure 47: Southeast Resort Property Aerial Photograph, 8 – 12 – 2019, Monday

Figure 48: Southeast Resort Property Aerial Photograph, 2 – 23 – 2019, Saturday

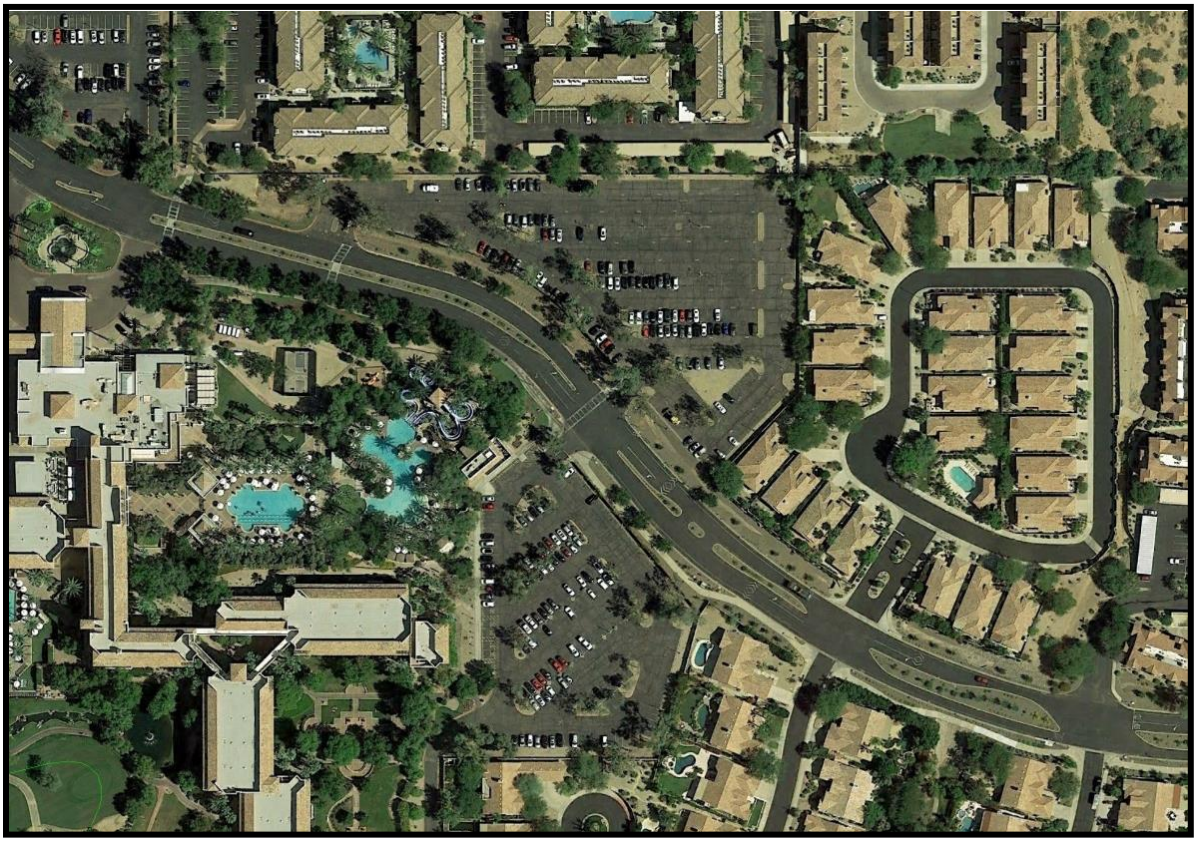

Figure 49: Southeast Resort Property Aerial Photograph, 8 – 28 – 2018, Tuesday

Figure 50: Southeast Resort Property Aerial Photograph, 2 – 24 – 2018, Saturday

Figure 51: Southeast Resort Property Aerial Photograph, 10 – 4 – 2016, Tuesday

Figure 52: Southeast Resort Property Aerial Photograph, 1 – 12 – 2016, Tuesday

Figure 53: Southeast Resort Property Aerial Photograph, 3 – 15 – 2015, Sunday

Figure 54: Southeast Resort Property Aerial Photograph, 3 – 07 – 2014, Friday

Figure 55: Southeast Resort Property Aerial Photograph, 3 – 13 – 2013, Wednesday

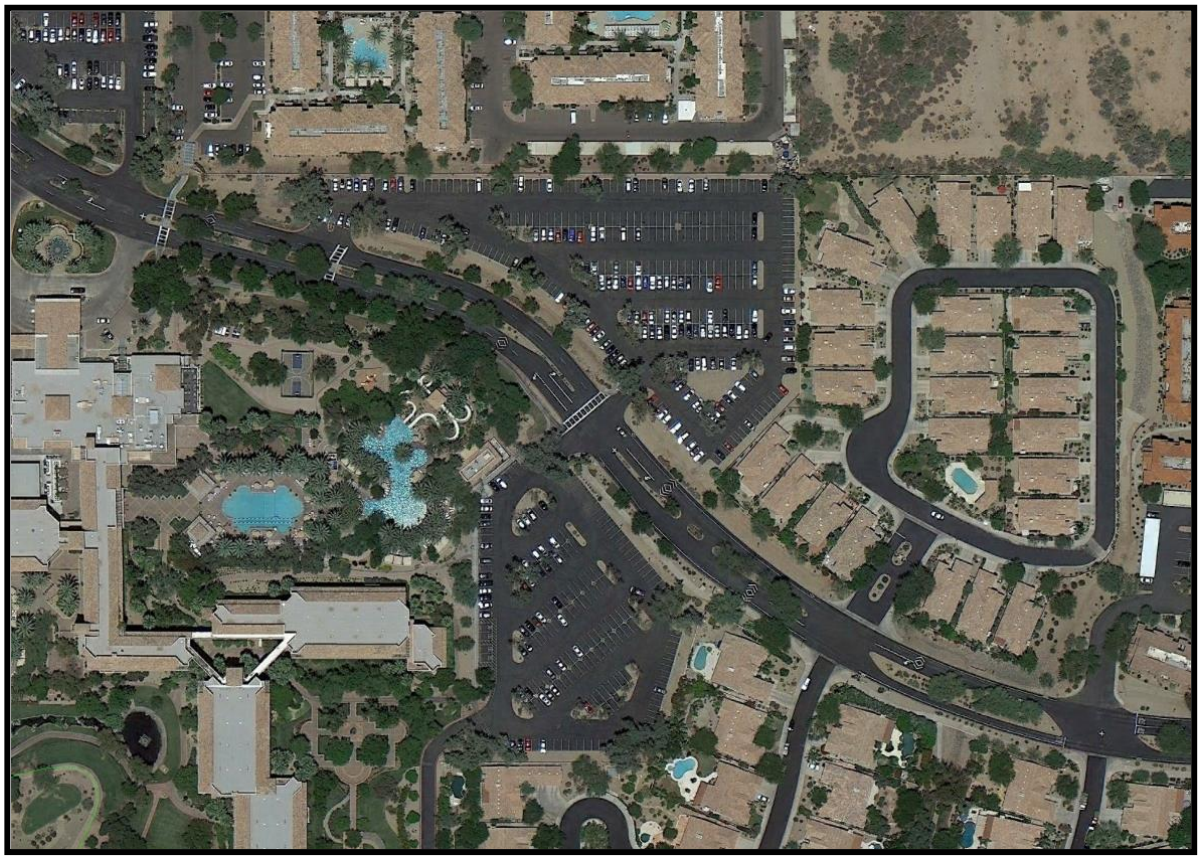

Figure 56: Southeast Resort Property Aerial Photograph, 6 – 8 – 2012, Friday

Figure 57: Southeast Resort Property Aerial Photograph, 5 – 26 – 2012, Saturday

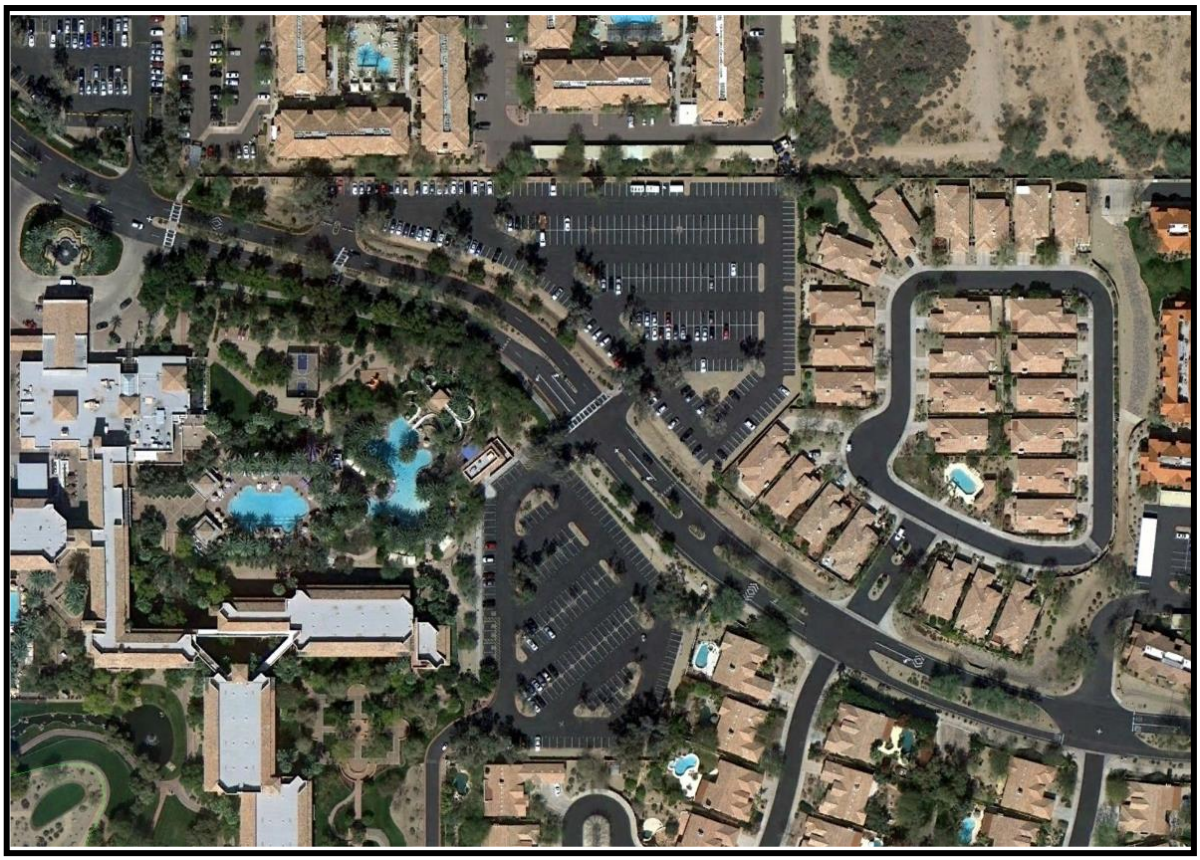

Figure 58: Southeast Resort Property Aerial Photograph, 3 – 3 – 2011, Thursday

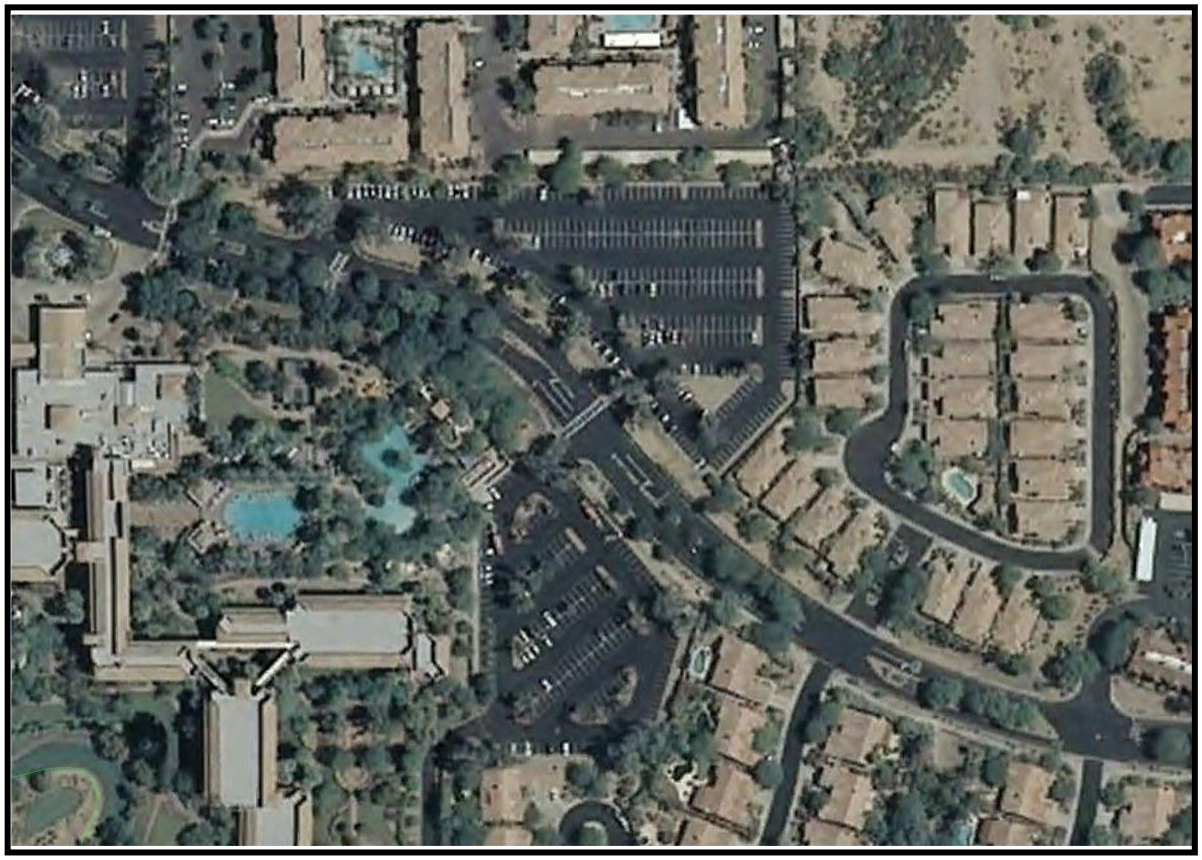

Figure 59: Southeast Resort Property Aerial Photograph, 6 – 4 – 2010, Friday

Figure 60: Southeast Resort Property Aerial Photograph, 3 – 13 – 2010, Saturday

Figure 61: Southeast Resort Property Aerial Photograph, 11 – 19 – 2009, Thursday

Figure 62: Southeast Resort Property Aerial Photograph, 6 – 7 – 2007, Thursday

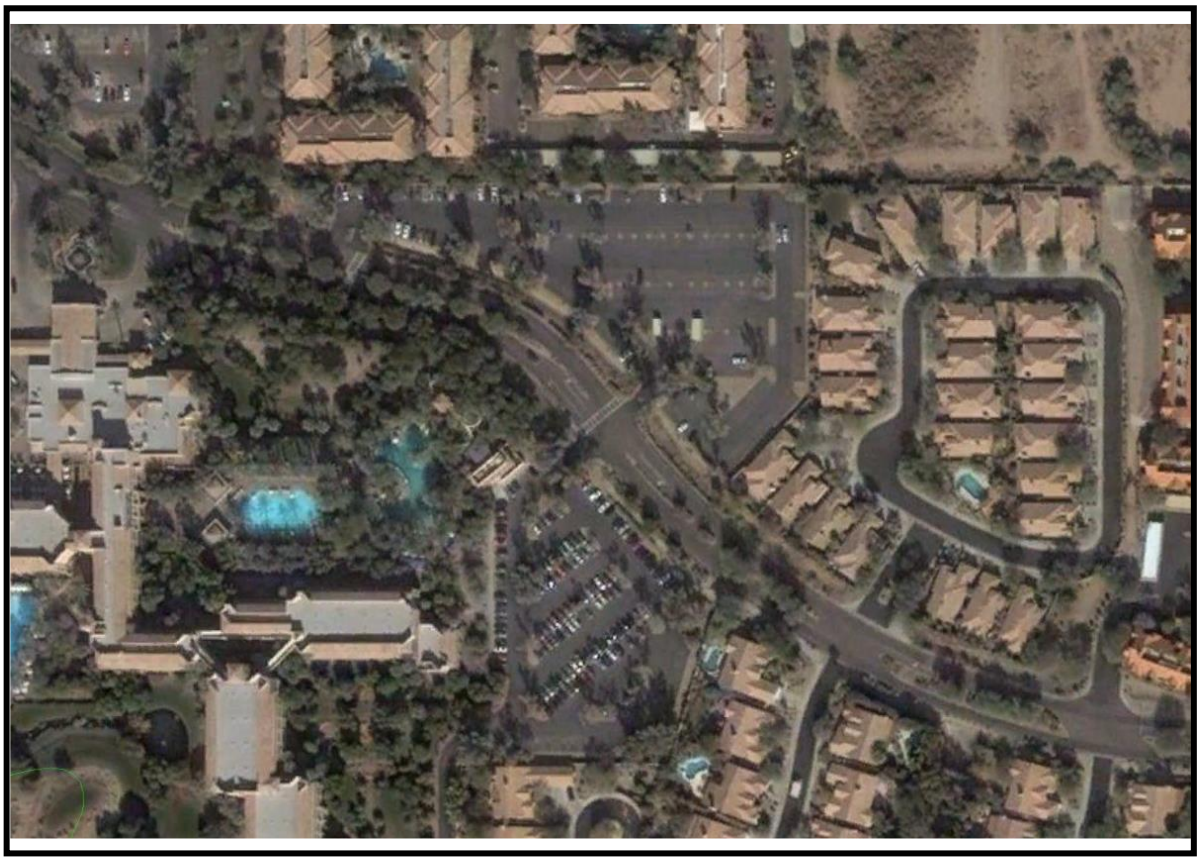

Figure 63: Southeast Resort Property Aerial Photograph, 12 – 12 – 2006, Tuesday

Figure 64: Southeast Resort Property Aerial Photograph, 10 – 6 – 2006, Friday

Figure 65: Southeast Resort Property Aerial Photograph, 9 – 18 – 2006, Monday

Figure 66: Southeast Resort Property Aerial Photograph, 10 – 31 – 2005, Monday

Figure 67: Southeast Resort Property Aerial Photograph, 3 – 12 – 2005, Saturday

Figure 68: Southeast Resort Property Aerial Photograph, 10 – 7 – 2004, Thursday

Figure 69: Southeast Resort Property Aerial Photograph, 4 – 21 – 2004, Wednesday

Figure 70: Southeast Resort Property Aerial Photograph, 4 – 16 – 2004, Friday

Figure 71: Southeast Resort Property Aerial Photograph, 1 – 9 – 2003, Thursday

Figure 72: Southeast Resort Property Aerial Photograph, 7 – 2 – 2002, Monday

Figure 73: Southeast Resort Property Aerial Photograph, 4 – 1 – 2002, Monday

Figure 74: Southeast Resort Property Aerial Photograph, 4 – 29 – 1997, Tuesday

Proposed Scottsdale Fairmont Princess Renovation Parking Demand

The primary purpose of the Scottsdale Fairmont Princess Resort renovation is to increase the available ballroom, conference room, and meeting room area to become commensurate with the existing and proposed hotel guest room number.

The ratio of existing ballroom, conference room, and meeting room area to hotel guest room number is approximately 74 square-feet-per-hotel-room. With the renovation, this ratio for the entire Scottsdale Fairmont Princess Resort of existing ballroom, conference room, and meeting room area to hotel guest room number will become approximately 95 square-feet-per-hotel-room. The larger ballroom, conference room, and meeting room area will allow the Scottsdale Fairmont Princess Resort to better serve their hotel guest room number.

Parking Requirements for Existing Fairmont Scottsdale Princess Resort

The parking requirements for the existing Fairmont Scottsdale Princess Resort, in accordance with current Scottsdale parking requirements (provided in **Appendix B**) were determined. **Table 11** summarizes the parking requirements for the existing Resort.

Table 11: Existing Resort Parking Requirement with Current Parking Code

PROPERTY USE	ZONING CATEGORY	AREA SQUARE FEET	RATE	SPACES
Hotel Rooms	Hotel	751 rooms	1 space-per-room	751
Bourbon	Restaurant Indoor	8,481	1 space-per-120-square-feet	71
Bourbon	Restaurant Patio	1,668	1 space-per-350-square-feet	4 ****
IAK	Restaurant Indoor	3,721	1 space-per-120-square-feet	32
IAK	Restaurant Patio	1,755	1 space-per-350-square-feet	5 ****
La Hacienda	Restaurant Indoor	4,753	1 space-per-120-square-feet	40
La Hacienda	Restaurant Patio	2,458	1 space-per-350-square-feet	7 ****
Plaza Bar	Bar Indoor	2,744	1 space-per-80-square-feet	35
Plaza Bar	Bar Patio	5,995	1 space-per-200-square-feet	29
Anna J's Women's Boutique	Retail	5,025	1 space-per-400-square-feet	13
Provisions	Retail	1,498	1 space-per-400-square-feet	4
Spa	Spa	33,500	1 space-per-400-square-feet	79 ******
All Rooms	Meeting	55,415	1 space-per-50-square-feet	1,109
TOTAL				2,179
EXISTING PARKING SPACES:				1,638
CURRENT REDUCTION OF REQUIRED TO EXISTING PARKING: (1638 - 2179) / 2179				-25%

**** Less the first 350 square feet
***** Less the first 200 square feet
****** Less the first 2000 square feet

The existing Resort has 1,638 parking spaces; therefore, the existing Resort has a 25% reduction in parking compared to the current City of Scottsdale code required parking of 2,179 spaces.

Code-Required Parking for Fairmont Scottsdale Princess Renovations

The parking requirements for only the proposed renovations to Fairmont Scottsdale Princess Resort, in accordance with current Scottsdale parking requirements (provided in **Appendix B**), were determined. **Table 12** summarizes the parking requirements for the proposed renovations.

Table 12: Resort Renovation Parking Requirement with Current Parking Code

PROPERTY USE	ZONING CATEGORY	AREA SQUARE FEET	RATE	SPACES
NEW Hotel Rooms	Hotel	198 rooms	1 space-per-room	198
NEW Italian	Restaurant Interior	10,000	1 space-per-120-square-feet	84
NEW Italian	Restaurant Patio	6,500	1 space-per-350-square-feet	18 ****
NEW Roasterie	Restaurant Interior	4,500	1 space-per-120-square-feet	38
NEW Roasterie	Restaurant Patio	6,000	1 space-per-350-square-feet	17 ****
All NEW Rooms	Meeting	35,000	1 space-per-50-square-feet	700 ******
TOTAL				1,055

**** Less the first 350 square feet
****** Less the first 2000 square feet

Fairmont Scottsdale Princess Resort Specific Characteristics

In 2019, the calendar year prior to the covid-influenced travel reduction, the Scottsdale Fairmont Princess Resort reported that approximately 27% of Scottsdale Fairmont Princess Resort hotel room guests arrived in personal or rented vehicles that were parked on the Resort property. The remaining 73% of Scottsdale Fairmont Princess Resort hotel room guests arrived by some type of shared vehicle that was not parked on Resort property. The shared vehicles were hotel shuttle, taxi, ride-share, or similar transportation methods.

Therefore, only 27% of Scottsdale Fairmont Princess Resort hotel guests require parking spaces. For hotel guests, of the 198 additional guest rooms, (43 additional guest rooms were previously approved by Case# 5-ZN-2015 but never constructed, and therefore 155 of these additional guest rooms are new with the current request), only 54 guest rooms require the code-required parking space of 54 parking spaces.

Appendix D is a memorandum from Kelly Henderson, Director of Meetings & Events for the Scottsdale Fairmont Princess Resort. This memorandum states that the non-public area (foyers, pre-function area, back-of-house, service areas) are not available for public use. These areas are ancillary to the public assembly areas and necessary to serve the attendees of functions in the ballroom, conference rooms, and meeting rooms. These non-public areas do not generate a need for parking spaces.

Appendix E provides the details of the conference and meeting room use by type of event and by month in 2019, the calendar year prior to the covid-influenced travel reduction. These data reveal that, during the typical (11) eleven months of the year, a minimum of 92% of Scottsdale Fairmont Princess Resort ballroom, conference room, and meeting room attendees were also hotel guests. The remaining maximum of 8% of Scottsdale Fairmont Princess Resort ballroom, conference room, and meeting room attendees were not Scottsdale Fairmont Princess Resort hotel guests. The month of December was an exception, when more events included more non-hotel-room guests, representing 31% of ballroom, conference room, and meeting room attendees. As indicated in **Appendix C** and **Table 10**, during December, the Scottsdale Fairmont Princess Hotel operates differently to reduce employee parking and increase valet parking.

The Fairmont Princess estimates that 50% of the clientele at the new restaurant will be hotel or conference room guests. Therefore, only 50% of the restaurant clientele will require parking spaces. The City of Scottsdale parking ordinance requires restaurants outside of Old Town to have one parking space for every 120 square of restaurant area. The ordinance also requires one parking space for every 350 square feet of patio area, excluding the first 350 square feet of patio area.

All of the coffee shop (Roasterie) traffic is assumed to be guests of other functions on the Scottsdale Fairmont Princess property or residents within walking distance. As stated previously and indicated in **Figure 2**, the Roasterie is deep within the resort, behind other buildings, and generally difficult to access from a road or parking area. **Figure 75** provides a focused aerial photograph of the Roasterie location. There are no parking spaces near the Roasterie, therefore, all clientele will walk from other locations on the resort property or the nearby residences.

Figure 75: Fairmont Princess New Roasterie Location

Recognizing the specific aspects of the Fairmont Scottsdale Princess Resort, the parking requirements for only the proposed renovations were adjusted. **Table 13** summarizes the adjustment results and provides the parking recommendation for the Resort Renovations.

Table 13: Resort Renovation Parking Recommendation

PROPERTY USE	ZONING CATEGORY	AREA SQUARE FEET	RATE	SPACES
NEW Hotel Rooms	Hotel	54 rooms *	1 space-per-room	54
NEW Italian	Restaurant Interior	5,000 **	1 space-per-120-square-feet	42
NEW Italian	Restaurant Patio	3,250 **	1 space-per-350-square-feet	10 ****
NEW Italian	Restaurant Interior	4,500		0
NEW Italian	Restaurant Patio	6,000		0
All NEW Meeting Rooms	Meeting	2,800 ***	1 space-per-50-square-feet	56 ******
TOTAL				162

* Assuming 27% of hotel guests use a parking space
** Assuming 50% of diners currently on-property
*** Assuming 92% of conference room users in hotel guest rooms
**** Less the first 350 square feet
***** Less the first 2000 square feet

The existing Resort has 1,638 parking spaces, and therefore with the Resort Renovations recommended parking spaces, the Resort will have a total of 1,800 parking spaces. The recommended Renovated Resort parking spaces is 1,800 compared to the 3,250 parking spaces that would be required if the entire Renovated Resort were required to adhere to the current parking code. Therefore, the recommended parking spaces is a reduction of 45% from the code-required parking.

Scottsdale Four Seasons Resort Required and Existing Parking

The only resort in the City of Scottsdale similar to the Fairmont Scottsdale Princess, in terms of luxury, amenities, conference-room-area-to-hotel-room ratio, and isolation is the Four Seasons Resort, south of Dynamite Boulevard and west of Alma School Road. (The Four Seasons has 171 square feet of conference room area-to-hotel-guest-room, approximately double the Fairmont Princess ratio with the renovation.) **Table 14** summarizes the Four Seasons parking requirements in accordance with the current City of Scottsdale code.

Table 14: Four Seasons Resort Renovations Parking Recommendation

PROPERTY USE	ZONING CATEGORY	AREA SQUARE FEET	RATE	SPACES
Hotel Rooms	Hotel	210 rooms	1 space-per-room	210
All Restuarants	Restaurant	9,400	1 space-per-120-square-feet	79
All Rooms	Meeting	35,920	1 space-per-50-square-feet	719
Spa	Commercial	9,000	1 space-per-400-square-feet	18 ******
TOTAL		54,320		1,026
EXISTING PARKING SPACES:				593
REDUCTION OF EXISTING TO REQUIRED: (593 - 1026) / 1026				-42%

***** Less the first 2000 square feet

The Four Seasons Resort currently has 593 parking spaces, which is a 42% reduction from the current code requirement of 1,026 parking spaces.

Recommended Parking for Fairmont Scottsdale Princess Renovations

For the renovation of 198 rooms; 35,000 square feet of ballroom, conference room, and meeting room area; 16,500 square feet of restaurant; and 10,500 square feet of coffee shop; 162 additional parking spaces are necessary. **Table 15** summarizes the Scottsdale Fairmont Princess Resort Renovation required parking.

Table 15: Princess Renovations Parking Recommendation

LAND USE	RECOMMENDED PARKING
198 Hotel Guest Rooms @ 27%	54
35,000 SF Conference @ 8%	56
16,500 SF Restaurant @ 50%	52
TOTAL	162

The recommended additional 162 parking spaces plus the 810 existing parking spaces to be removed and replaced, require a minimum of 972 new parking spaces.

Scottsdale Fairmont Princess Existing and Required Parking

The Scottsdale Fairmont Princess Resort entire property currently has 1,638 parking spaces. With the renovation, the entire property will have 1,800 parking spaces. Therefore, a sufficient parking surplus will exist.

Appendix A

2015 Scottsdale Fairmont Princess Most Recent Approved Required Parking

2015 DEVELOPMENT DATA EXCERPT PERTAINING TO PARKING REQUIREMENTS

STRATEGIC

Hotels & Resorts

DEVELOPMENT DATA:

PARCEL ADDRESS:
7575 E PRINCESS BLVD
SCOTTSDALE, ARIZONA 85255

PREVIOUS ZONING CASES:
135-ZN-1985, 57-ZN-1986, 63-ZN-1987, 14-ZN-1988, 60-ZN-1992 AND 1-ZN-2003

LEGAL DESCRIPTION:
SEE TITLE REPORT

ASSESSORS MAP:
215-08-693, 215-08-694, 215-08-695, 215-08-003C, 215-08-755

QUARTER SECTION:
SECTION 35, TOWNSHIP 4 NORTH, RANGE 4 EAST, OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, AZ

ZONING: C-2 / PCD

TOTAL SITE ACREAGE:
ENTIRETY OF 5 LOTS: 2,891,712 S.F. / 66.38 ACRES

UNIT COUNTS: PARCEL B ONLY

GOLD VILLAS:	119 UNITS
CASITAS:	69 UNITS
HOTEL ROOMS - EXISTING:	461 UNITS
HOTEL ROOMS - NEW:	102 UNITS
HOTEL ROOMS - FUTURE:	43 UNITS
MAX UNITS:	794 UNITS

PARKING REQUIREMENTS:

PARKING REQUIRED	
119 CASITAS	119x1.25 = 149 SPACES
530 GUEST ROOMS (EXISTING)	530 x 1.25 = 663 SPACES
102 GUEST ROOMS (NEW)	102 x 1.25 = 127 SPACES
ALL BALLROOMS/CONF/ MTS	55,415 / 50 = 1,109 SPACES
TOTAL PARKING REQUIRED BEFORE PARKING MASTER PLAN REDUCTION:	2,048 SPACES
PARKING REQUIRED AFTER 20% REDUCTION:	2,048 x .80 = 1,638 SPACES
PARKING PROVIDED:	
EXISTING PARKING TO REMAIN	1,503 SPACES
EXISTING PARKING TO BE REMOVED	- 22 SPACES
NEW PARKING ADDED	+134 SPACES
TOTAL PARKING	1,638 SPACES
ADA STALLS REQUIRED:	1638 x 2% = 33
EXISTING ADA STALLS	31 STALLS
NEW ADA STALLS	2 STALLS
TOTAL ADA STALLS	33 STALLS

Appendix B

Scottsdale Parking Code Excerpts Pertinent to Scottsdale Princess

Sec. 9.103. - Parking requirements.

A. *General requirement.* Except as provided in Sections 9.103.B, 9.104, 9.107, and 9.108, and subsections therein, each use of land shall provide the number of parking spaces indicated for that use in Table 9.103.A. and Section 9.105.

B. *Requirement in the Downtown Area.* Except as provided in Sections 9.104, 9.107, and 9.108, and subsections therein each use of land in the Downtown Area shall provide the number of parking spaces indicated for that use in Table 9.103.b. and Section 9.105. Those uses that are not specifically listed in Table 9.103.B. shall provide the number of parking spaces indicated for that use in Table 9.103.A.

C. *Required bicycle parking.* Every principal and accessory use of land which is required to provide at least forty (40) vehicular parking spaces shall be required to provide bicycle parking spaces at a rate of one (1) bicycle parking space per every ten (10) required vehicular parking spaces; and after July 9, 2010, new development shall provide, at a minimum, two (2) bicycle parking spaces. No use shall be required to provide more than one hundred (100) bicycle parking spaces.

   1. Subject to the approval of the Zoning Administrator, in the Downtown Area, bicycle parking spaces may be provided within a common location that is obvious and convenient for the bicyclist, does not encroach into adjacent pedestrian pathways or landscape areas, and the location shall be open to view for natural surveillance by pedestrians. Such common bicycle parking areas shall be subject to the approval of the Zoning Administrator.

D. *Bicycle parking facilities design.* Required bicycle parking facilities shall, at a minimum, provide a stationary object to which the bicyclist can lock the bicycle frame and both wheels with a user provided U-shaped lock or cable and lock. The stationary object shall generally conform to the Design Standards & Policies Manual. The Zoning Administrator may approve alternative designs. Bicycle lockers and other high security bicycle parking facilities, if provided, may be granted parking credits pursuant to Section 9.104.C., Credit for bicycle parking facilities.

E. *Calculating required parking for transportation facilities.* Required parking for park and ride lots and major transfer centers shall be determined by the Zoning Administrator. Subject to the Design Standards & Policies Manual and the following criteria:

   1. Goals of the City with regard to transit ridership along the route on which the transportation facility is located.
   2. Distance from other transportation facilities with parking.

F. *Fractions shall be rounded.*

   1. When any calculation for the required parking results in a fraction of a parking space, the fraction shall be rounded up to the next greater whole number.
   2. When any calculation for the provided parking results in a fraction of a parking space, the

fraction shall be rounded down to the next greater whole number.

3. When any calculation of a Parking P-3 District credit, improvement district credit, or in-lieu parking credit results in a fraction of a credit, the fraction shall not be rounded.

G. *Interpreting requirements for analogous uses.* The Zoning Administrator shall determine the number of spaces required for analogous uses. In making this determination, the Zoning Administrator shall consider the following:

1. The number of parking spaces required for a use listed in Table 9.103.A., or Table 9.103.B., that is similar to the proposed use;
2. An appropriate variable by which to calculate parking for the proposed use; for example, building square footage or number of employees;
3. Parking data from the same use on a different site or from a similar use on a similar site;
4. Parking data from professional publications such as those published by the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI);

H. *Additional requirements for company vehicles.* When parking spaces are used for the storage of vehicles or equipment used for delivery, service and repair, or other such use, such parking spaces shall be provided in addition to those otherwise required by this Zoning Ordinance. Before a building permit is issued the number of spaces to be used for vehicle storage shall be shown on the plans. Unless additional spaces are provided in excess of the required number of spaces, no vehicles in addition to that number shall be stored on the site.

———

Table 9.103.A. Schedule of Parking Requirements	
Amusement parks	Three (3) spaces per hole for any miniature golf course, plus one (1) space per three thousand (3,000) square feet of outdoor active recreation space, plus any additional spaces required for ancillary uses such as but not limited to game centers and pool halls.

Residential health care facilities	A. Specialized care facilities—0.7 parking space for each bed. B. Minimal care facilities—1.25 parking spaces for each dwelling unit.
Restaurants with live entertainment	A. When live entertainment limited to the hours that a full menu is available, and the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per one hundred twenty (120) square feet of gross floor area; and B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor public floor area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor patio area is excluded. C. When live entertainment is not limited to the hours that a full menu is available, and/or the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per sixty (60) square feet of gross floor area, plus patio requirements above.
Restaurants	A. One (1) parking space per one hundred twenty (120) square feet of gross floor area; and B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor patio area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) square gross feet of outdoor patio area is excluded.

Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in PNC, PCC, PCP, PRC, or PUD zoning districts	One (1) space per ten (10) seats.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in other districts	One (1) parking space per four (4) seats.
Trailhead - gateway	Five hundred (500) to six hundred (600) spaces, including those for tour buses and horse trailers.
Trailhead - local	None required.
Trailhead - major community	Two hundred (200) to three hundred (300) spaces, including those for horse trailers.
Trailhead - minor community	Fifty (50) to one hundred (100) spaces.
Transportation facilities	Required parking shall be determined by the Zoning Administrator per Section 9.103.E., Calculating required parking for transportation facilities.
Transportation uses	Parking spaces required shall be determined by the Zoning Administrator.
Travel accommodations	One (1.0) parking spaces for each one (1) guest room or dwelling unit.

Travel accommodations with conference and meeting facilities, or similar facilities, and/or additional commercial uses within the same development project	The travel accommodation requirements above. Plus: A. One (1) parking space for every five (5) seats, if seats are fixed, and/or B. One (1) parking space for fifty (50) square feet of gross floor area of conference/meeting area, and/or C. Bar, cocktail lounge, tavern, after hours, restaurants, and live entertainment uses shall provide parking in accordance with parking requirements herein this table. D. All other commercial uses. One (1) parking space for every four hundred (400) square feet of gross floor area. Exception: No additional parking shall be required for the first 2,000 square feet of associated commercial uses or meeting facilities.
Vehicle leasing, rental, or sales (parking plans submitted for vehicle sales shall illustrate the parking spaces allocated for each of A, B, and C.)	A. One employee parking space per 200 square feet of gross floor area, B. One employee parking space per 20 outdoor vehicular display spaces, and C. One patron parking space per 20 outdoor vehicular display spaces.
Veterinary services	One (1) space per three hundred (300) square feet gross floor area.

Appendix C

2022 Scottsdale Fairmont Princess Parking Utilization

FSP PARKING ANNUAL REPORT	2022	# PARKING	1,638	% PARKED	65%

ANNUAL AVERAGE	VALET CARS	SELF CARS	STAFF CARS	TOTAL CARS	# DAYS	DAILY AVE
	91,409	113,303	184,873	389,586	365	1,067

LOW	VALET CARS	SELF CARS	STAFF CARS	TOTAL CARS	% PARKED	# OF DAYS
January	130	118	279	528	32%	21
February	229	197	330	756	46%	12
March	196	236	322	754	46%	4
April	188	180	312	681	42%	2
May	168	125	310	603	37%	9
June	139	104	290	533	33%	21
July	170	127	279	576	35%	15
August	143	117	279	540	33%	18
September	186	217	300	703	43%	9
October	223	220	319	762	46%	4
November	250	321	216	787	48%	6
December	307	675	145	1,127	69%	5
Average	194	220	282	696	42%	126
Extended	24,383	27,615	35,397	87,396		

TYPICAL	VALET CARS	SELF CARS	STAFF CARS	TOTAL CARS	% PARKED	# OF DAYS
January	184	236	615	1,035	63%	9
February	284	290	727	1,301	79%	13
March	276	280	709	1,265	77%	25
April	266	369	687	1,322	81%	27
May	237	252	684	1,173	72%	21
June	196	163	639	998	61%	8
July	239	257	615	1,111	68%	13
August	202	184	614	1,000	61%	12
September	175	284	661	1,120	68%	20
October	189	289	702	1,179	72%	26
November	362	592	350	1,304	80%	12
December	401	819	235	1,455	89%	4
Average	251	335	603	1,189	73%	190
Extended	47,662	63,562	114,604	225,828		

PEAK	VALET CARS	SELF CARS	STAFF CARS	TOTAL CARS	% PARKED	# OF DAYS
January	378	353	732	1,463	89%	1
February*	433	382	865	1,680	103%	3
March	378	324	843	1,545	94%	2
April*	302	558	817	1,677	102%	1
May*	497	380	813	1,690	103%	1
June	296	222	760	1,278	78%	1
July*	562	387	732	1,681	103%	3
August	206	251	730	1,187	72%	1
September	278	351	786	1,415	86%	1
October*	420	357	834	1,611	98%	1
November*	474	863	350	1,687	103%	12
December*	494	963	235	1,692	103%	22
Average	393	449	708	1,550	95%	49
Extended	19,363	22,126	34,872	76,362		

*SPECIAL EVENTS = Phoenix Open, Ky Derby, Freedom Fest, Brunches, Halloween, Christmas

Appendix D

Scottsdale Fairmont Princess Conference Room Ancillary Area Use Statement

Fairmont
SCOTTSDALE PRINCESS

June 9, 2022

RE: Service Area Usage

To Whom It May Concern:
Please allow this memo to serve as verification of the usage of back-of-house spaces and service areas.

- Back of House areas are shared among all Event Space and Venues
- Service Corridors are used for colleagues to move Resort Equipment, Food & Beverage, Materials, and Inventory between Venues
- Back of House Space is not rented to outside organizations for usage by guests
- Colleagues working in back of house spaces are not isolated to one area as staffing is shared among groups and spaces

Please allow me to answer any other questions you may have regarding back of house and service areas.

Kelly L Henderson
Director of Meetings & Events
Fairmont Scottsdale Princess

Appendix E

2019 Scottsdale Fairmont Princess Conference Room Guest Use

SCOTTSDALE FAIRMONT PRINCESS HOTEL CONFERENCE AND MEETING ROOM USE IN 2019

BREAKFAST	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
Non-Hotel Guests	481	263	890	69	139	35	40	81	601	24	257	914	3,794
Hotel Guests	8,714	6,689	9,406	7,148	9,164	5,081	2,205	3,407	8,615	11,281	8,221	5,951	85,882
Total	9,195	6,952	10,296	7,217	9,303	5,116	2,245	3,488	9,216	11,305	8,478	6,865	89,676
Non-Hotel Guests	5%	4%	9%	1%	1%	1%	2%	2%	7%	0%	3%	13%	4%
Hotel Guests	95%	96%	91%	99%	99%	99%	98%	98%	93%	100%	97%	87%	96%

LUNCH	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
Non-Hotel Guests	807	613	199	2,203	790	55	88	211	121	396	1,075	1,877	8,435
Hotel Guests	8,625	6,317	6,274	4,232	8,854	4,602	2,196	2,999	9,275	9,396	6,379	2,981	72,130
Total	9,432	6,930	6,473	6,435	9,644	4,657	2,284	3,210	9,396	9,792	7,454	4,858	80,565
Non-Hotel Guests	9%	9%	3%	34%	8%	1%	4%	7%	1%	4%	14%	39%	10%
Hotel Guests	91%	91%	97%	66%	92%	99%	96%	93%	99%	96%	86%	61%	90%

DINNER	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
Non-Hotel Guests	335	285	567		769	47	16	64	68	1,387	531	1,827	5,896
Hotel Guests	6,358	5,673	7,688	4,615	4,513	4,273	1,685	1,966	5,052	8,589	4,309	1,347	56,068
Total	6,693	5,958	8,255	4,615	5,282	4,320	1,701	2,030	5,120	9,976	4,840	3,174	61,964
Non-Hotel Guests	5%	5%	7%	0%	15%	1%	1%	3%	1%	14%	11%	58%	10%
Hotel Guests	95%	95%	93%	100%	85%	99%	99%	97%	99%	86%	89%	42%	90%

RECEPTIONS	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
Non-Hotel Guests	1,200	120	165		50		516		55	500	264	3,949	6,819
Hotel Guests	8,155	2,134	764	3,546	4,766	955	785	1,963	2,991	7,270	3,367	2,815	39,511
Total	9,355	2,254	929	3,546	4,816	955	1,301	1,963	3,046	7,770	3,631	6,764	46,330
Non-Hotel Guests	13%	5%	18%	0%	1%	0%	40%	0%	2%	6%	7%	58%	15%
Hotel Guests	87%	95%	82%	100%	99%	100%	60%	100%	98%	94%	93%	42%	85%

SCOTTSDALE FAIRMONT PRINCESS HOTEL CONFERENCE AND MEETING ROOM USE IN 2019 PAGE 2 OF 2

COFFEE BREAKS	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
Non-Hotel Guests	957	269	309	852	1,295	140	172	166	1,053	393	637	1,766	8,009
Hotel Guests	21,907	20,579	15,448	14,480	25,314	12,093	5,908	13,540	27,853	20,924	19,343	9,856	207,245
Total	22,864	20,848	15,757	15,332	26,609	12,233	6,080	13,706	28,906	21,317	19,980	11,622	215,254
Non-Hotel Guests	4%	1%	2%	6%	5%	1%	3%	1%	4%	2%	3%	15%	4%
Hotel Guests	96%	99%	98%	94%	95%	99%	97%	99%	96%	98%	97%	85%	96%

ALL PURPOSES	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
Non-Hotel Guests	3,780	1,550	2,130	3,124	3,043	277	832	522	1,898	2,700	2,764	10,333	32,953
Hotel Guests	53,759	41,392	39,580	34,021	52,611	27,004	12,779	23,875	53,786	57,460	41,619	22,950	460,836
Total	57,539	42,942	41,710	37,145	55,654	27,281	13,611	24,397	55,684	60,160	44,383	33,283	493,789
Non-Hotel Guests	7%	4%	5%	8%	5%	1%	6%	2%	3%	4%	6%	31%	7%
Hotel Guests	93%	96%	95%	92%	95%	99%	94%	98%	97%	96%	94%	69%	93%

SUMMIT

LAND MANAGEMENT

FAIRMONT PRINCESS EXPANSION
Scottsdale, Arizona

REVISED Traffic Impact Analysis

October 2023

Prepared for:
kollin | altomare | architects

For Submittal to:
CITY OF SCOTTSDALE

Prepared by: Paul E. Basha, PE, PTOE
Kayla Bertoldo

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Executive Summary

Introduction

The existing Scottsdale Fairmont Princess Resort consists of 751 hotel guest rooms; and 61,577 square feet of ballroom, conference rooms, and meeting rooms; plus internal retail, restaurant, and event areas.

The Scottsdale Fairmont Princess Resort is planning an expansion consisting of an additional 35,000 square feet of ballroom, conference, and meeting rooms; 16,500 square feet of restaurant; 10,754 square feet of coffee shop (Roasterie); and an additional 198 hotel guest rooms. (Of these 198 new hotel guest rooms, 43 additional were previously approved by Case# 5-ZN-2015 but never constructed. Consequently, the existing traffic counts do not include the traffic generated by these previously approved, unconstructed, hotel rooms. Therefore, 155 of these additional guest rooms are new with the current request). One of the primary purposes of the expansion is to satisfy the conference and meeting room demand of both the existing and proposed hotel room number.

The ballroom, conference rooms, and meeting rooms expansion to the existing Fairmont Princess Resort will occur on property that currently contains an event lawn and parking area. The hotel room, restaurant, and coffee shop expansions are on currently vacant property.

The restaurant will be in the northwest corner of the resort property, located in the immediate southeast corner of the intersection of Cottage Terrace Lane and Princess Boulevard. The restaurant clientele will consist of both guests of the Scottsdale Fairmont Princess Resort and people who do not utilize other facilities of the Scottsdale Fairmont Princess Resort.

The coffee shop will be located internal to the Scottsdale Fairmont Princess Resort, and therefore the clientele will only be people who utilize other facilities of the Scottsdale Fairmont Princess Resort or who reside within walking distance of the coffee shop.

Results

The proposed Fairmont Princess Resort expansion is anticipated to generate an additional; as a total of both directions; 3,114 weekday day; 129 weekday morning peak hour of adjacent street; 209 weekday evening peak hour of adjacent vehicles; 2,733 Saturday day; and 2,144 Sunday day.

Recommendations without Fairmont Princess Expansion

Because of the Scottsdale / Princess excessive eastbound delay during all three (3) peak hours, and the 5 to 14 times larger eastbound right-turn volume than the eastbound through volume, the City of Scottsdale should consider converting the southernmost eastbound lane to an exclusive right-turn lane. This would enable a right-turn-arrow overlap with the northbound left-turn arrow.

Because of the seventeen (17) left-turn-head-on collisions involving northbound and southbound vehicles from 2015 to 2021, the City of Scottsdale should consider converting the north / south left-turn arrows from Permissive and Exclusive to Exclusive only.

Recommendations with Fairmont Princess Expansion

A new right-turn-in-right-turn-out access is proposed with Princess Boulevard, approximately 300 feet east of Cottage Terrace Lane. A sight line easement of 390 feet, measured parallel to the southernmost curb line, from the centerline of the access to an approaching eastbound vehicle. The area north of the sight line easement must be clear of all objects taller than 30 inches above the Princess Boulevard pavement, with the exception of necessary traffic control signs.

No other improvements are justified or necessary.

Introduction

The Scottsdale Fairmont Princess Resort is planning an expansion consisting of an additional 35,000 square feet of ballroom, conference, and meeting rooms; 16,500 square feet of restaurant; 10,754 square feet of coffee shop (Roasterie); and an additional 198 hotel guest rooms. (Of these 198 new hotel guest rooms, 43 additional were previously approved by Case# 5-ZN-2015 but never constructed. Consequently, the existing traffic counts do not include the traffic generated by these previously approved, unconstructed, hotel rooms. Therefore, 155 of these additional guest rooms are new with the current request). A primary purpose of the expansion is to increase the available conference and meeting room area to become proportionate to the existing and proposed hotel guest room number. The existing conference and meeting room area has proven inadequate to support the existing hotel guest room number. The Scottsdale Fairmont Princess Resort anticipates that the expanded resort will satisfy potential client expectation for both hotel guest room number, and conference and meeting room area.

Another purpose of the expansion is to include on the resort property a free-standing high-quality restaurant and a free-standing coffee shop (Roasterie).

The location of the Scottsdale Fairmont Princess Resort is depicted in **Figure 1**.

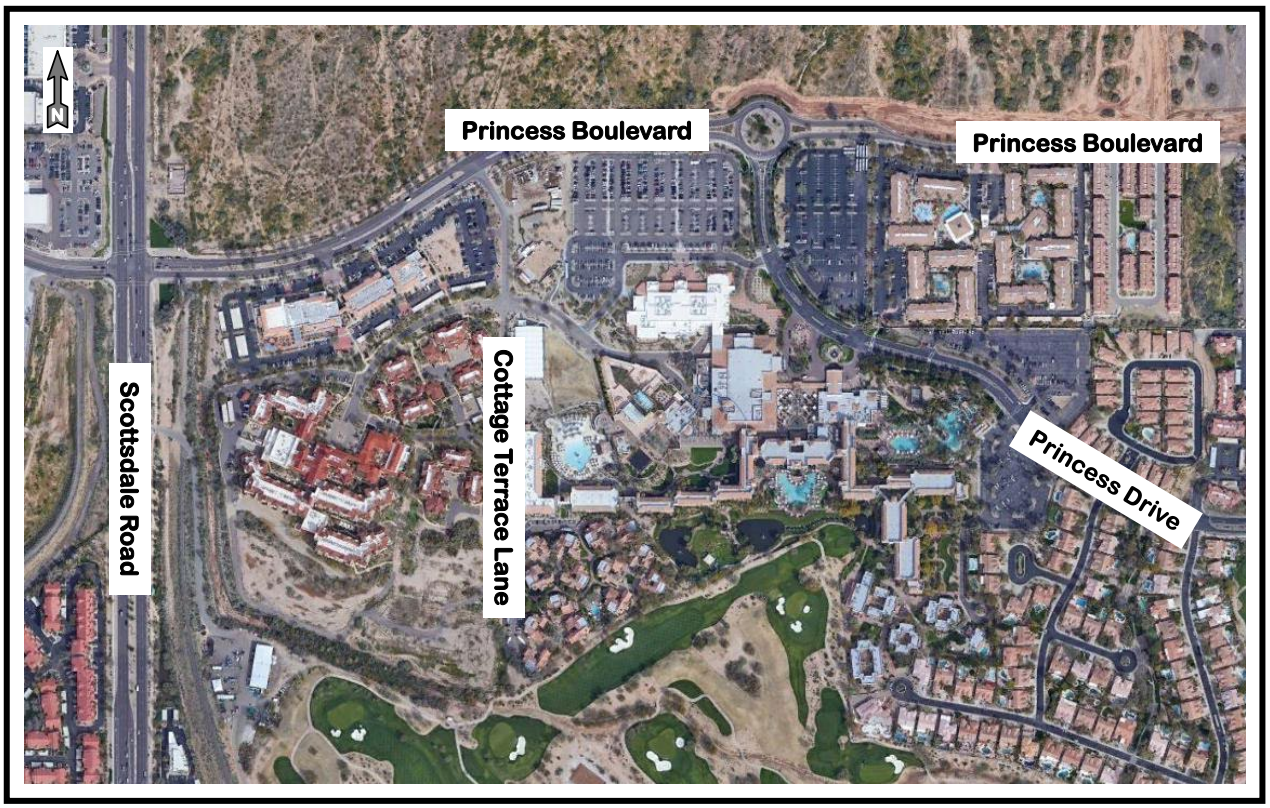


Figure 1: General Vicinity Map with Aerial Photograph

Figure 2 depicts the locations of The Scottsdale Fairmont Princess Expansion facilities.

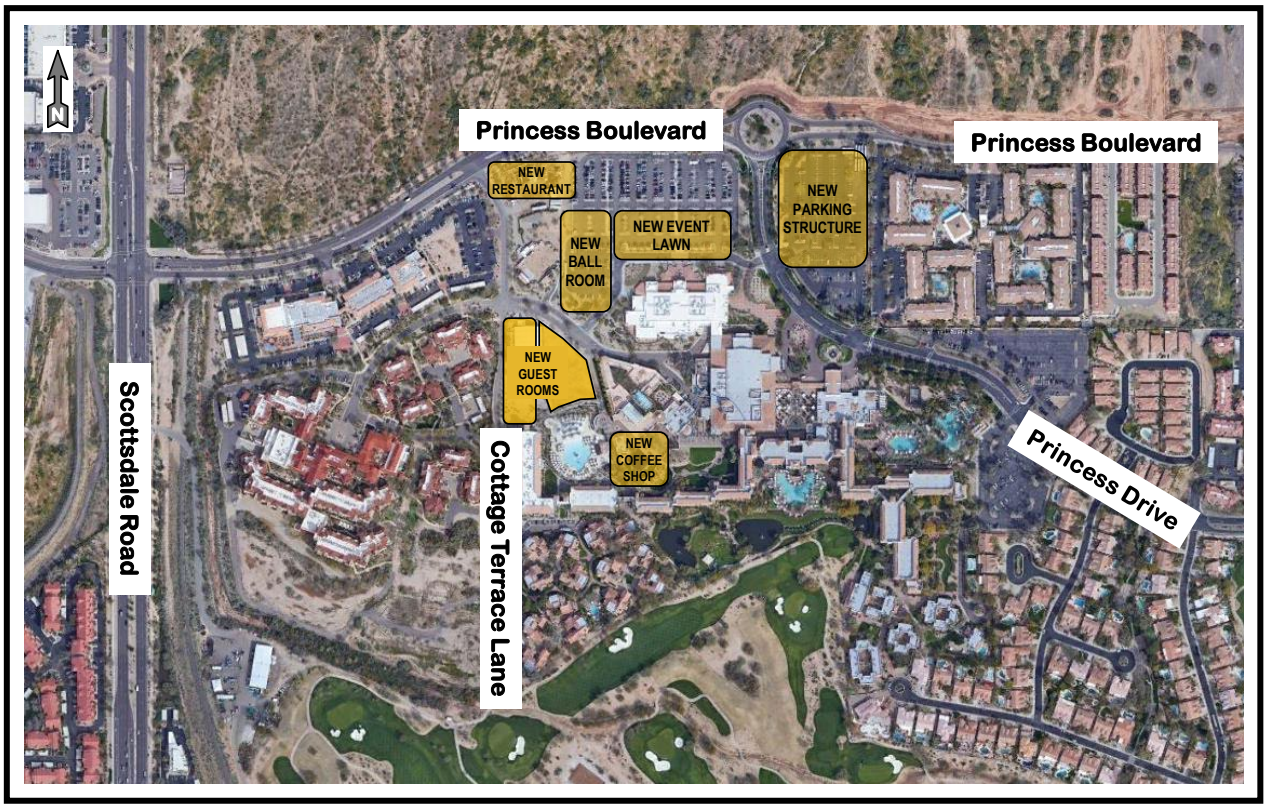


Figure 2: Fairmont Princess Expansion Site Plan

Scope of Study

Seven (7) purposes exist for this analysis:

- ❖ Evaluate historic collision experience at adjacent intersections.
- ❖ Evaluate existing traffic operation at adjacent intersections.
- ❖ Estimate and evaluate future ambient 2025 traffic volumes.
- ❖ Estimate new traffic generated by the proposed Fairmont Princess Expansion.
- ❖ Distribute and assign new traffic to adjacent intersections.
- ❖ Evaluate 2025 with Fairmont Princess Expansion traffic conditions at adjacent intersections.
- ❖ Determine need for modified traffic control at adjacent intersections.

The three (3) study intersections, with their traffic control are:

1. Scottsdale Road and Princess Boulevard (Signal-controlled)
2. Cottage Terrace Lane and Princess Boulevard (Northbound stop-controlled)
3. Princess Drive and Princess Boulevard (Roundabout)

Surrounding Transportation System

Figure 3 provides a street map of the general vicinity, with traffic control and lane configurations at the three (3) study intersections. The dominant access to Fairmont Princess will remain Princess Boulevard to Scottsdale Road, with secondary access of Princess Drive to Hayden Road.

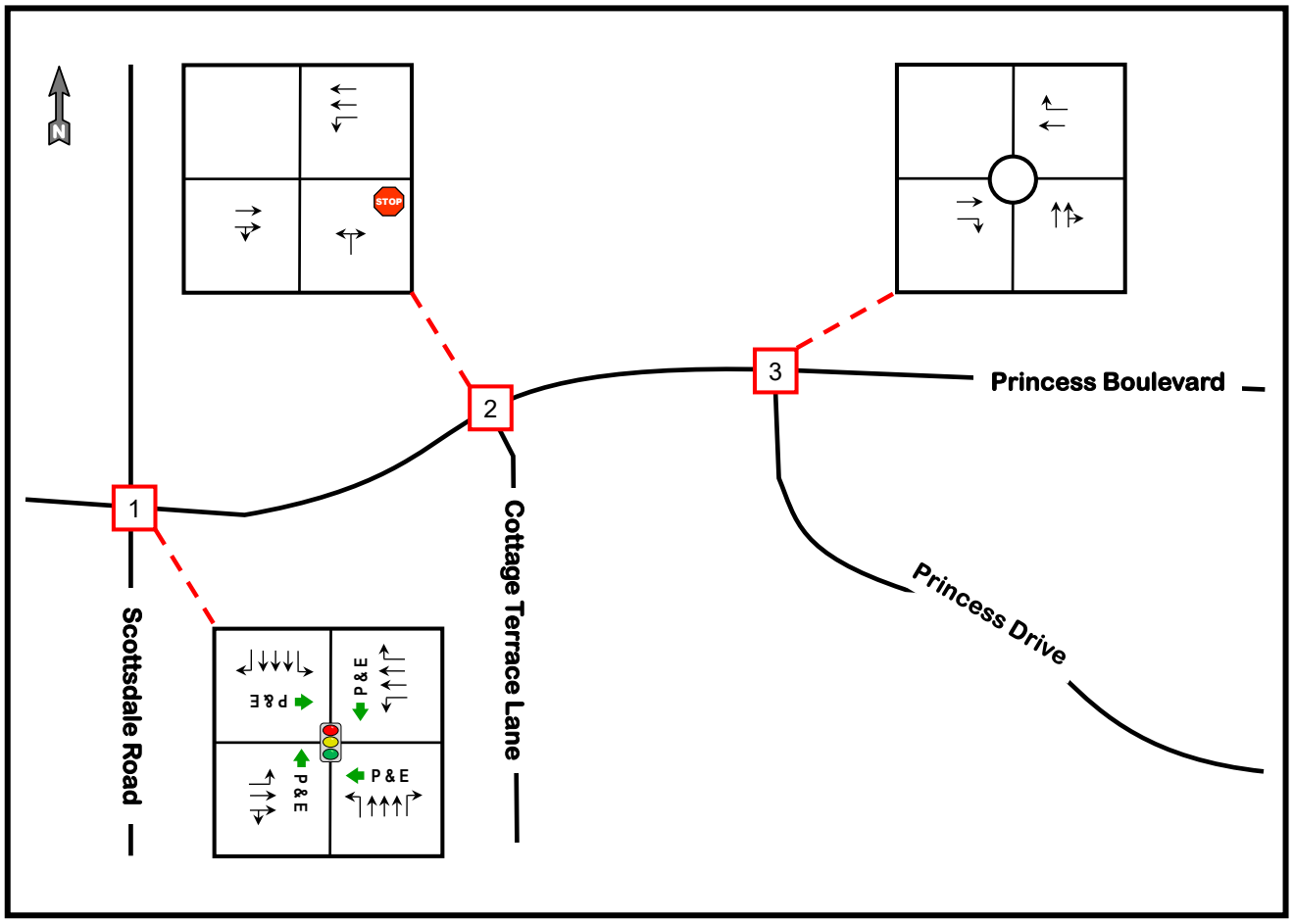


Figure 3: General Vicinity Streets and Intersection Lane Configurations

Collision Analysis

Arizona Department of Transportation collision data for the three (3) vicinity study intersections of Scottsdale / Princess, Cottage Terrace / Princess, and Princess Drive / Princess Boulevard were analyzed for calendar years 2015 through 2021.

Appendix A provides the complete collision data. **Table 1** through **Table 7** summarize the collision data for each year by intersection separately.

Table 1: Collision Manner History Summary: 2015

	ANGLE	REAR-END	SINGLE VEHICLE	LEFT-TURN HEAD-ON	LEFT-TURN ANGLE	LEFT-TURN OTHER	SIDE-SWIPE SAME	SIDE-SWIPE OPPOSITE	HEAD-ON	OTHER	TOTAL
Scottsdale Road & Princess Boulevard	1	9	0	4	1	0	2	0	0	0	17
Cottage Terrace & Princess Boulevard	0	0	0	0	0	0	0	0	0	0	0
Princess Drive & Princess Boulevard	0	0	1	0	0	0	0	0	0	0	1
TOTAL	1	9	1	4	1	0	2	0	0	0	18

Table 2: Collision Manner History Summary: 2016

	ANGLE	REAR-END	SINGLE VEHICLE	LEFT-TURN HEAD-ON	LEFT-TURN ANGLE	LEFT-TURN OTHER	SIDE-SWIPE SAME	SIDE-SWIPE OPPOSITE	HEAD-ON	OTHER	TOTAL
Scottsdale Road & Princess Boulevard	0	8	2	1	1	0	0	0	0	0	12
Cottage Terrace & Princess Boulevard	0	0	0	0	0	0	0	0	0	0	0
Princess Drive & Princess Boulevard	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	8	2	1	1	0	0	0	0	0	12

Table 3: Collision Manner History Summary: 2017

	ANGLE	REAR-END	SINGLE VEHICLE	LEFT-TURN HEAD-ON	LEFT-TURN ANGLE	LEFT-TURN OTHER	SIDE-SWIPE SAME	SIDE-SWIPE OPPOSITE	HEAD-ON	OTHER	TOTAL
Scottsdale Road & Princess Boulevard	2	14	0	1	1	0	2	0	0	0	20
Cottage Terrace & Princess Boulevard	0	0	0	0	0	0	0	0	1	0	1
TOTAL	2	14	0	1	1	0	2	0	1	0	21

Table 4: Collision Manner History Summary: 2018

	ANGLE	REAR-END	SINGLE VEHICLE	LEFT-TURN HEAD-ON	LEFT-TURN ANGLE	LEFT-TURN OTHER	SIDE-SWIPE SAME	SIDE-SWIPE OPPOSITE	HEAD-ON	OTHER	TOTAL
Scottsdale Road & Princess Boulevard	3	2	0	4	1	0	2	0	0	0	12
Cottage Terrace & Princess Boulevard	1	0	0	0	0	0	0	0	0	0	1
Princess Drive & Princess Boulevard	0	0	0	0	0	0	0	0	0	0	0
TOTAL	4	2	0	4	1	0	2	0	0	0	13

Table 5: Collision Manner History Summary: 2019

	ANGLE	REAR-END	SINGLE VEHICLE	LEFT-TURN HEAD-ON	LEFT-TURN ANGLE	LEFT-TURN OTHER	SIDE-SWIPE SAME	SIDE-SWIPE OPPOSITE	HEAD-ON	OTHER	TOTAL
Scottsdale Road & Princess Boulevard	0	9	0	1	0	0	1	0	0	1	12
Cottage Terrace & Princess Boulevard	0	0	0	0	0	0	0	0	0	0	0
Princess Drive & Princess Boulevard	0	1	0	0	0	0	0	0	0	1	2
TOTAL	0	10	0	1	0	0	1	0	0	2	14

Table 6: Collision Manner History Summary: 2020

	ANGLE	REAR-END	SINGLE VEHICLE	LEFT-TURN HEAD-ON	LEFT-TURN ANGLE	LEFT-TURN OTHER	SIDE-SWIPE SAME	SIDE-SWIPE OPPOSITE	HEAD-ON	OTHER	TOTAL
Scottsdale Road & Princess Boulevard	2	7	1	2	1	0	1	0	0	0	14
Cottage Terrace & Princess Boulevard	0	0	1	0	0	0	0	0	0	1	2
Princess Drive & Princess Boulevard	0	0	1	0	0	0	0	0	0	0	1
TOTAL	2	7	3	2	1	0	1	0	0	1	17

Table 7: Collision Manner History Summary: 2021

	ANGLE	REAR-END	SINGLE VEHICLE	LEFT-TURN HEAD-ON	LEFT-TURN ANGLE	LEFT-TURN OTHER	SIDE-SWIPE SAME	SIDE-SWIPE OPPOSITE	HEAD-ON	OTHER	TOTAL
Scottsdale Road & Princess Boulevard	1	15	1	6	1	0	1	0	0	0	25
Cottage Terrace & Princess Boulevard	0	0	0	0	0	0	0	0	0	0	0
Princess Drive & Princess Boulevard	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	15	1	6	1	0	1	0	0	0	25

The Scottsdale / Princess intersection experienced 112 of the 120 collisions (93%) at the three (3) study intersections. The dominant collision manner at Scottsdale / Princess intersection is rear-end, which is typical for urban intersections. The number of rear-end collisions also fluctuates from year-to-year, which is also common in urban environments.

Table 8 summarizes the manner of collision for all three intersections for each of the seven (7) years.

Table 8: Collision Manner History Summary: All 3 Intersections for 2015 through 2021

	ANGLE	REAR-END	SINGLE VEHICLE	LEFT-TURN HEAD-ON	LEFT-TURN ANGLE	LEFT-TURN OTHER	SIDE-SWIPE SAME	SIDE-SWIPE OPPOSITE	HEAD-ON	OTHER	TOTAL
2015	1	9	1	4	1	0	2	0	0	0	18
2016	0	8	2	1	1	0	0	0	0	0	12
2017	2	14	0	1	1	0	2	0	1	0	21
2018	4	2	0	4	1	0	2	0	0	0	13
2019	0	10	0	1	0	0	1	0	0	2	14
2020	2	7	3	2	1	0	1	0	0	1	17
2021	1	15	1	6	1	0	1	0	0	0	25
TOTAL	10	65	7	19	6	0	9	0	1	3	120
PORTION	8%	54%	6%	16%	5%	0%	8%	0%	1%	3%	100%

Table 9 summarizes the travel directions of the vehicles involved in each collision for all seven (7) years. Collision travel direction is not reported for every collision in the Arizona Department of Transportation data. The largest number of collisions is both northbound vehicles, followed by both southbound vehicles, then northbound and southbound vehicles.

Table 9: Collision Travel Direction: By Intersection for 2015 through 2021

	S & P	C & P	P & P	TOTAL
Northbound Only	1	0	0	1
Southbound Only	2	0	0	2
Eastbound Only	0	1	1	2
Westbound Only	1	0	1	2
Northbound and Northbound	**42**	**0**	**0**	**42**
Southbound and Southbound	**24**	**0**	**0**	**24**
Eastbound and Eastbound	2	1	0	3
Westbound and Westbound	6	0	0	6
Northbound and Eastbound	2	2	1	5
Northbound and Westbound	4	0	0	4
Southbound and Eastbound	1	0	0	1
Southbound and Westbound	6	0	0	6
Northbound and Southbound	**17**	**0**	**0**	**17**
Eastbound and Westbound	4	0	0	4
TOTAL	112	4	3	119

Of the nineteen (19) northbound and southbound travel direction collisions in seven (7) years, seventeen (17) were left-turn-head-on collisions at the Scottsdale / Princess intersection. Twelve (12) involved a northbound left-turning vehicle and a southbound through vehicle; and five (5) involved a southbound left-turning vehicle and a northbound through vehicle. The City of Scottsdale should consider converting the north / south left-turn arrows from Permissive and Exclusive to Exclusive only.

Table 10 summarizes the worst injury severities in each collision for all seven (7) years. Collision injury severity is not reported for every collision in the Arizona Department of Transportation data. The severity of no injury dominates the data. At the Scottsdale / Princess intersection, four (4) suspected serious injury collisions and one (1) fatal injury collision occurred.

Table 10: Collision Injury Severity: By Intersection for 2015 through 2021

SEVERITY	S & P	C & P	P & P	TOTAL
No Injury	55	3	3	61
Possible Injury	20	0	1	21
Suspected Minor Injury	14	0	0	14
Suspected Serious Injury	4	0	0	4
Fatal Injury	1	0	0	1
Unknown	0	0	0	0
Not Reported	0	0	0	0
TOTAL	94	3	4	101

Table 11 summarizes collisions by travel direction as a total of all three (3) intersections, with the three (3) highest percentage of collisions highlighted.

Table 11: Collision Travel Direction: All 3 Intersections for 2015 through 2021

	2015	2016	2017	2018	2019	2020	2021	TOTAL	PORTION
Northbound Only	0	1	0	0	0	0	0	1	1%
Southbound Only	0	1	0	0	0	1	0	2	2%
Eastbound Only	1	0	0	0	0	1	0	2	2%
Westbound Only	0	0	0	0	0	1	1	2	2%
Northbound and Northbound	5	4	10	3	8	5	7	42	35%
Southbound and Southbound	6	4	4	1	0	2	7	24	20%
Eastbound and Eastbound	0	0	1	1	1	0	0	3	3%
Westbound and Westbound	0	0	2	1	1	1	1	6	5%
Northbound and Eastbound	0	1	0	1	1	2	0	5	4%
Northbound and Westbound	1	0	1	0	0	1	1	4	3%
Southbound and Eastbound	0	0	0	0	0	0	1	1	1%
Southbound and Westbound	1	0	1	1	0	1	2	6	5%
Northbound and Southbound	4	0	2	3	2	2	4	17	14%
Eastbound and Westbound	0	1	0	2	0	0	1	4	3%
TOTAL	18	12	21	13	13	17	25	119	100%

Table 12 summarizes the collision injury severities for all three (3) intersections for all years 2015 through 2021.

Table 12: Collision Injury Severity Summary: All 3 Intersections for 2015 through 2021

SEVERITY	NUMBER	PORTION
No Injury	74	62%
Possible Injury	24	20%
Suspected Minor Injury	17	14%
Suspected Serious Injury	4	3%
Fatal Injury	1	1%
Unknown	0	0%
Not Reported	0	0%
TOTAL	120	100%

Two (2) of the four (4) collisions with suspected serious injuries occurred in 2015. Both of these collisions were left-turn-head-on involving northbound and southbound vehicles. Both occurred during daylight hours. One involved a southbound left-turning vehicle and a northbound through vehicle. The driver of the northbound vehicle was cited for "failure to yield the right-of-way". The report also noted that the northbound driver was distracted by an unknown device. The other collision involved a southbound through vehicle whose driver was cited for driving in the opposing traffic lane.

One of the collisions with suspected serious injuries occurred in 2018. The manner of this collision was a side-swipe-same-direction, involving northbound vehicles, and occurred during dark conditions. One vehicle was a motorcycle that was changing lanes, whose driver was cited for speed too fast for conditions.

The fourth collision with suspected serious injuries occurred in 2019. This was a multi-vehicle collision caused by a southbound vehicle whose driver drove off the road to the left and impacted northbound vehicles. No citations were issued.

The fatal collision occurred in 2017 during daylight hours, and was a southbound rear-end collision. A motorcycle was traveling at an estimated speed of 84 miles-per-hour and impacted a stopped car. The driver of the motorcycle died, and was cited for exceeding lawful speed and disregarding traffic signal.

Existing Traffic Volumes

Traffic counts for the Scottsdale / Princess and the Princess / Princess intersection were obtained on 25 May 2022. Traffic counts for the Cottage Terrace / Princess were obtained for a different Scottsdale Fairmont Princess project on 21 October 2021. **Appendix B** provides the turning movement counts for 24 hours in 15-minute increments for the three (3) existing study intersections. As indicated in **Table 13**, the morning peak traffic volume 60-minute period for the Scottsdale / Princess and Cottage Terrace / Princess intersections are approximately noon, while the Princess / Princess intersection peak 60-minute period occurs during the more typical morning peak hour. Therefore, three (3) peak periods were analyzed. The maximum 60-minute period volume, as a sum of all twelve (12) turning movements by intersection, was utilized for each of the three periods.

Table 13: Morning and Evening Peak 60-minute Volumes Periods

Intersection	Morning Peak 60-minute				Evening Peak 60-minute		
Scottsdale / Princess	11:30 AM	to	12:30 PM		4:30 PM	to	5:30 PM
Cottage Terrace / Princess	10:45 AM	to	11:45 AM		4:45 PM	to	5:45 PM
Princess / Princess	7:30 AM	to	8:30 AM		4:00 PM	to	5:00 PM

Figure 4 provides the existing approach and departure volumes for the day. **Figure 5** and **Figure 6** respectively provide the existing approach and departure volumes, and the existing turning volumes for the morning peak hour. **Figure 7** and **Figure 8** respectively provide the existing approach and departure volumes, and the existing turning volumes for the mid-day peak hour. **Figure 9** and **Figure 10** respectfully provide the existing approach and departure volumes, and the existing turning volumes for the evening peak hour.

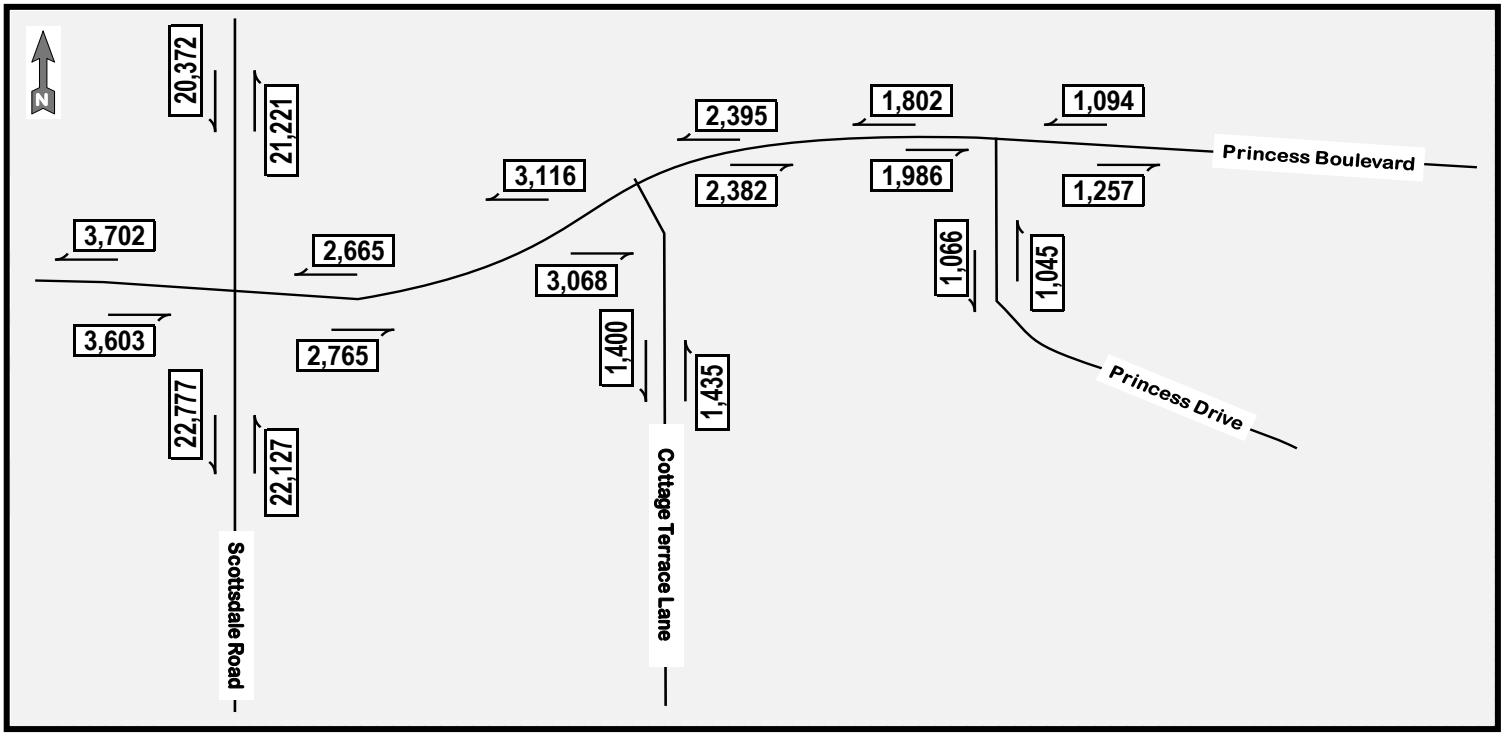


Figure 4: 2022 Day Approach and Departure Volumes

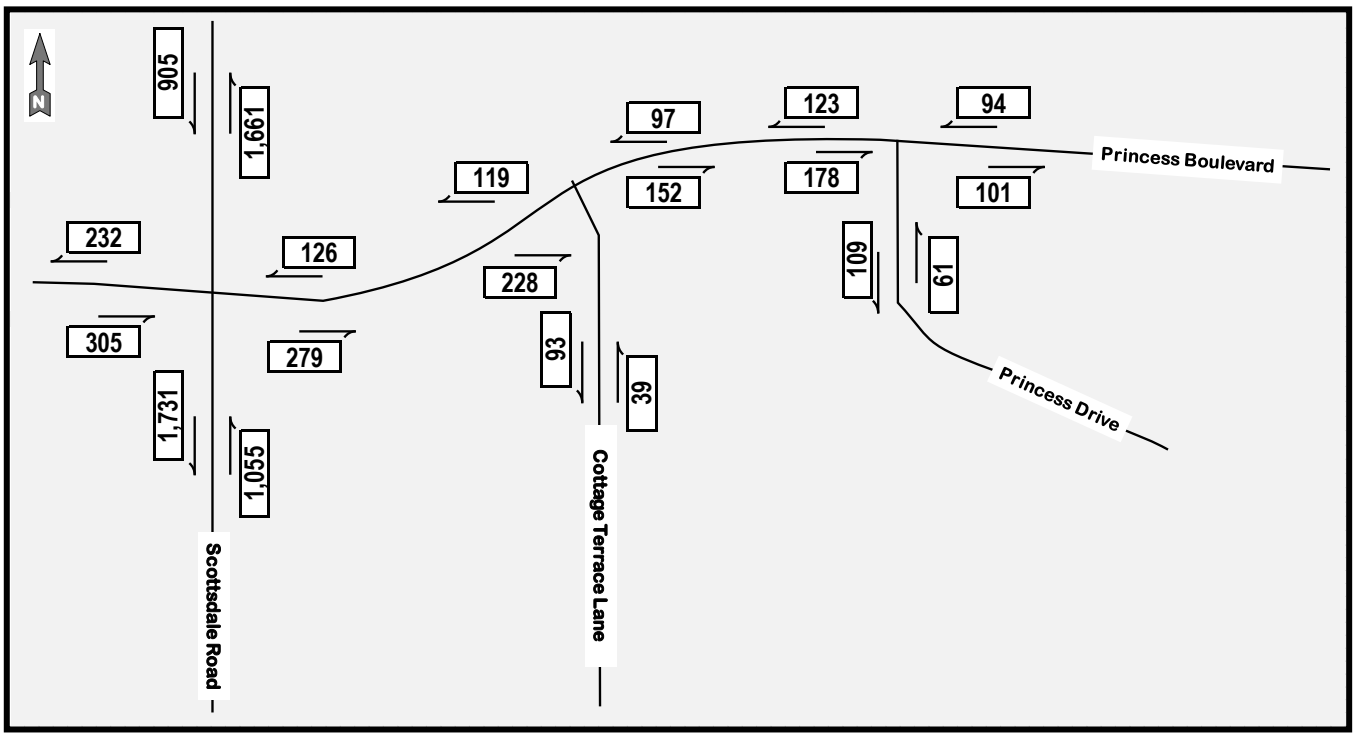


Figure 5: 2022 AM Peak Hour Approach and Departure Volumes

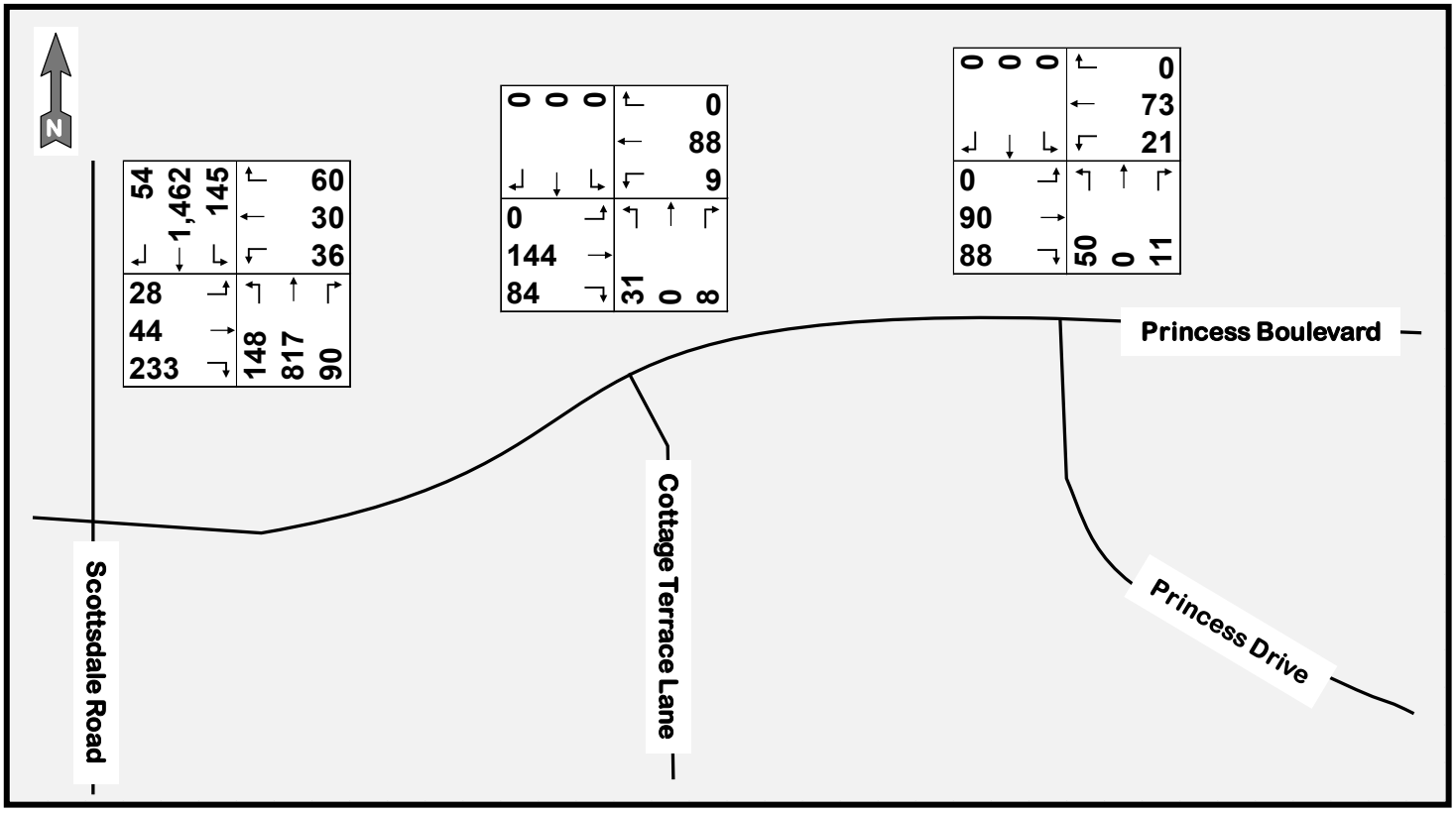


Figure 6: 2022 AM Peak Hour Turning Volumes

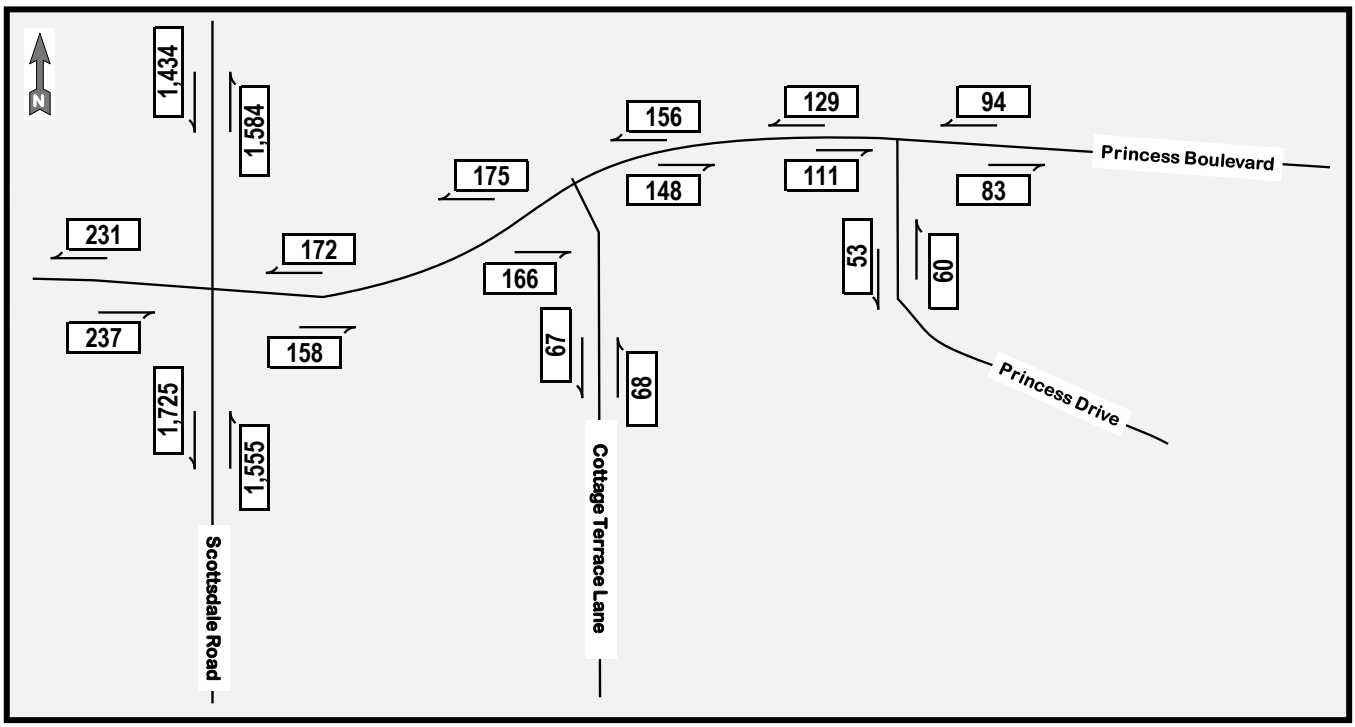


Figure 7: 2022 MD Peak Hour Approach and Departure Volumes

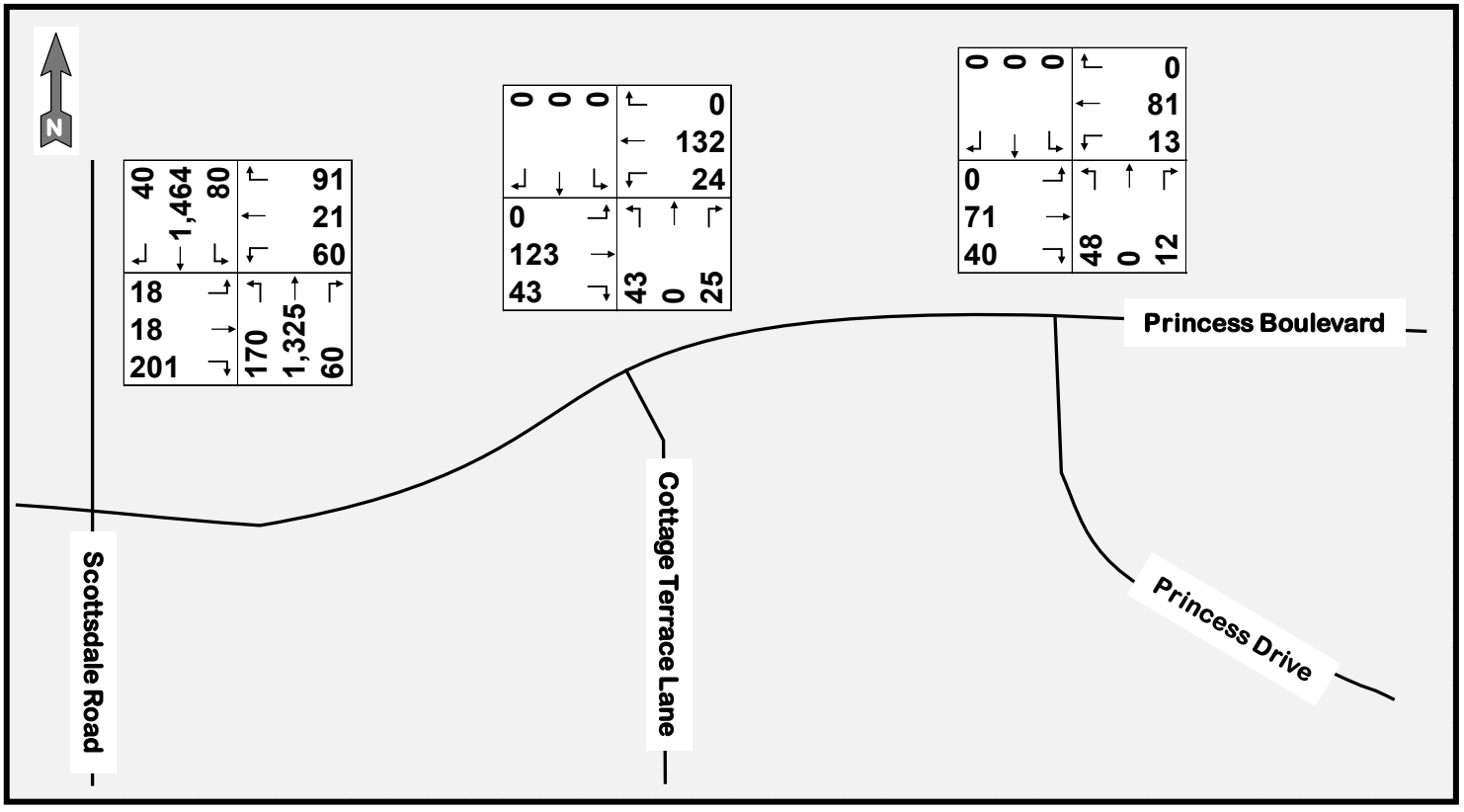


Figure 8: 2022 MD Peak Hour Turning Volumes

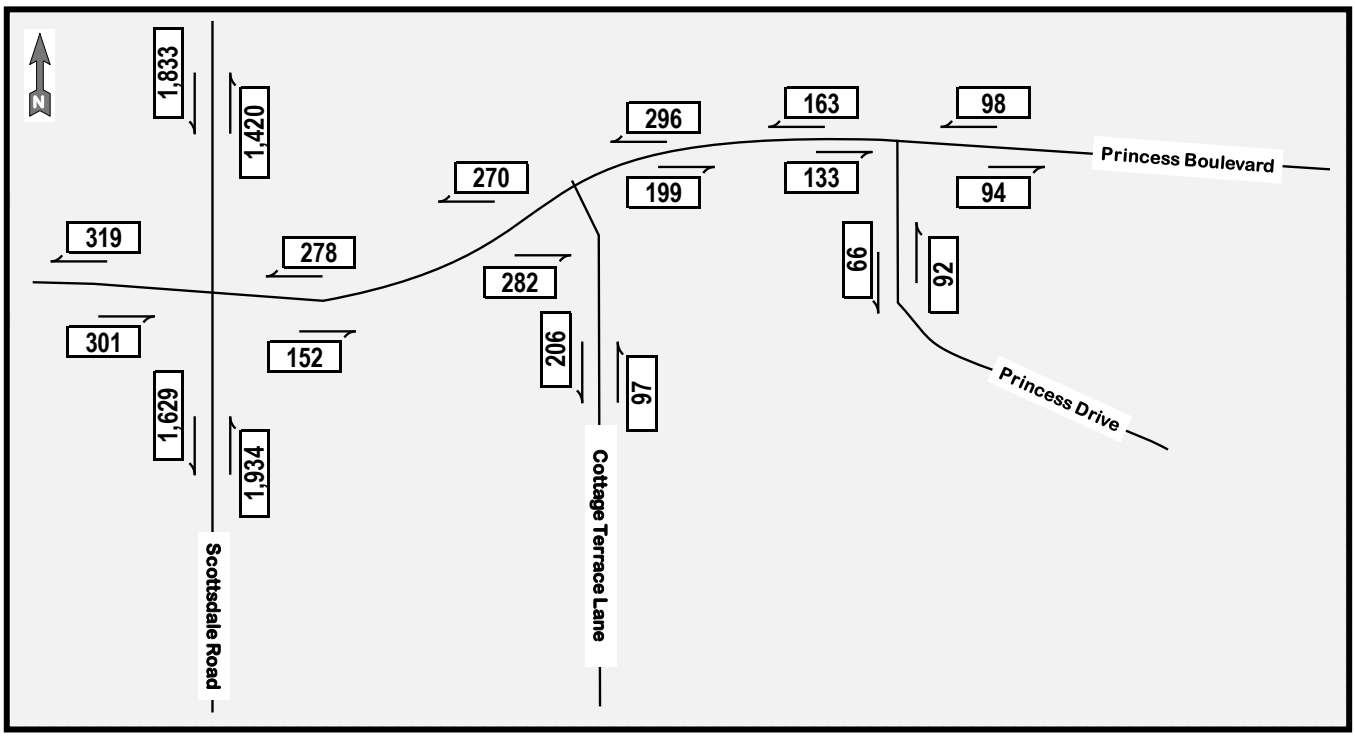


Figure 9: 2022 PM Peak Hour Approach and Departure Volumes

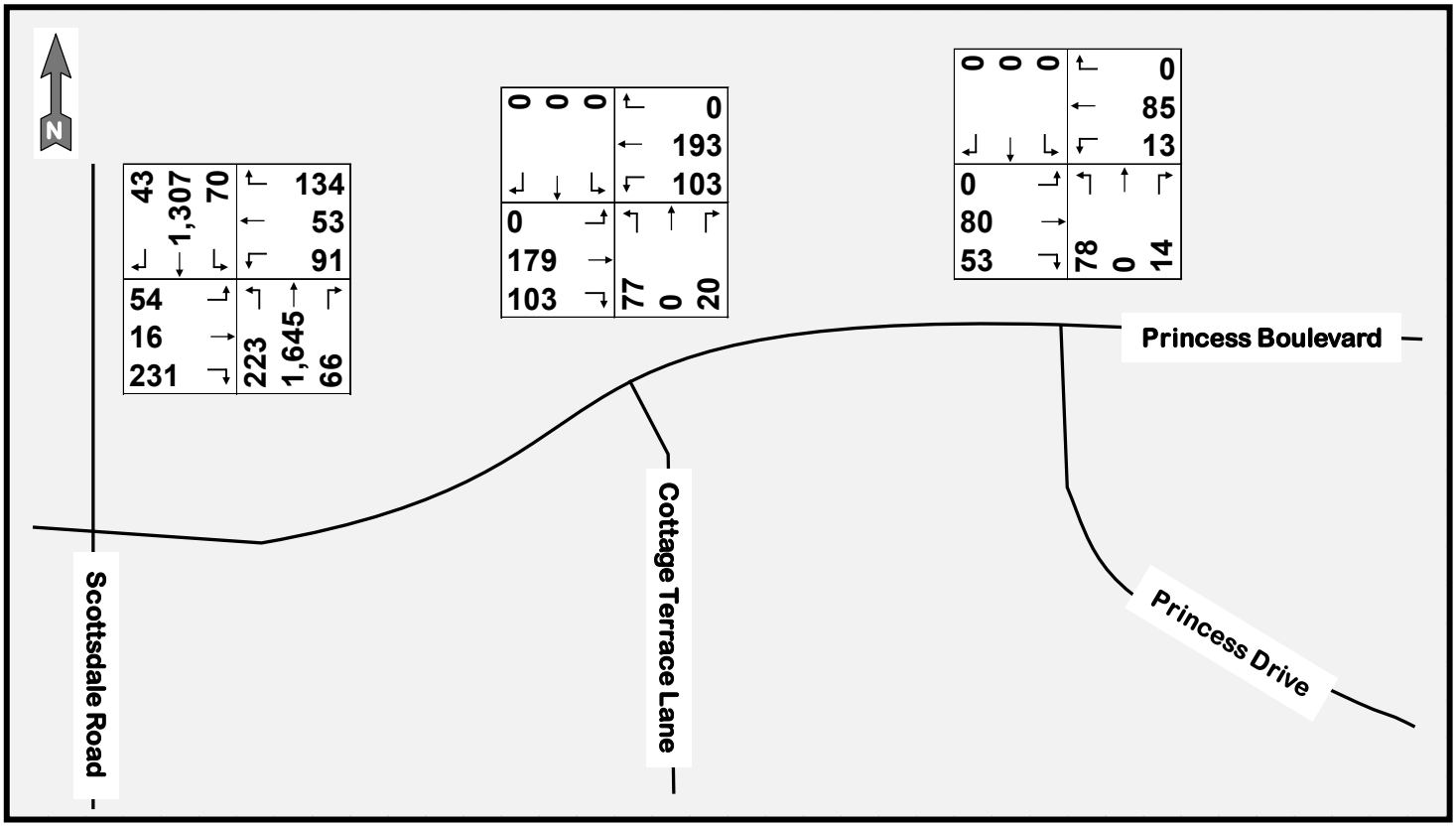


Figure 10: 2022 PM Peak Hour Turning Volumes

Future Ambient 2025 Volumes

The City of Scottsdale estimates future traffic volumes in the vicinity of these intersections will increase by 2% exponentially annually through 2025. All volumes were approximated to the nearest or greater ten (10) vehicles-per-hour during the three (3) peak hours, and to the nearest 100 vehicles-per-day. Because other intersections exist between the Scottsdale / Princess and Cottage Terrace / Princess intersections, the approach and departure volumes of these two (2) intersections were not balanced to be equal. Because the new proposed restaurant access intersects with Princess Boulevard between the Cottage Terrace / Princess and Princess / Princess intersections, the approach and departure volumes of these two (2) intersections were balanced to be equal.

Figure 11 provides the 2025 approach and departure volumes for the day. **Figure 12** and **Figure 13** respectively provide the 2025 approach and departure volumes, and the turning volumes for the morning peak hour. **Figure 14** and **Figure 15** respectively provide the 2025 approach and departure volumes, and the turning volumes for the mid-day peak hour. **Figure 16** and **Figure 17** respectively provide the 2025 approach and departure volumes, and the turning volumes for the evening peak hour.

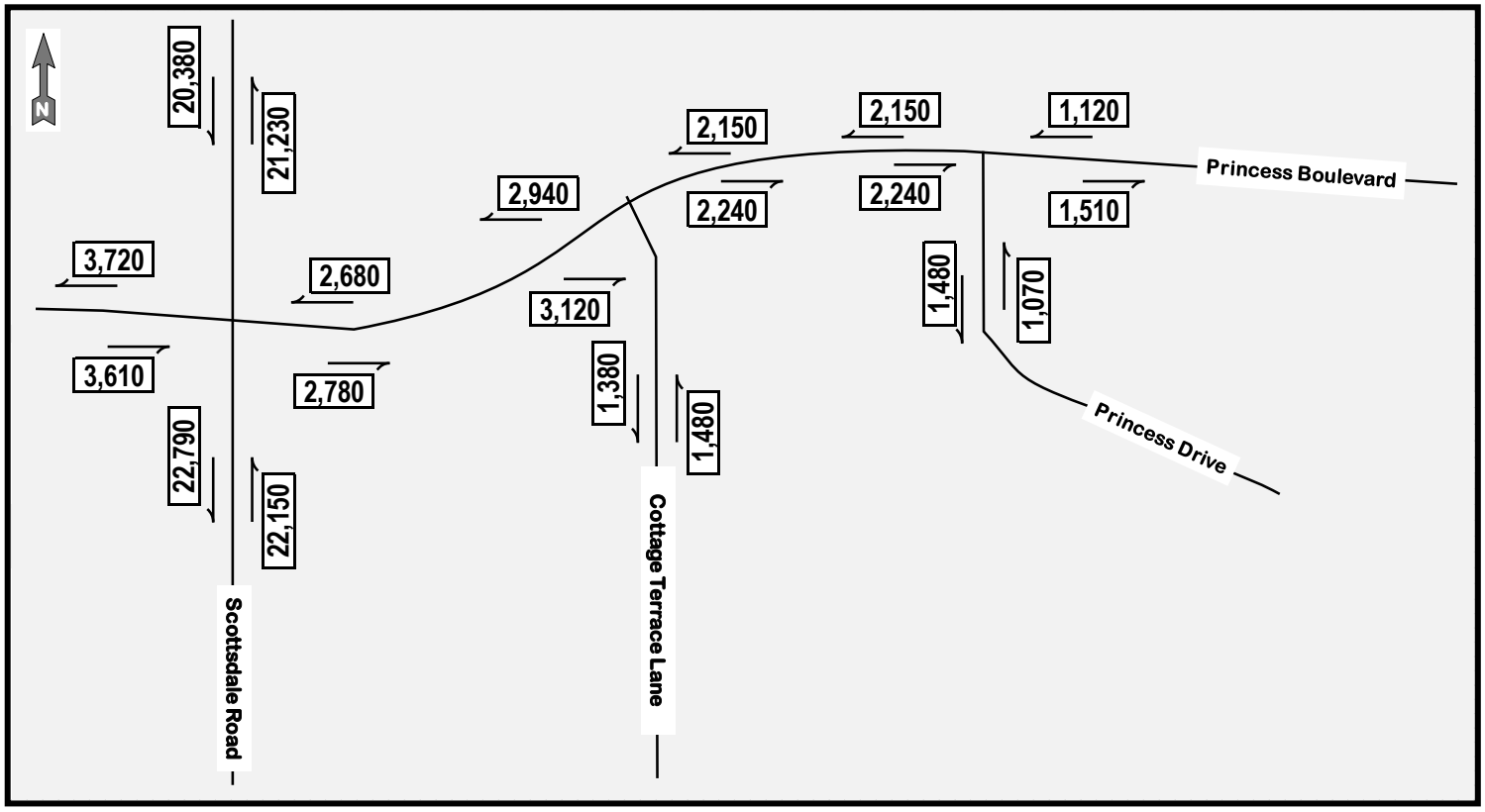


Figure 11: 2025 Day Approach and Departure Volumes

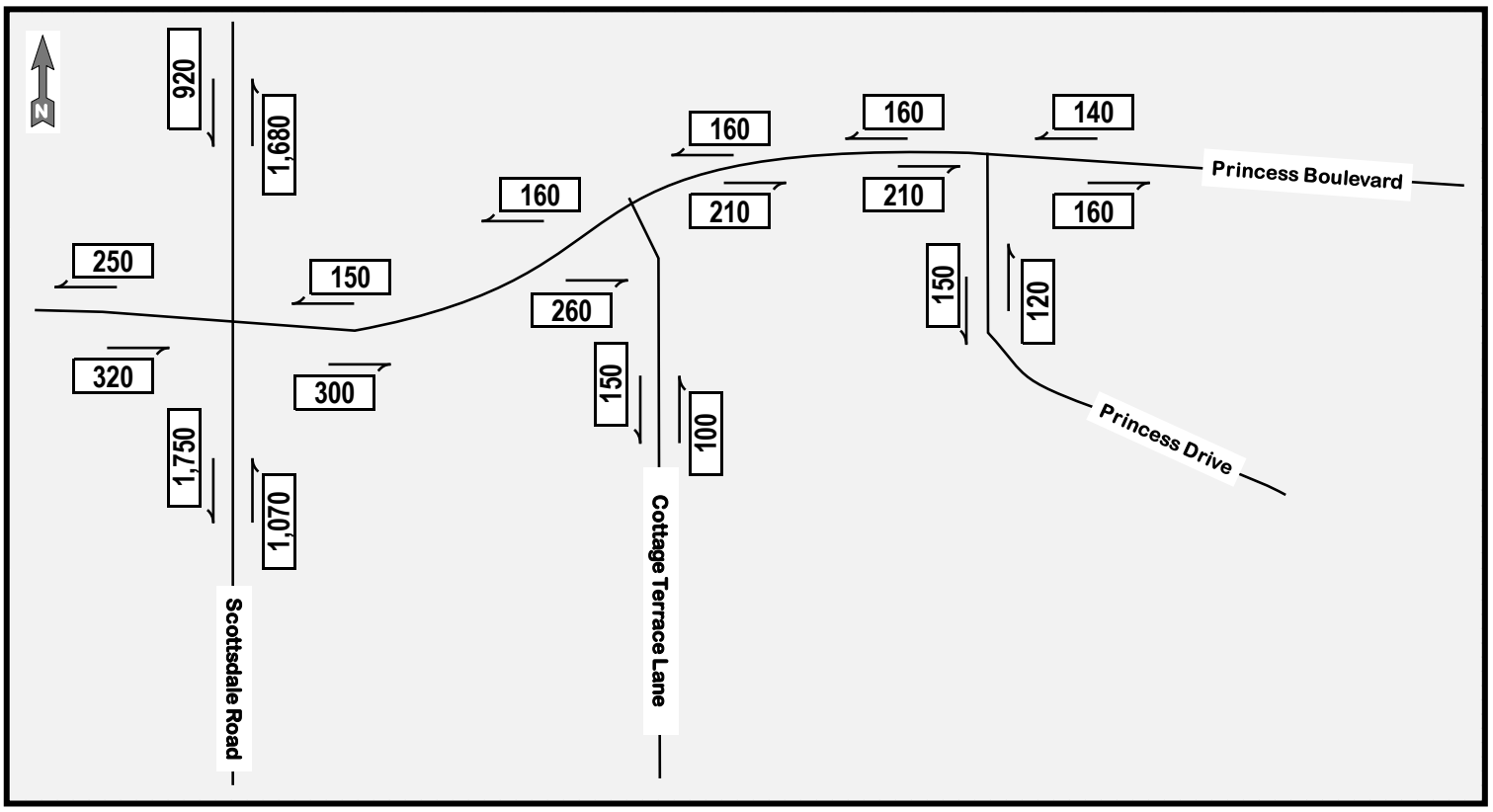


Figure 12: 2025 AM Peak Hour Approach and Departure Volumes

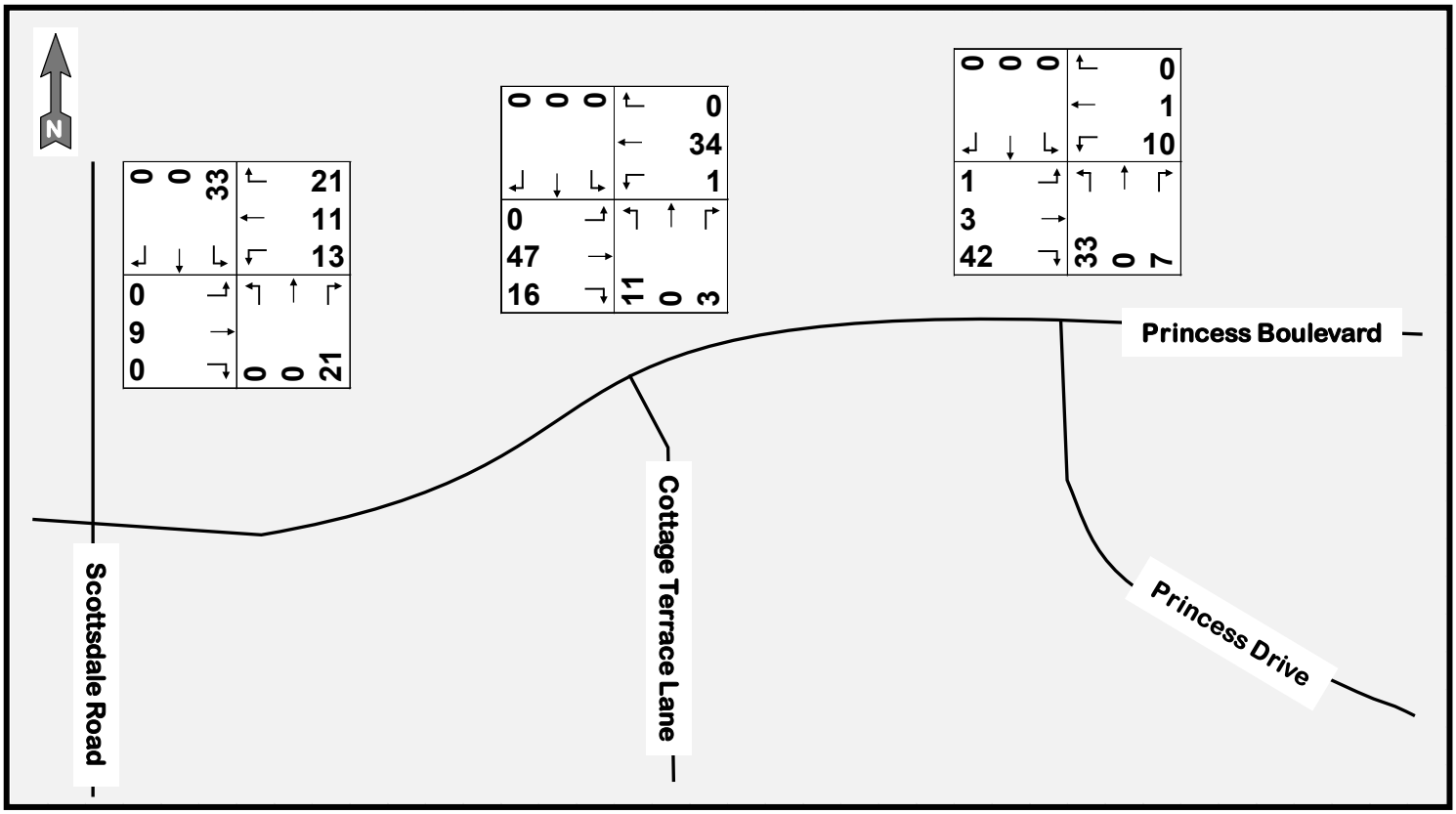


Figure 13: Ambient 2025 AM Peak Hour Turning Movement Volumes

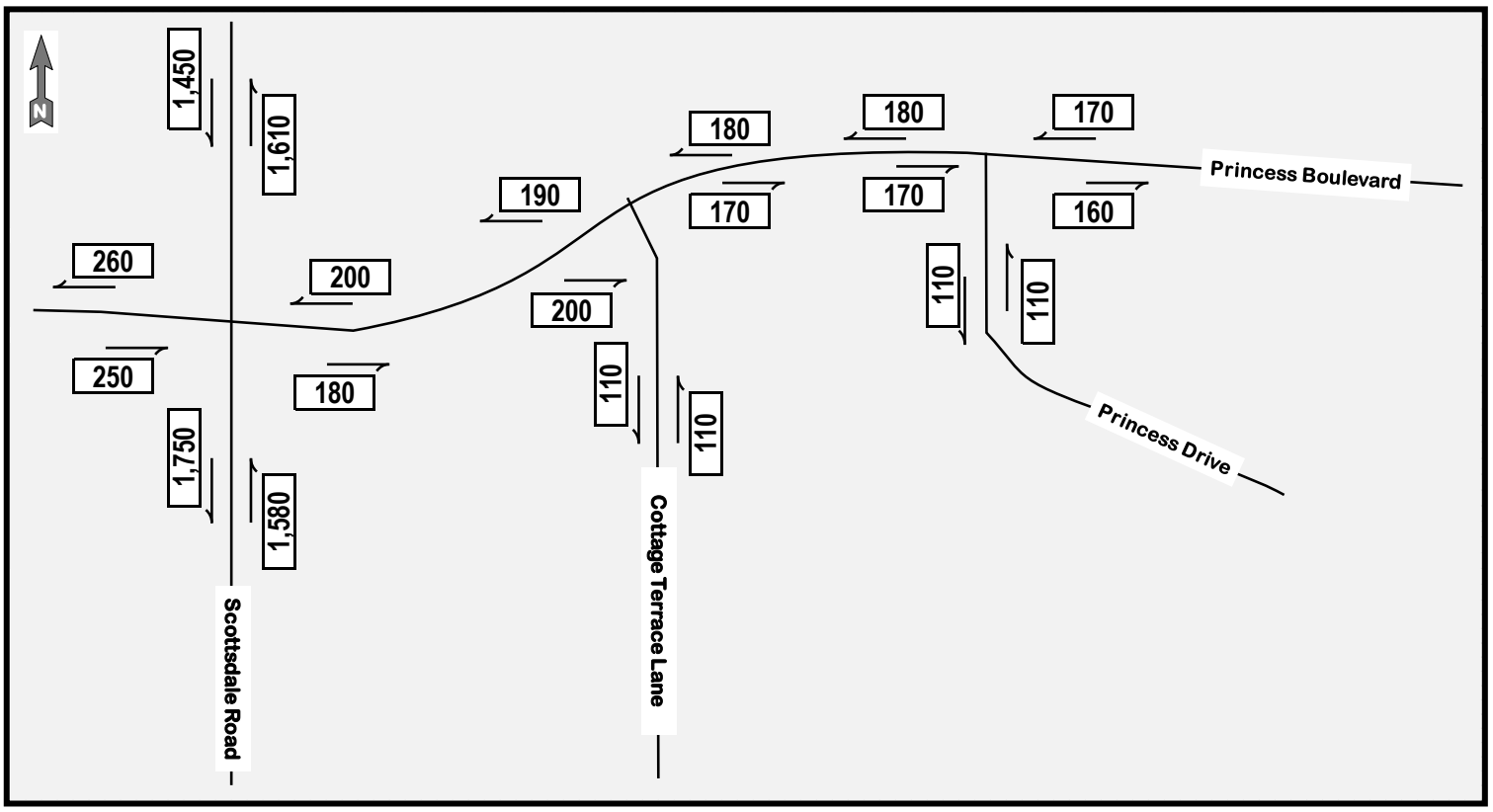


Figure 14: 2025 MD Peak Hour Approach and Departure Volumes

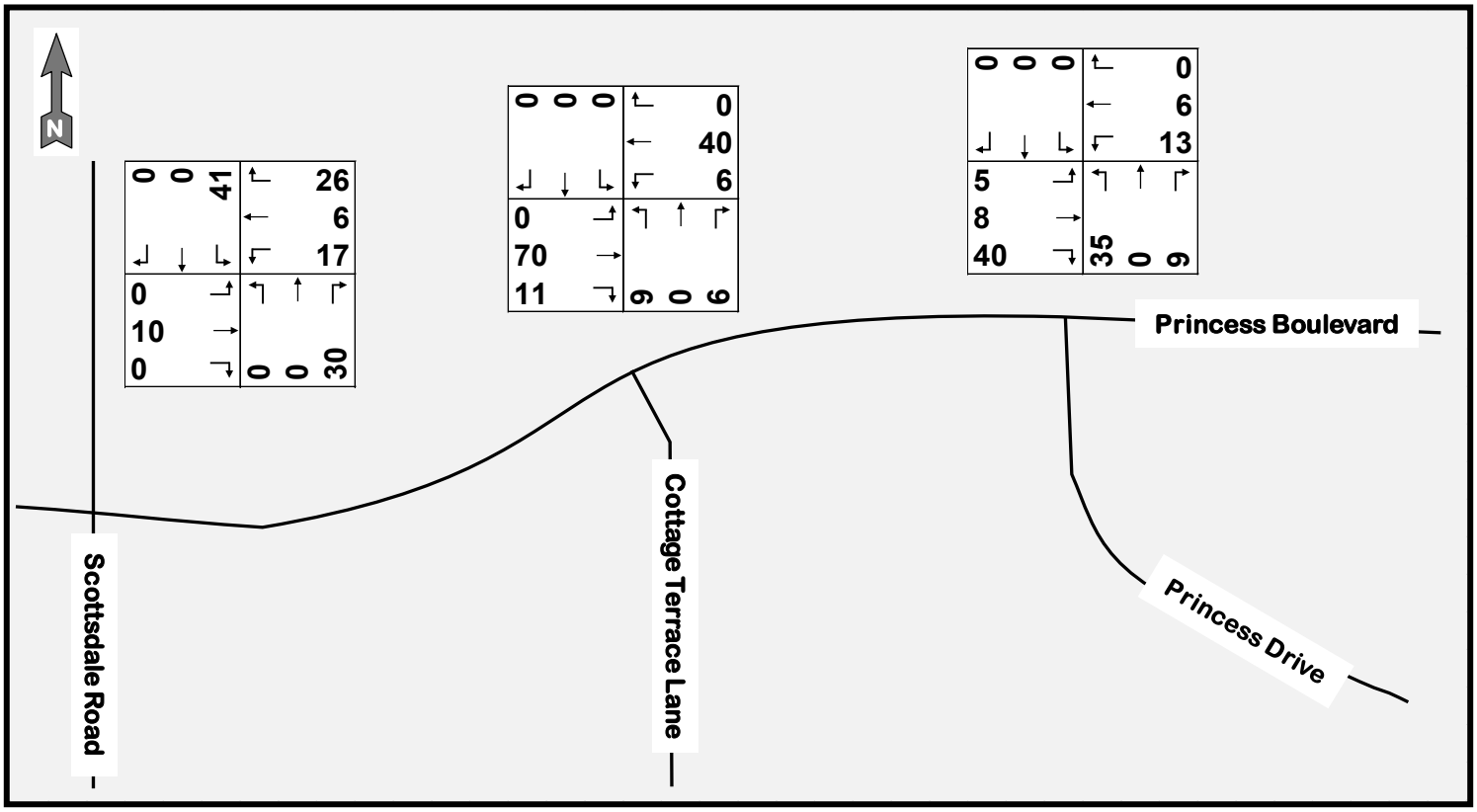


Figure 15: Ambient 2025 MD Peak Hour Turning Movement Volumes

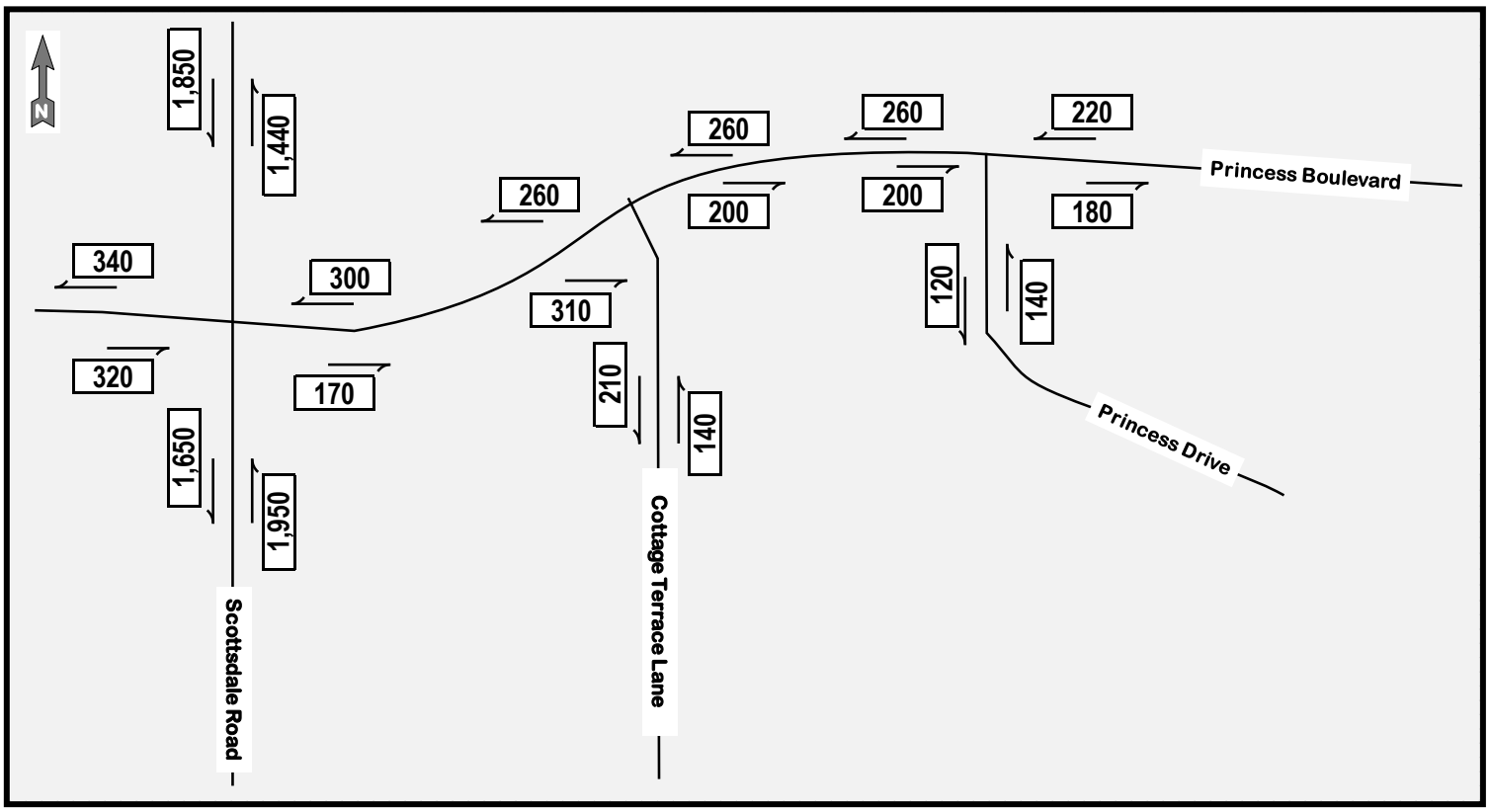


Figure 16: 2025 PM Peak Hour Approach and Departure Volumes

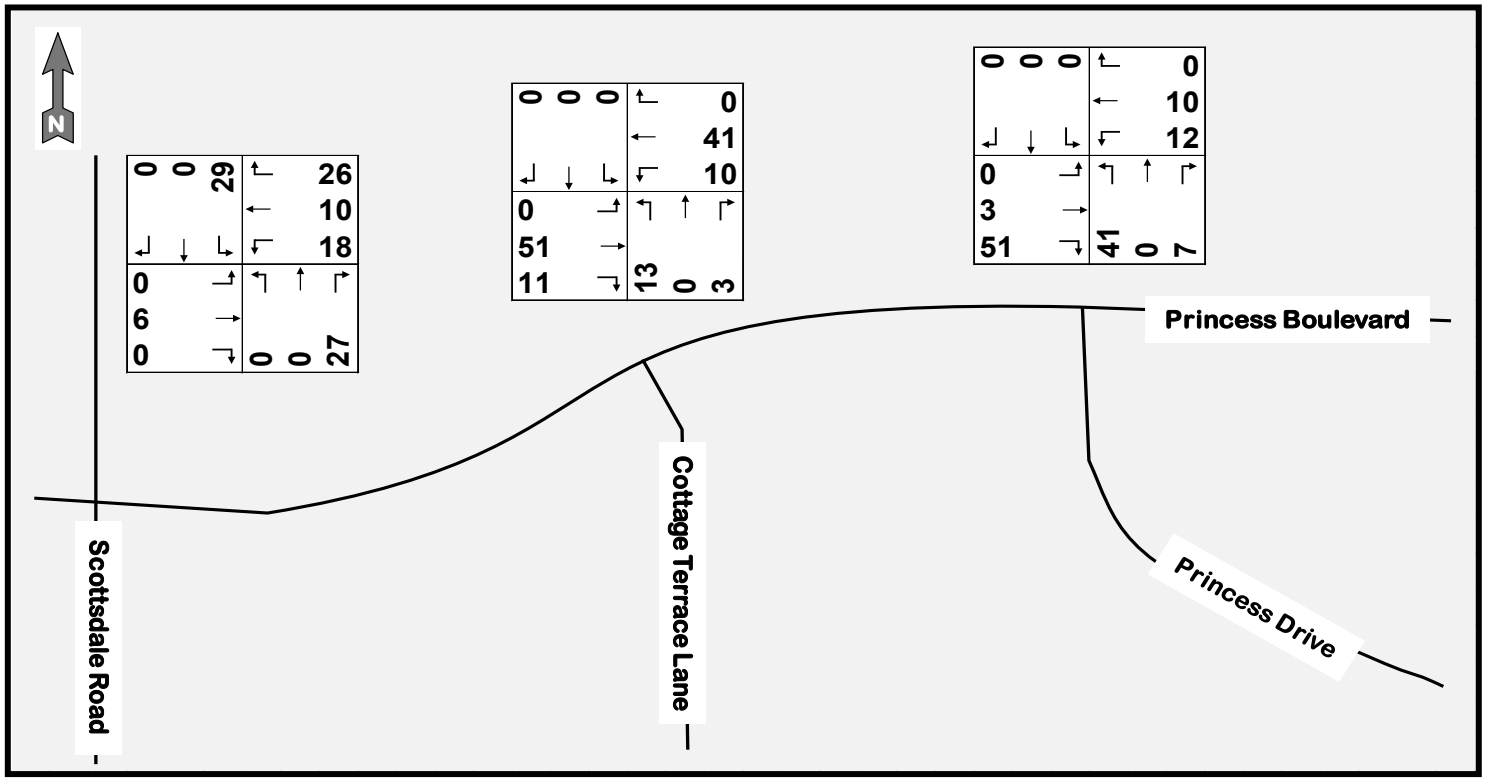


Figure 17: 2025 PM Peak Hour Turning Movement Volumes

Planned Maravilla Final Phase Traffic Volumes

Immediately west of the proposed Fairmont Princess Expansion the third phase of the existing Maravilla independent living and congregate care facility has been approved. A memorandum of a trip generation and level-of-service analysis for this third phase was prepared and submitted dated 8 November 2021. The final phase and pertinent trip generation of this memorandum is provided in **Appendix C**. The trip generation from this analysis is summarized in **Table 14**.

Table 14: Hourly Trip Generation Rates for Maravilla Final Phase

	FINAL PHASE OF 193 ADDITIONAL HOMES					
	Northbound		Eastbound		Westbound	
Time	Left	Right	Straight	Right	Straight	Left
12:00 to 1:00 AM	0	0	0	0	0	0
1:00 to 2:00 AM	1	0	0	0	0	0
2:00 to 3:00 AM	0	0	0	0	0	0
3:00 to 4:00 AM	0	0	0	0	0	0
4:00 to 5:00 AM	0	0	0	0	0	0
5:00 to 6:00 AM	4	1	0	8	0	4
6:00 to 7:00 AM	9	1	0	14	0	7
7:00 to 8:00 AM	6	2	0	7	0	4
8:00 to 9:00 AM	6	1	0	9	0	4
9:00 to 10:00 AM	6	2	0	5	0	3
10:00 to 11:00 AM	10	3	0	7	0	3
11:00 to 12:00 PM	7	5	0	7	0	4
12:00 to 1:00 PM	11	4	0	12	0	6
1:00 to 2:00 PM	13	3	0	14	0	7
2:00 to 3:00 PM	21	4	0	16	0	8
3:00 to 4:00 PM	19	3	0	8	0	4
4:00 to 5:00 PM	16	5	0	9	0	5
5:00 to 6:00 PM	10	2	0	7	0	3
6:00 to 7:00 PM	6	2	0	4	0	2
7:00 to 8:00 PM	4	1	0	2	0	1
8:00 to 9:00 PM	5	1	0	4	0	2
9:00 to 10:00 PM	3	1	0	4	0	2
10:00 to 11:00 PM	9	2	0	4	0	2
11:00 to 12:00 AM	4	0	0	1	0	1
TOTAL	170	43	0	142	0	72

Proposed Fairmont Princess Expansion Estimated Trip Generation

The estimated trip generation for the proposed Fairmont Princess Expansion was determined through the procedures and data contained within the Institute of Transportation Engineers *Trip Generation Manual*, *11th Edition*, published in 2021. This document provides traffic volume data from existing developments throughout the United States and Canada, from 1980 through 2021, that can be utilized to estimate trips from proposed developments. The traffic data are provided for 179 land use categories separated into 10 major land use categories. The estimated traffic volume is dependent upon independent variables defined by the characteristics and size of each land use category. Data are typically provided for five (5) weekday time periods and four (4) weekend time periods.

A primary purpose of the expansion is to increase the available conference and meeting room area to become commensurate with the existing and proposed hotel guest room number. The existing Fairmont Princess Resort includes 751 hotel guest rooms; and 61,577 square feet of ballroom, conference rooms, and meeting rooms. The planned expansion includes an additional 198 hotel guest rooms and 35,000 square feet of conference and meeting rooms. The expanded hotel will include 949 hotel guest rooms; and 96,577 square feet of ballroom, conference rooms, and meeting rooms. The ratio of existing conference and meeting room area to hotel guest room number is approximately 82 square feet-per-hotel-room. With the expansion, this ratio will become approximately 102 square feet-per-hotel-room.

The hotel land use category, code 310, was utilized for this analysis. Three (3) additional categories were considered: All Suites Hotel, code 311; Business Hotel, code 312; and Resort Hotel, code 330. The Scottsdale Fairmont Princess serves multiple functions including leisure, conferences, and events. Its reputation is as a resort hotel. However, the *Trip Generation Manual* description of resort hotel specifically excludes conference and meeting rooms. The Scottsdale Fairmont Princess Resort has conference and meeting rooms, the largest of which is also utilized as a ballroom. Recognizing that one of the primary purposes of the expansion is to provide additional conference and meeting room area to support both the existing hotel room number and the expanded room number, Hotel code 310 is appropriate. Additionally, of the four (4) categories, Hotel code 310, has the highest trip generation rates. **Appendix D** provides the complete hotel trip generation calculations. **Table 15** summarizes the hotel trip generation.

Table 15: Trip Generation Rates for Fairmont Princess Resort Hotel Guest Rooms

	AVERAGE RATE			FITTED EQUATION			MAXIMUM		
TIME PERIOD	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
WEEKDAY	1,211	1,211	2,422	327	327	654	1,211	1,211	2,422
AM PEAK HOUR STREET	69	54	123	18	15	33	69	54	123
AM PEAK HOUR GENERATOR	70	59	129	30	25	55	70	59	129
PM PEAK HOUR STREET	71	74	145	36	37	73	71	74	145
PM PEAK HOUR GENERATOR	83	62	145	46	34	80	83	62	145
SATURDAY	995	995	1,990	28	27	55	995	995	1,990
PEAK HOUR GENERATOR	80	86	166	31	30	61	80	86	166
SUNDAY	775	775	1,550	28	27	55	775	775	1,550
PEAK HOUR GENERATOR	74	65	139	29	29	58	74	65	139

The Fine Dining restaurant land use category, code 931, was utilized for the restaurant, as this is the most appropriate restaurant category. To remain conservative, the entire restaurant area – including the indoor dining area, the outdoor dining area, the kitchen, and all ancillary areas were included. As the restaurant will be part of the Scottsdale Fairmont Princess resort, the clientele was assumed to be 50% guests on other parts of the property, and 50% from off-property. **Appendix D** provides the complete restaurant trip generation calculations. **Table 16** summarizes the restaurant trip generation. For purposes of trip generation determination, the restaurant area was assumed to be 8,250 square feet – equal to one-half the total 16,500 square feet.

Table 16: Trip Generation Rates for Fairmont Princess Restaurant

	ENTERING	EXITING	TOTAL
WEEKDAY DAILY	346	346	692
AM PEAK HOUR STREET	5	1	6
AM PEAK HOUR GENERATOR	30	7	37
PM PEAK HOUR STREET	43	21	64
PM PEAK HOUR GENERATOR	41	27	68
SATURDAY *DAILY*	372	371	743
PEAK HOUR GENERATOR	52	36	88
SUNDAY *DAILY*	297	297	594
PEAK HOUR GENERATOR	40	24	64

Table 17 provides the sum of the hotel and restaurant trip generation.

Table 17: Trip Generation Rates for Fairmont Princess Hotel Rooms and Restaurant Expansion

	ENTERING	EXITING	TOTAL
WEEKDAY DAILY	1,557	1,557	3,114
AM PEAK HOUR STREET	74	55	129
AM PEAK HOUR GENERATOR	100	66	166
PM PEAK HOUR STREET	114	95	209
SATURDAY *DAILY*	1,367	1,366	2,733
SUNDAY *DAILY*	1,072	1,072	2,144

The peak hour of adjacent street was utilized for both the morning and the evening peak hours. These are common time periods for the two uses of hotel and restaurant as well as the street system. The peak hours of generator are different for hotels compared to restaurants. For the mid-day peak hour, the morning peak hour of generator was utilized for both the hotel and the restaurant, as the morning peak 60-minutes of the Scottsdale / Princess and Cottage / Princess intersections was late morning.

All of the coffee shop (Roasterie) traffic is assumed to be guests of other functions on the Scottsdale Fairmont Princess property or residents within walking distance. As stated previously and indicated in **Figure 2**, the Roasterie is deep within the resort, behind other buildings, and generally difficult to access from a road. **Figure 18** provides an aerial photograph of the Roasterie location, indicating the absence of parking spaces in the vicinity. Therefore, only guests otherwise on the Scottsdale Fairmont Princess Resort property, or nearby residents will frequent the Roasterie. The Roasterie will not generate additional vehicle traffic.

Figure 18: Fairmont Princess Expansion Coffee Shop (Roasterie)

Proposed Fairmont Princess Expansion Estimated Traffic Assignment

The expansion will include a reconfiguration of the parking area immediately south of Princess Boulevard, between Cottage Terrace Lane and Princess Drive. The modified parking area will include access to both Cottage Terrace Lane and Princess Drive. Because the new parking structure will be east of Princess Drive, and the Princess Drive intersection with Princess Boulevard is an efficient roundabout, 75% of the new hotel traffic was assigned to Princess Drive and 25% of the new hotel traffic was assigned to Cottage Terrace Lane.

For the new restaurant traffic, a new right-turn-in-right-turn-out access is provided with Princess Boulevard approximately 300 feet east of the Cottage Terrace Lane intersection with Princess Boulevard. All the entering restaurant traffic and all the exiting restaurant traffic was assumed to utilize this access. Of the exiting restaurant traffic, 70% was assumed to travel east to the Princess / Princess roundabout and accomplish an eastbound-to-westbound U-turn to travel westbound on Princess Boulevard to the Scottsdale / Princess intersection. The remaining 30% of the restaurant traffic was assumed to continue eastbound through the Princess / Princess roundabout to either hotels and multi-family homes or to Hayden Road.

The Princess Expansion turning movements at each of the three (3) study intersections during the three (3) peak hours was assumed to be equal to the existing turning movement percentages at each of the study intersections. The new hotel and conference room traffic volumes were assumed to travel only through eastbound and westbound at the Cottage Terrace / Princess intersection.

Figure 19 through **Figure 25** provide the Scottsdale Fairmont Princess Expansion traffic volumes respectively for the day approach and departure, morning peak hour approach and departure, morning peak hour turning movements, mid-day peak hour approach and departure, mid-day peak hour turning movements, evening peak hour approach and departure, and evening peak hour turning movements.

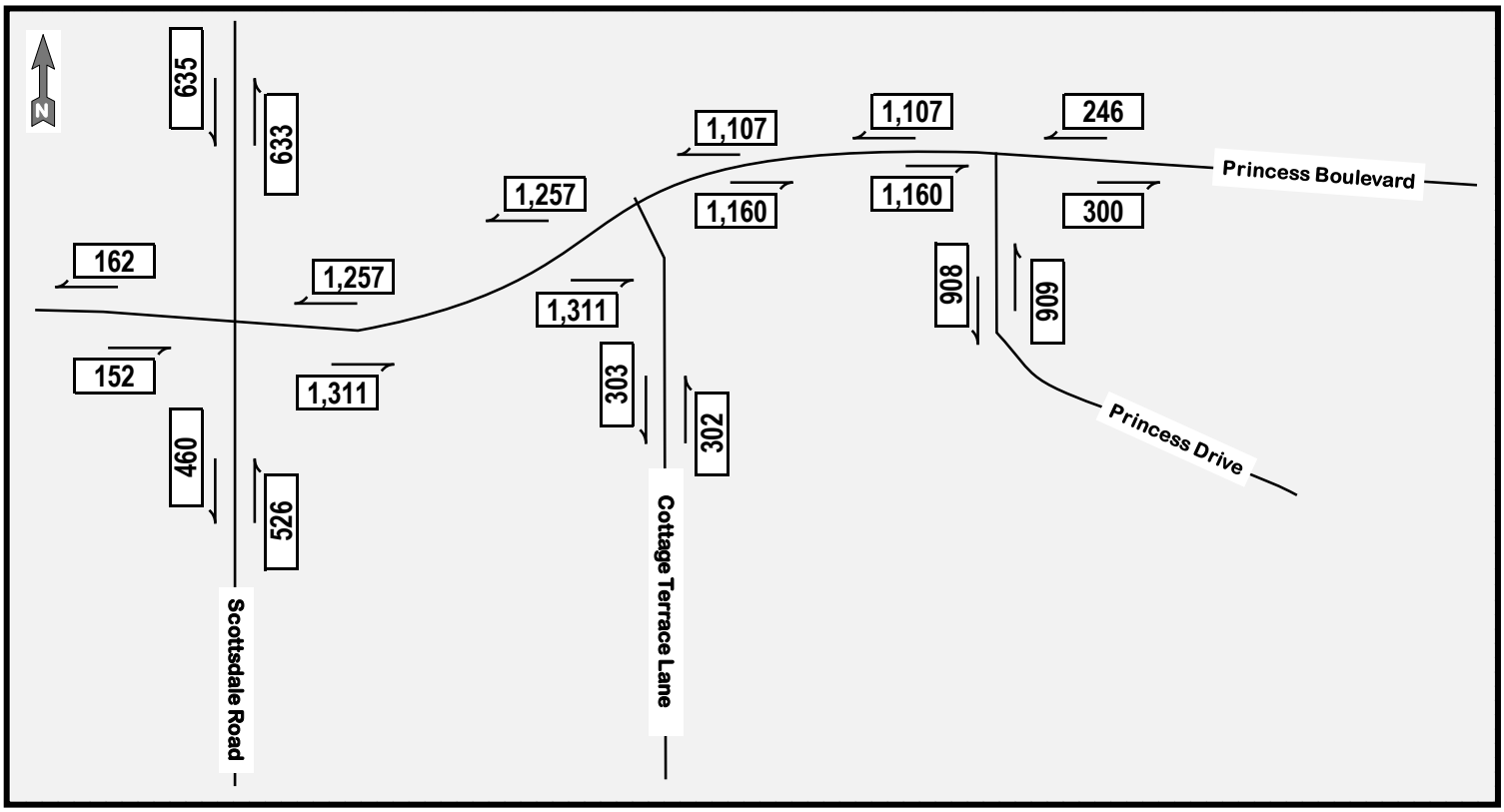


Figure 19: Fairmont Princess Expansion Approach and Departure Volumes Day

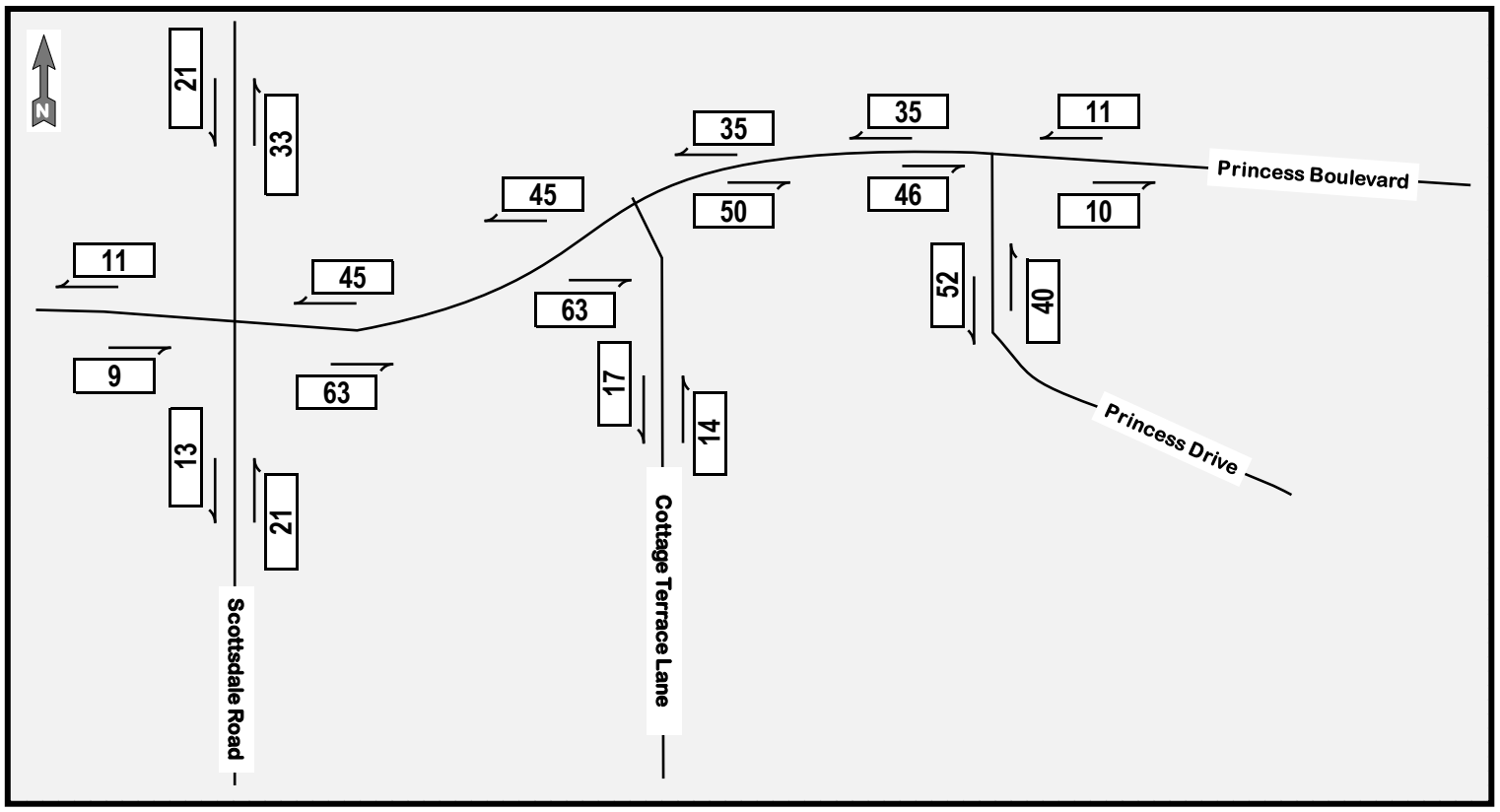


Figure 20: Fairmont Princess Expansion Approach and Departure Volumes Morning Peak Hour

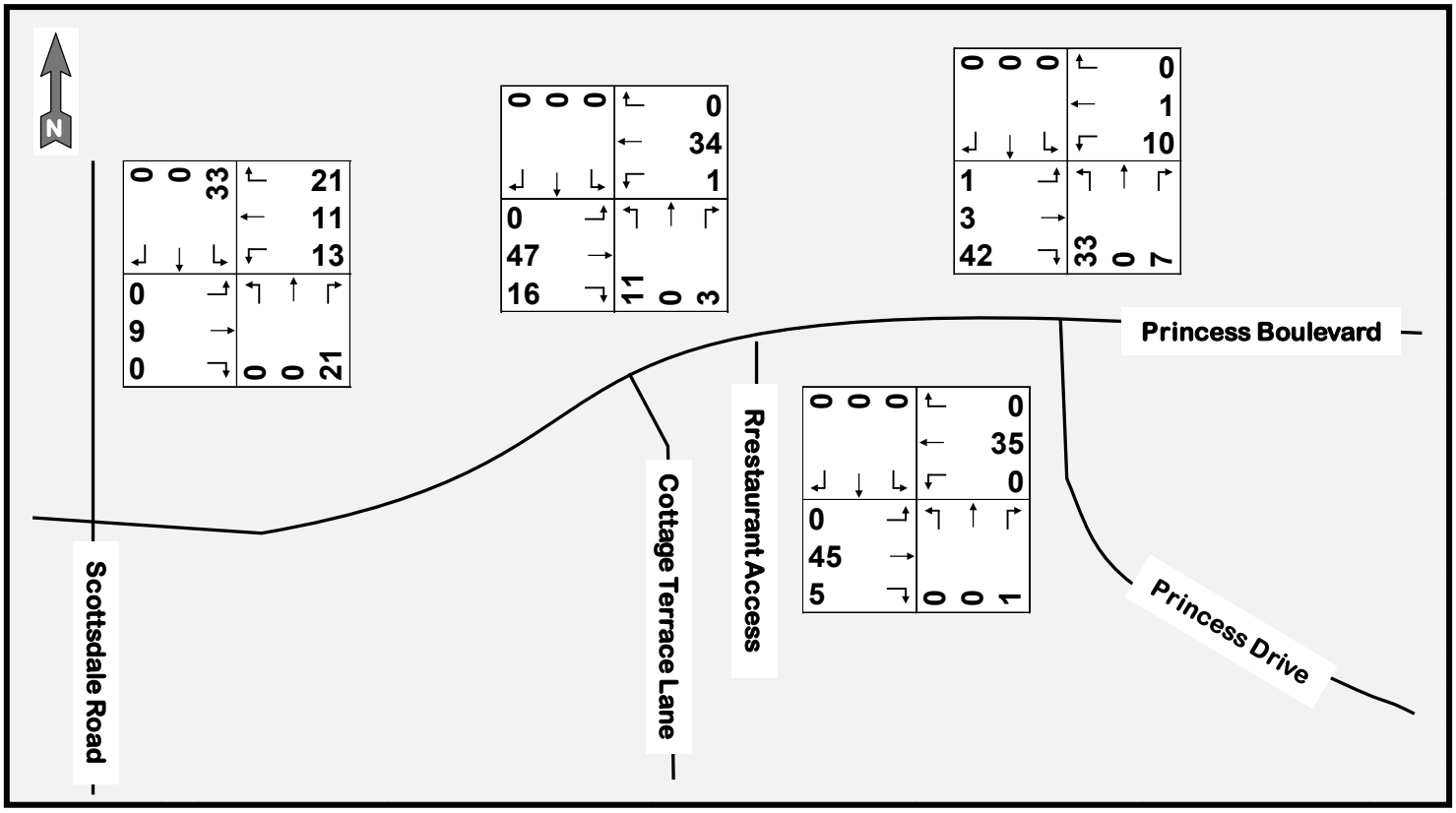


Figure 21: Fairmont Princess Expansion Turning Volumes Morning Peak Hour

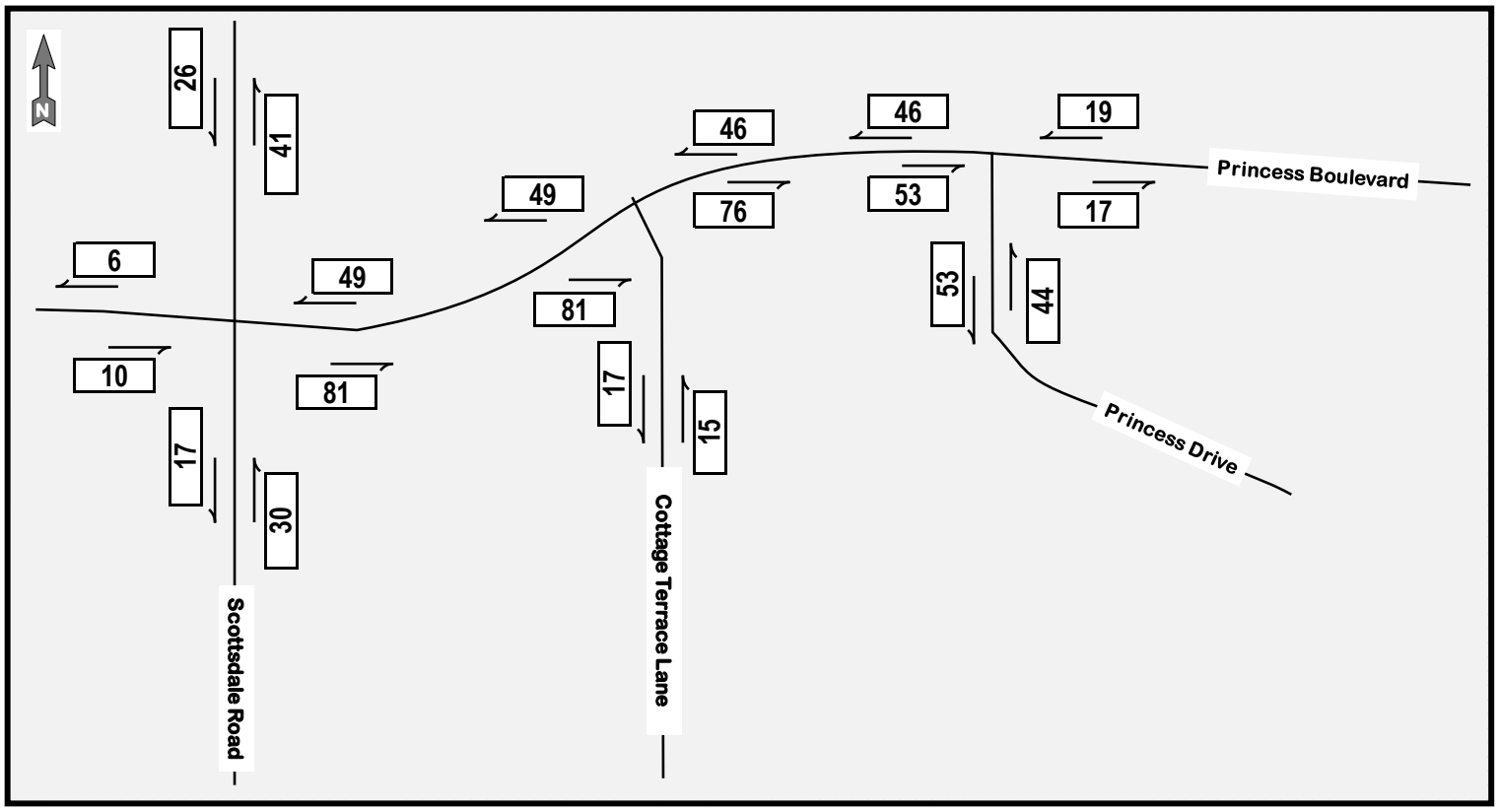


Figure 22: Fairmont Princess Expansion Approach and Departure Volumes Mid-day Peak Hour

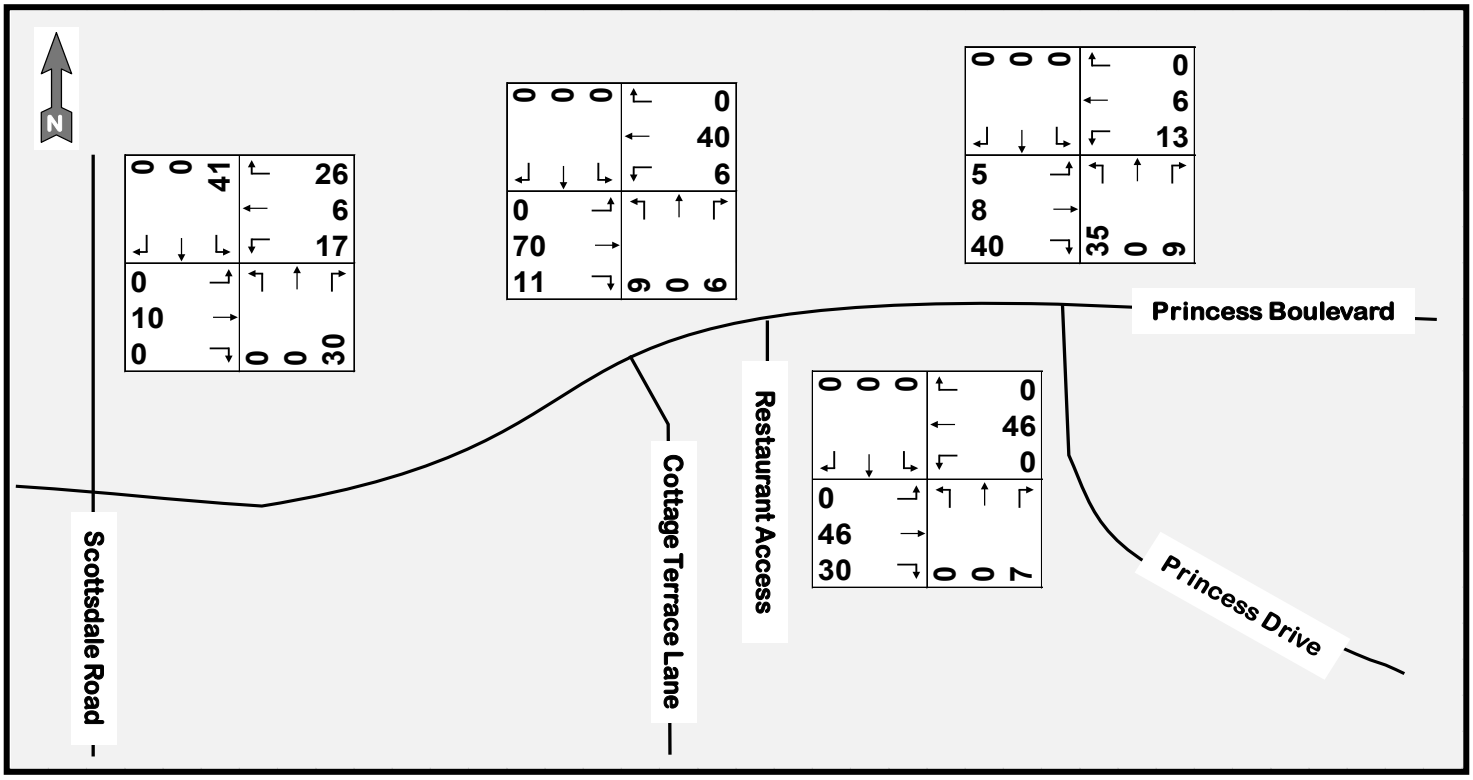


Figure 23: Fairmont Princess Expansion Turning Volumes Mid-day Peak Hour

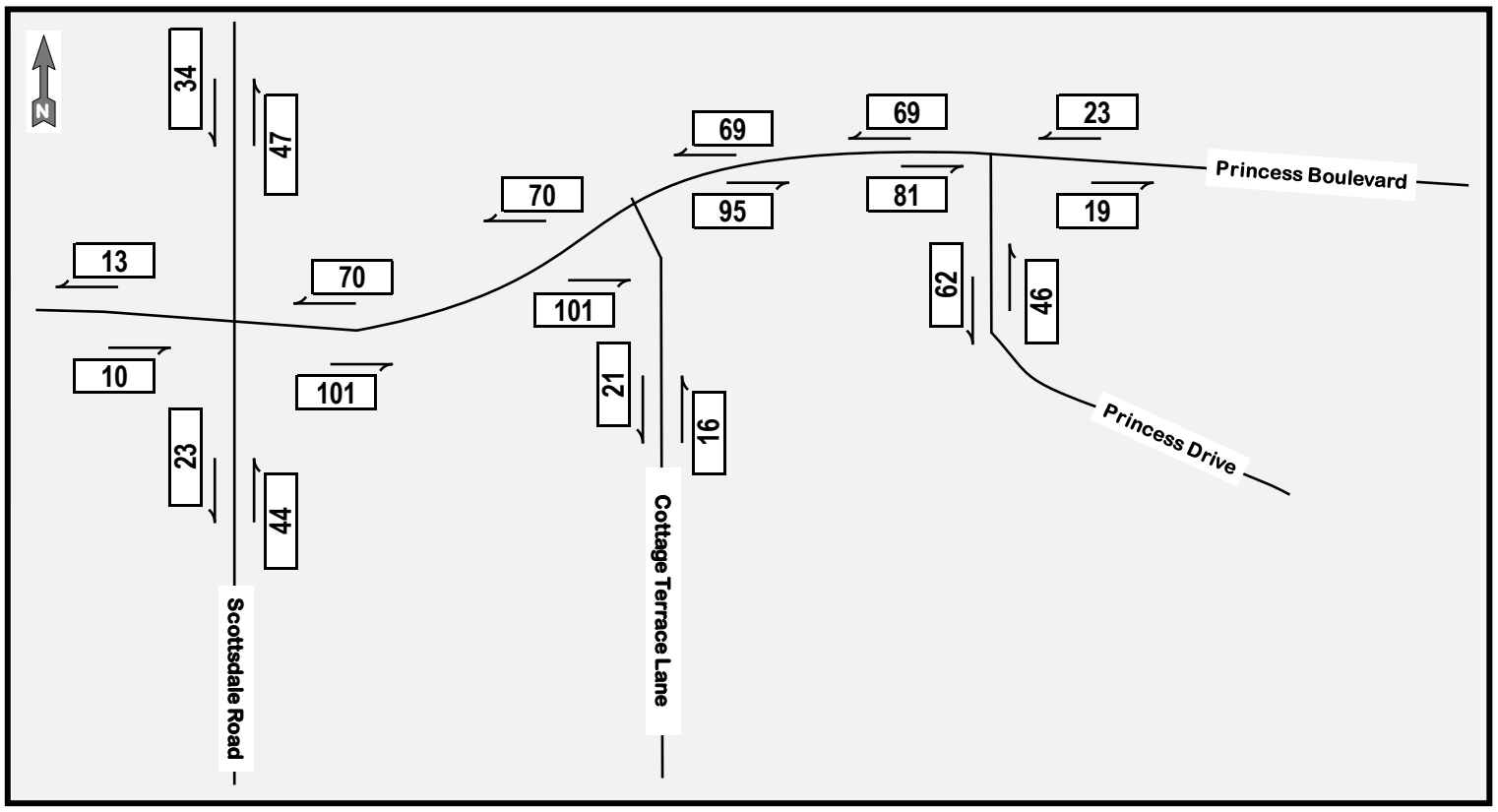


Figure 24: Fairmont Princess Expansion Approach and Departure Volumes Evening Peak Hour

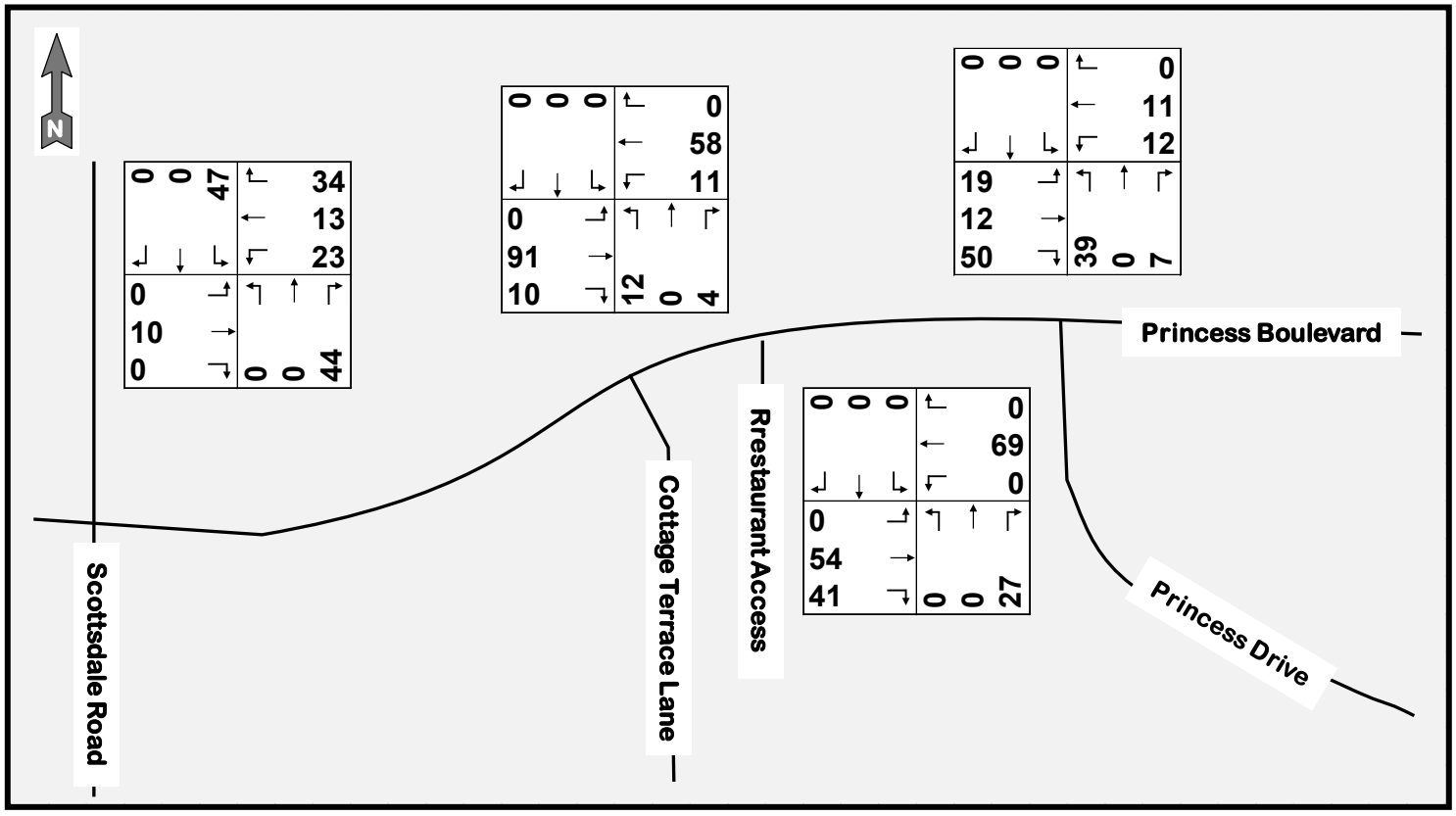


Figure 25: Fairmont Princess Expansion Turning Volumes Evening Peak Hour

The ambient 2025 traffic volumes plus Maravilla Final phase traffic volumes plus the Scottsdale Fairmont Princess Expansion traffic volumes are provided in **Figure 26** through **Figure 32** for the day approach and departure, morning peak hour approach and departure, morning peak hour turning movements, mid-day peak hour approach and departure, mid-day peak hour turning movements, evening peak hour approach and departure, and evening peak hour turning movements.

The peak hour volumes for the Maravilla final phase were determined from the trip generation in **Table 14**. The highest morning peak hour of 6:00 to 7:00 AM, the highest mid-day peak hour of noon to 1:00 PM, and the highest evening peak hour of 4:00 to 5:00 PM were utilized.

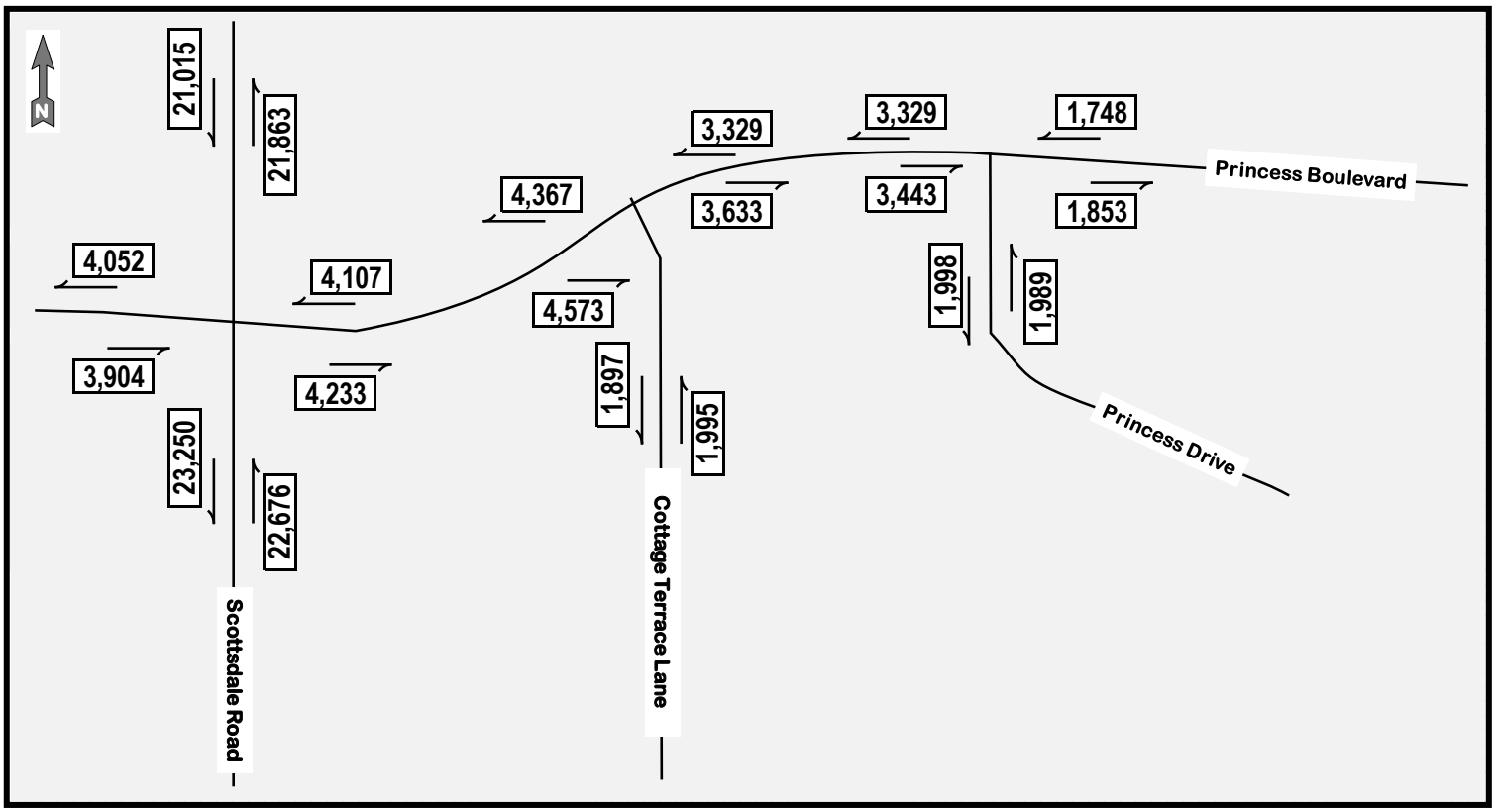


Figure 26: 2025 with Fairmont Princess Expansion Approach and Departure Volumes Day

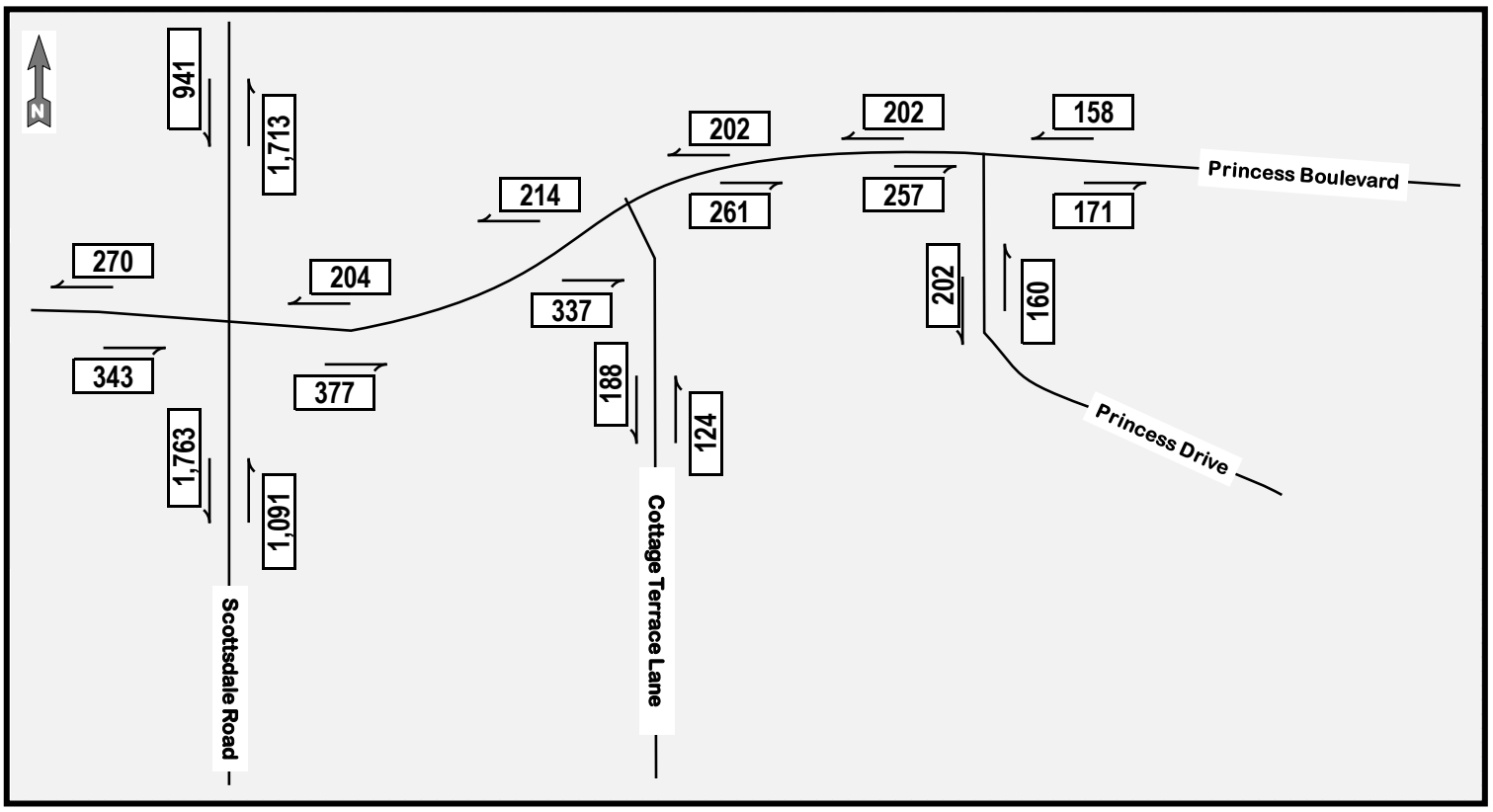


Figure 27: 2025 with Princess Expansion Approach and Departure Volumes Morning Peak Hour

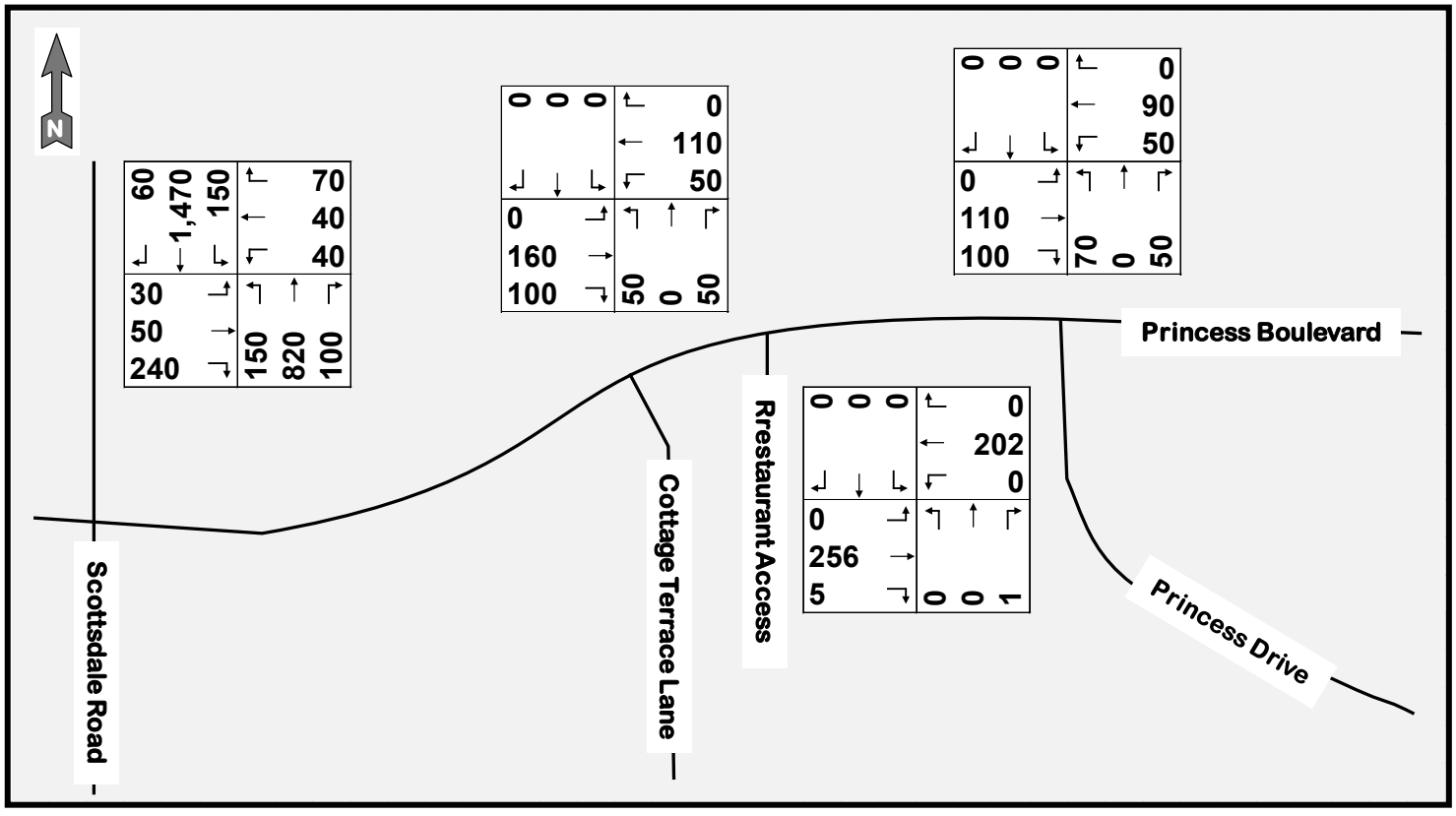


Figure 28: 2025 with Fairmont Princess Expansion Turning Volumes Morning Peak Hour

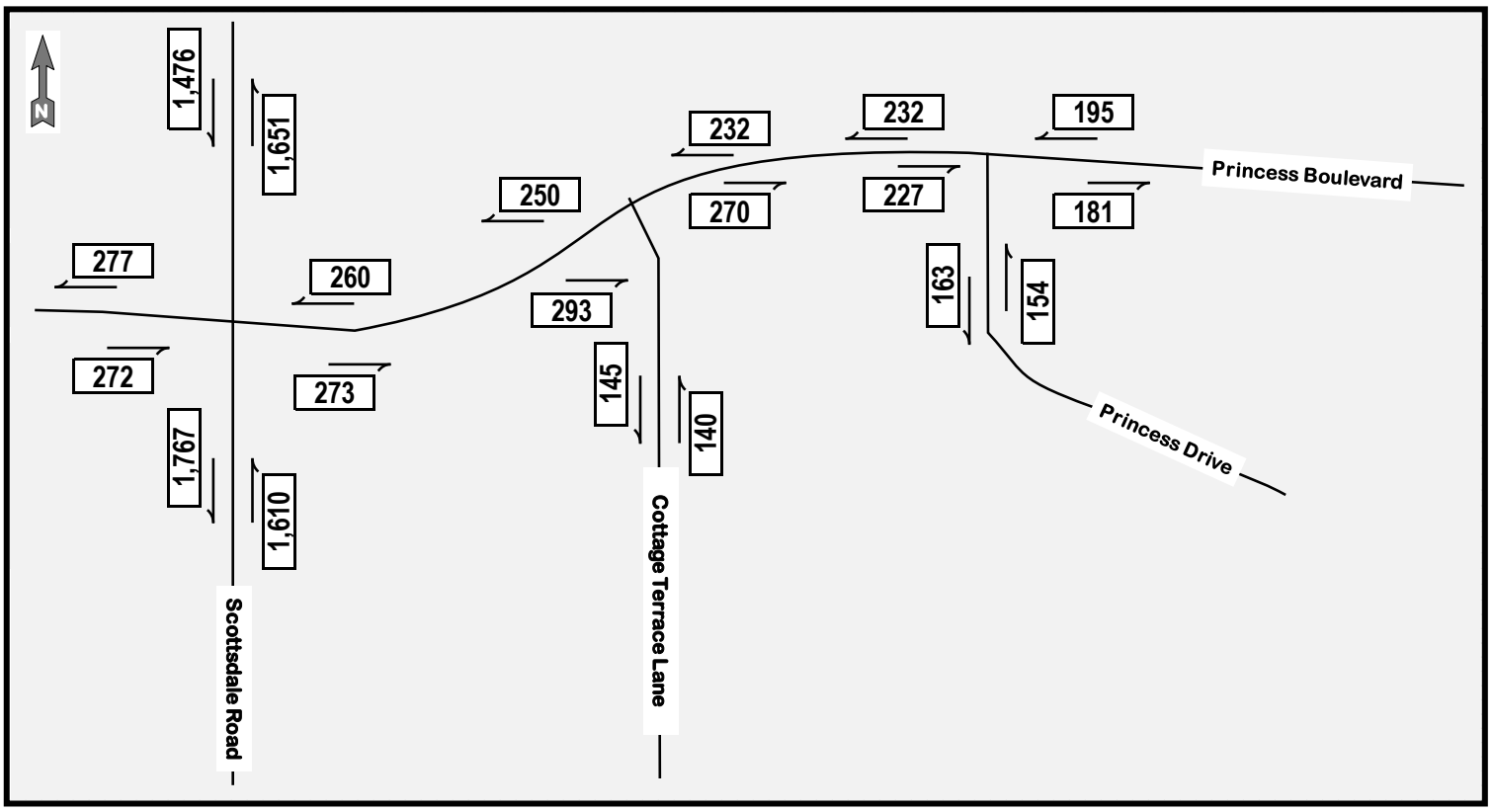


Figure 29: 2025 with Fairmont Princess Expansion Approach and Departure Mid-day Peak Hour

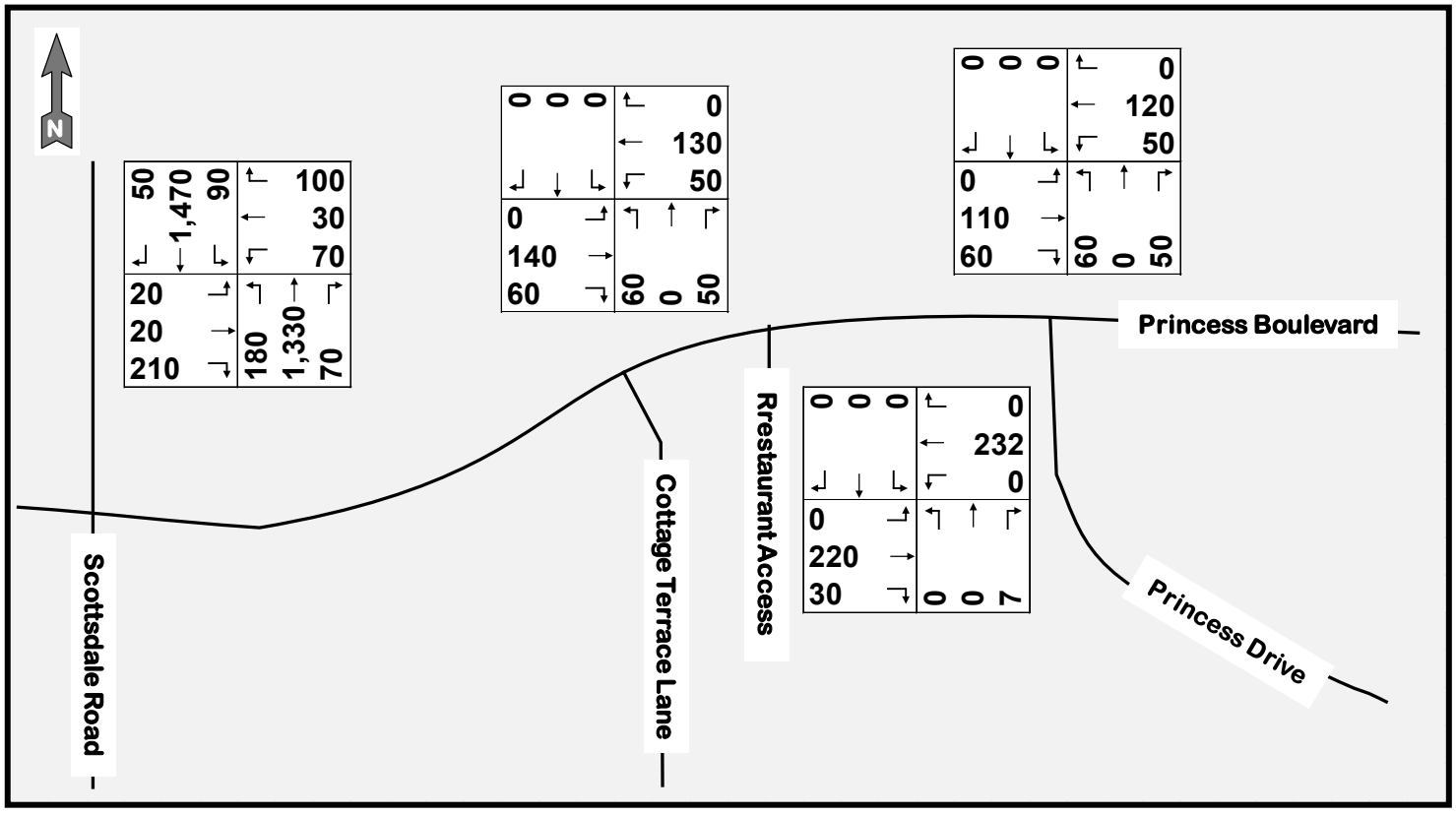


Figure 30: 2025 with Fairmont Princess Expansion Turning Volumes Mid-day Peak Hour

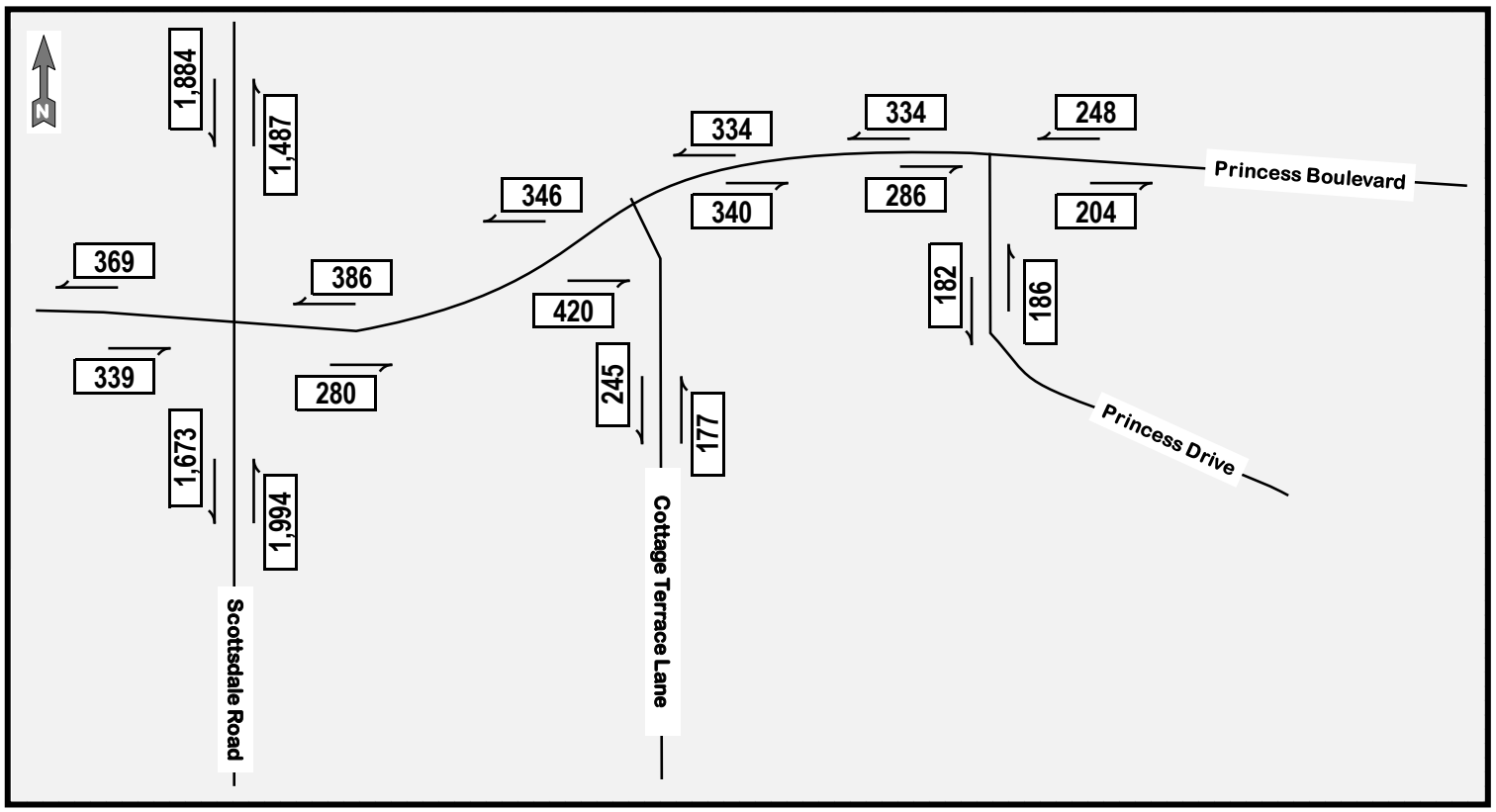


Figure 31: 2025 with Fairmont Princess Expansion Approach and Departure Evening Peak Hour

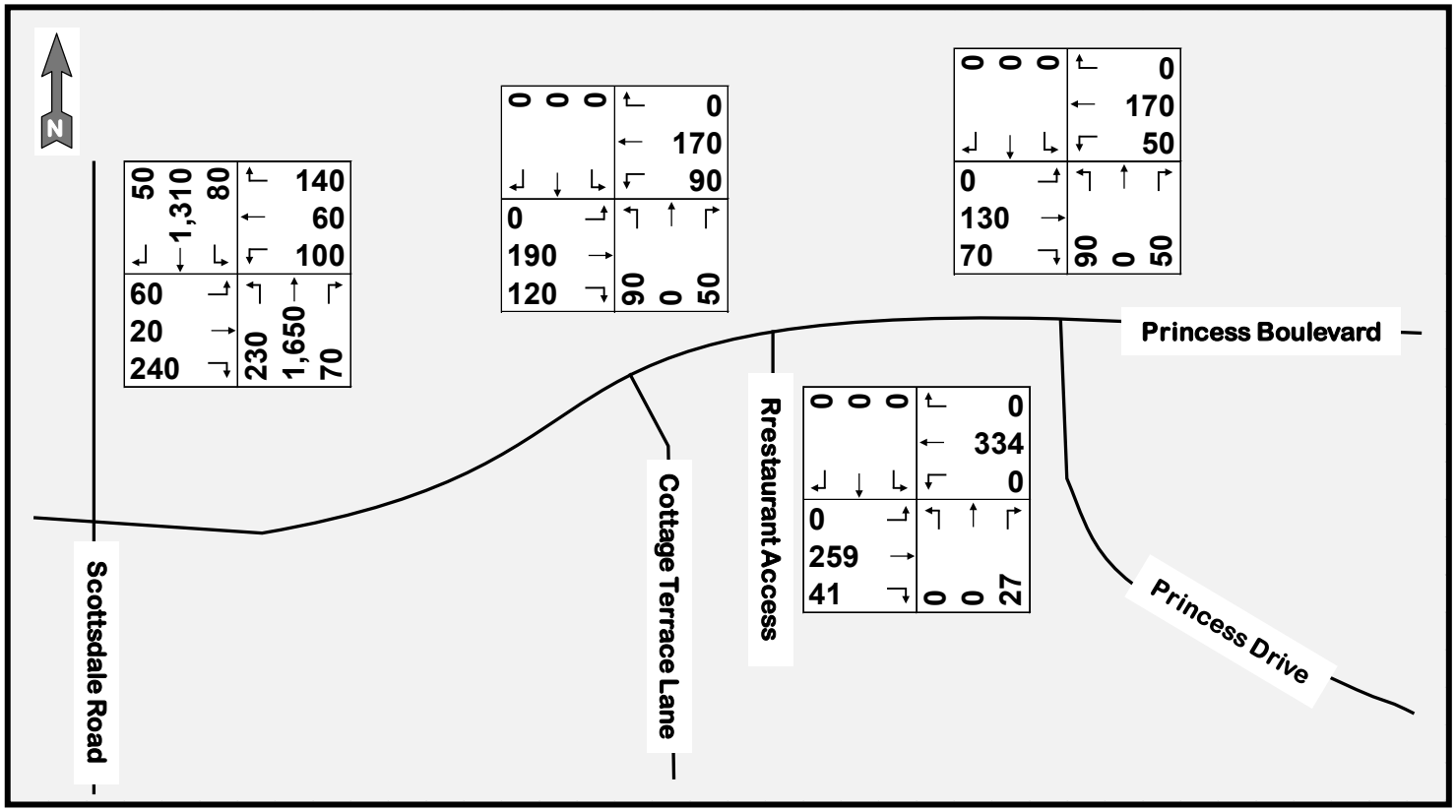
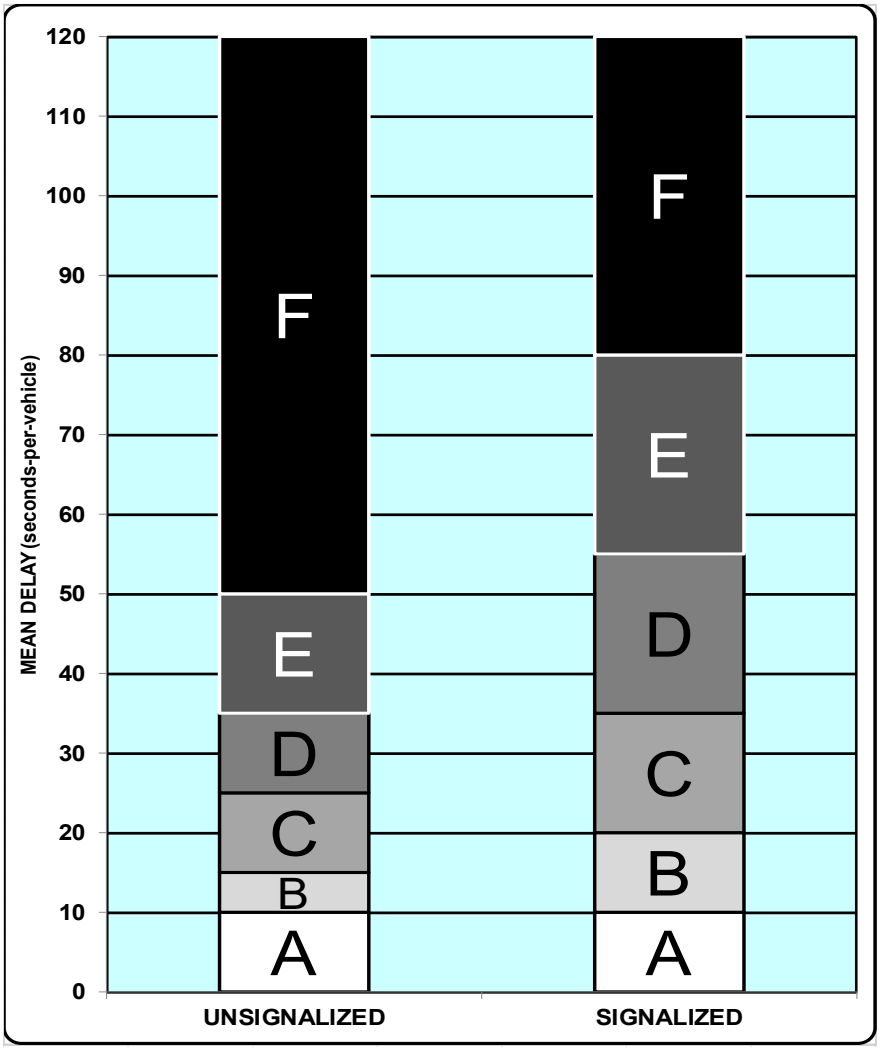


Figure 32: 2025 with Fairmont Princess Expansion Turning Volumes Evening Peak Hour

Level-of-Service Analysis

Table 18: Intersection Level-of-Service Criteria



The ability of a transportation system to transmit the transportation demand is characterized as its level-of-service (LOS). Level-of-service is a rating system from "A" representing the least delay to "F" representing the most delay. Typically, levels-of-service "C" and "D" provide an optimal balance between traffic operation and street system expenditures.

The appropriate reference for level-of-service analysis and calculation is the *Highway Capacity Manual*, published by the Transportation Research Board. This manual considers average delay as the measure to determine level-of-service at intersections. For signalized intersections and multi-way stop intersections, the delay and level-of-service are calculated for the entire intersection, each approach, and each turning movement. For two-way stop-controlled intersections, the delay and level-of-service are determined only for each stopped approach and for left-turns from the uncontrolled approach. For roundabout intersections, levels-of service are calculated for all movements and approaches. **Table 18**: provides a diagram depicting level-of-service and delay criteria for intersections.

Synchro was utilized for these level-of-service analyses. The Scottsdale / Princess cycle length and phase lengths were provided by the City of Scottsdale for the existing year, and are provided as **Appendix E.1**.

Table 19 through **Table 24** provide the levels-of-service for the three (3) study intersections for the three (3) peak hours for the existing 2022, ambient 2025, and 2025 with the Scottsdale Fairmont Princess Expansion conditions. For the 2025 with the Scottsdale Fairmont Princess Expansion condition, the existing cycle lengths and phases were utilized, though the phase timing was optimized.

The complete results are provided in **Appendix E**. The existing 2022 level-of-service analyses results are provided in **Appendix E.2**, and the ambient 2025 level-of-service analyses results are provided in **Appendix E.3**. The 2025 with the Maravilla Final Phase and the Scottsdale Fairmont Princess Expansion level-of-service analyses results are provided in **Appendix E.4**.

Table 19: LOS – without and with Fairmont Princess Expansion – Signalized – AM Peak Hour

PHASING AND TIMING	EXISTING				OPTIMIZED TIMING	
	EXISTING		2025		2025 WITH SITE	
	DELAY	LOS	DELAY	LOS	DELAY	LOS
Scottsdale & Princess	27.5	C	24	C	24.1	C
Northbound	17.8	B	15.1	B	17.3	B
Left	38.1	D	18.4	B	18.4	B
Through	14.6	B	14.7	B	17.3	B
Right	13.3	B	13.1	B	15.7	B
Southbound	20.1	C	16.8	B	18.6	B
Left	11.5	B	11.7	B	13.3	B
Through	21.0	C	17.6	B	19.5	B
Right	12.1	B	12.2	B	13.4	B
Eastbound	94.4	F	83.3	F	65.3	E
Left	39.0	D	39.0	D	35.5	D
Through	43.0	D	42.4	D	39.4	D
Right	114.2	F	97.4	F	76.9	E
Westbound	42.7	D	42.2	D	38.5	D
Left	42.3	D	42.0	D	38.2	D
Through	40.8	D	41.0	D	37.2	D
Right	43.7	D	43.0	D	39.5	D

Table 20: LOS – without and with Fairmont Princess Expansion – Unsignalized – AM Peak Hour

	EXISTING		2025		2025 WITH SITE	
	DELAY	LOS	DELAY	LOS	DELAY	LOS
Cottage Terrace & Princess	1.5	A	2.8	A	3.2	A
Northbound	10.2	B	10.8	B	13.0	B
Left	10.6	B	12.2	B	13.0	B
Right	9.0	A	9.4	A	13.0	B
Westbound	0.8	A	2.5	A	2.4	A
Left	7.8	A	7.9	A	8.2	A
Restaurant Access & Princess				A	0.0	A
Northbound Right				A	9.1	A
Eastbound Right				A	0.0	A
Princess & Princess	3.2	A	3.3	A	3.7	A
Northbound	3.1	A	3.3	A	3.5	A
Left	3.2	A	3.4	A	3.6	A
Right	2.9	A	3.2	A	3.3	A
Eastbound	3.1	A	3.4	A	3.6	A
Left	3.0	A	3.4	A	3.5	A
Right	3.2	A	3.4	A	3.6	A
Westbound	3.3	A	3.3	A	4.0	A
Left	3.3	A	3.1	A	4.0	A

Table 21: LOS – without and with Fairmont Princess Expansion – Signalized – MD Peak Hour

PHASING AND TIMING	EXISTING				OPTIMIZED TIMING	
	EXISTING		2025		2025 WITH SITE	
	DELAY	LOS	DELAY	LOS	DELAY	LOS
Scottsdale & Princess	34.6	C	33.1	C	23.7	C
Northbound	13.7	B	13.2	B	19.4	B
Left	23.3	C	17.1	B	20.9	C
Through	12.4	B	12.9	B	19.5	B
Right	9.3	A	9.5	A	14.6	B
Southbound	13.6	B	13.5	B	20.3	C
Left	9.7	A	10.1	B	16.5	B
Through	14.0	B	13.8	B	20.9	C
Right	9.5	A	9.5	A	14.1	B
Eastbound	277.1	F	275.7	F	58.8	E
Left	42.1	D	42.0	D	33.9	C
Through	44.8	D	44.4	D	36.5	D
Right	331.7	F	320.6	F	65.8	E
Westbound	49.1	D	45.0	D	35.1	D
Left	43.5	D	43.1	D	34.8	C
Through	42.1	D	41.2	D	32.8	C
Right	53.9	D	47.5	D	36.3	D

Table 22: LOS – without and with Fairmont Princess Expansion – Unsignalized – MD Peak Hour

	EXISTING		2025		2025 WITH SITE	
	DELAY	LOS	DELAY	LOS	DELAY	LOS
Cottage Terrace & Princess	2.3	A	3.2	A	3.6	A
Northbound	10.1	B	10.6	B	13.3	B
Left	10.9	B	11.9	B	13.3	B
Right	9.0	A	9.1	A	13.3	B
Westbound	1.2	A	2.2	A	2.2	A
Left	7.7	A	7.8	A	8.1	A
Restaurant Access & Princess				A	0.1	A
Northbound Right				A	9.1	A
Eastbound Right				A	0.0	A
Princess & Princess	3.1	A	3.3	A	4.0	A
Northbound	3.1	A	3.3	A	3.9	A
Left	3.2	A	3.3	A	4.1	A
Right	3.0	A	3.2	A	3.4	A
Eastbound	3.0	A	3.3	A	3.5	A
Left	3.1	A	3.4	A	3.6	A
Right	2.9	A	3.1	A	3.4	A
Westbound	3.3	A	3.4	A	4.6	A
Left	2.8	A	3.1	A	4.6	A

Table 23: LOS – without and with Fairmont Princess Expansion – Signalized – PM Peak Hour

PHASING AND TIMING	EXISTING				OPTIMIZED TIMING	
	EXISTING		2025		2025 WITH SITE	
	DELAY	LOS	DELAY	LOS	DELAY	LOS
Scottsdale & Princess	61.9	E	48	D	30	C
Northbound	13.7	B	13.6	B	23.1	C
Left	14.8	B	15.4	B	22.7	C
Through	13.7	B	13.6	B	23.7	C
Right	8.9	A	8.9	A	15.9	B
Southbound	13.0	B	13.1	B	22.6	C
Left	11.9	B	11.9	B	24.2	C
Through	13.2	B	13.3	B	22.7	C
Right	9.7	A	9.7	A	16.3	B
Eastbound	456.7	F	372.5	F	89.4	F
Left	45.5	D	45.4	D	37.5	D
Through	48.6	D	48.5	D	40.9	D
Right	604.5	F	481.2	F	110.1	F
Westbound	115.9	F	93.0	F	41.8	D
Left	70.8	E	61.4	E	41.7	D
Through	48.7	D	48.1	D	37.4	D
Right	178.3	F	134.9	F	44.2	D

Table 24: LOS – without and with Fairmont Princess Expansion – Unsignalized – PM Peak Hour

	EXISTING		2025		2025 WITH SITE	
	DELAY	LOS	DELAY	LOS	DELAY	LOS
Cottage Terrace & Princess	4.0	A	3.7	A	5.2	A
Northbound	16.2	B	13.8	B	22.4	C
Left	18.3	B	16.1	B	22.4	C
Right	9.4	A	9.6	A	22.4	C
Westbound	3.0	A	2.8	A	2.7	A
Left	8.2	A	8.2	A	8.7	A
Restaurant Access & Princess				A	0.4	A
Northbound Right				A	9.4	A
Eastbound Right				A	0.0	A
Princess & Princess	3.3	A	3.6	A	4.2	A
Northbound	3.4	A	3.5	A	3.9	A
Left	3.5	A	3.6	A	4.1	A
Right	2.9	A	3.3	A	3.5	A
Eastbound	3.1	A	3.4	A	3.7	A
Left	3.2	A	3.6	A	3.9	A
Right	3.0	A	3.2	A	3.6	A
Westbound	3.4	A	3.8	A	5.0	A
Left	2.9	A	3.2	A	5.0	A

Additional analyses were provided considering an eastbound exclusive right-turn lane. The existing level-of-service for the Scottsdale / Princess eastbound approach is provided in **Table 25**.

Table 25: Existing Delay and Level-of-Service Scottsdale / Princess Eastbound

PERIOD	RIGHT-TURN		APPROACH		INTERSECTION	
Morning Peak Hour	114	F	94	F	28	C
Mid-day Peak Hour	332	F	277	F	35	C
Evening Peak Hour	605	F	457	F	62	E

A delay of 10 minutes is very likely an inaccurate exaggeration, though the analysis indicates that excessive delay exists at this intersection. In each of the three (3) peak periods, the eastbound right-turn volume is 5 to 14 times larger than the eastbound through movement. This dominance is clearly depicted in **Appendix B**; the 5th, 6th, 10th, and 11th pages; which provide the eastbound turning movements in 15-intervals for 24 hours.

The southernmost through lane could be converted to a right-turn only lane, and could have a right-turn arrow timed with the northbound left-turn arrow. The complete results of this modification are provided in **Appendix E.5** and summarized for the eastbound right-turn, eastbound approach, and intersection in **Table 26**.

Table 26: IMPROVED Delay and Level-of-Service Scottsdale / Princess Eastbound

PERIOD	RIGHT-TURN		APPROACH		INTERSECTION	
Morning Peak Hour	53	D	50	D	23	C
Mid-day Peak Hour	73	E	67	E	19	B
Evening Peak Hour	162	F	132	F	32	C

The 2025 with the Scottsdale Fairmont Princess Resort Expansion level-of-service for the Scottsdale / Princess eastbound approach is provided in **Table 27,** with the complete results provided in **Appendix E.5**. The cycle length remained at 120 seconds for the morning and evening peak hours, and at 108 seconds for the mid-day peak hour, and the phasing was optimized.

Table 27: 2025 with Expansion Delay and LOS Scottsdale / Princess EB – EXISTING PHASING

PERIOD	RIGHT-TURN		APPROACH		INTERSECTION	
Morning Peak Hour	77	E	65	E	24	C
Mid-day Peak Hour	66	E	59	E	24	C
Evening Peak Hour	110	F	89	F	30	C

Table 28 summarizes the eastbound right-turn, eastbound approach, and intersection with an eastbound right-turn only lane, and exclusive northbound and southbound left-turn arrows, with the cycle lengths remaining at 120 and 108 seconds, and optimized phasing. The complete results of this modification are provided in **Appendix E.5**.

Table 28: 2025 with Expansion Delay and LOS Scottsdale / Princess EB – IMPROVED PHASING

PERIOD	RIGHT-TURN		APPROACH		INTERSECTION	
Morning Peak Hour	35	D	36	D	27	C
Mid-day Peak Hour	31	C	32	C	26	C
Evening Peak Hour	30	C	31	C	31	C

Proposed Fairmont Princess New Access Sight Distance Analysis

An additional intersection is indicated with Princess Boulevard, approximately 300 feet east of Cottage Terrace Lane. This intersection is the exclusive access for the proposed restaurant and is a right-turn-in-right-turn-out access. Because the access is located on the inside of a curve, a thorough intersection sight distance analysis is necessary. This analysis resulted in a defined sight line easement that should be included in the design drawings.

Figure 33 provides the results of the intersection sight distance analysis for the proposed restaurant access with Princess Boulevard.

The City of Scottsdale requires a distance of 14.5 feet from the back of curb to the exiting driver eye. The driver eye was located at 14.5 feet south of the southernmost bicycle lane edge. The vehicle was located with the driver eye five (5) feet east of the centerline of the proposed access.

The posted speed limit on Princess Boulevard is 30 miles-per-hour. The City of Scottsdale requires that the design speed be 5 miles-per-hour greater than the posted speed limit if the posted speed limit is less than 35 miles-per-hour. Therefore, the required design speed is 35 miles-per-hour; and the intersection sight distance is 390.00 feet, as indicated by the solid red line in **Figure 33**.

The dotted gold line is the sight line from the northbound vehicle driver eye to an approaching eastbound vehicle. The area north of the dotted gold line must be free of all objects taller than 30 inches above the Princess Boulevard pavement, with the exception of necessary traffic control signs.

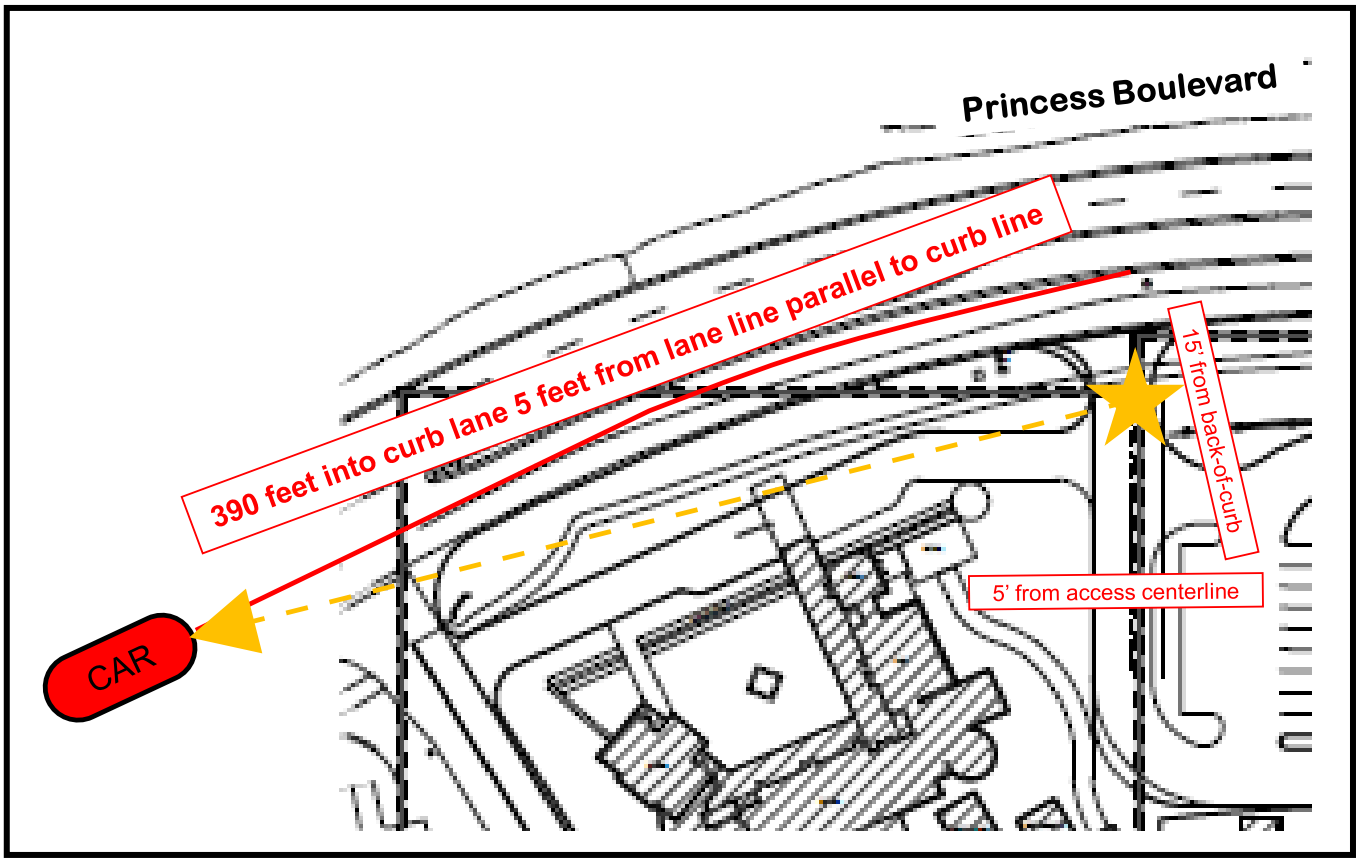


Figure 33: Intersection Sight Distance Analysis for Restaurant Access

Appendix E

Level-of-Service

Appendix E.1

City of Scottsdale Scottsdale / Princess Signal Timing

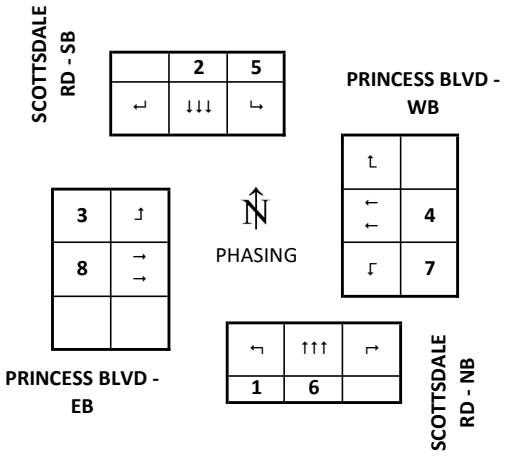
SCOTTSDALE RD & PRINCESS BLVD

System # 163

BASIC TIMING PLAN

Section #	I.P. Address	Date Designed
	MM1-5-1	
	172.27.11.63	1/15/2021

	Phase	1	2	3	4	5	6	7	8
TIMING PLAN - MM-2-1	Movement	NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
	NOTES	p&P	COORD	p&P		p&P	COORD	p&P	
	MIN GRN	5	10	5	7	5	10	5	7
	BK MGRN								
	CS MGRN								
	DLY GRN								
	WALK		7		9		7		9
	WALK2								
	WLK MAX								
	PED CLR/FDW		19		31		19		31
	PD CLR2								
	PC MAX								
	PED CO								
	VEH EXT	2	1	2	2	2	1	2	2
	VH EXT2								
	MAX 1	20	65	15	50	20	65	15	50
	MAX 2	35	80	35	60	35	80	35	60
	MAX 3								
	DYM MAX								
	DYM STP								
	YELLOW	4	4.7	3.3	4	4	4.7	3.3	4
	RED CLR	2	1.2	2	2.1	2	1.2	2	2.1
	RED MAX								
	RED RVT	2	2	2	2	2	2	2	2
	ACT B4								
	SEC/ACT								
	MAX INT								
	TIME B4								
	CARS WT								
	STPTDUC								
	TTREDUC								
	MIN GAP								
RECALLS - MM-2-8	LOCK DET								
	VEH RECALL		X				X		
	PED RECALL								
	MAX RECALL								
	SOFT RECALL								
	NO REST								
	ADD INIT CAL								



PHASING SEQUENCES					
TOD: MORNING					
R1	2	1	4	3	
R2	6	5	8	7	
	B	B	B	B	
Use Timing plan:					
TOD: MIDDAY					
R1	2	1	4	3	
R2	6	5	8	7	
	B	B	B	B	
Use Timing plan:					
TOD: EVENING					
R1	2	1	4	3	
R2	6	5	8	7	
	B	B	B	B	
Use Timing plan:					
TOD: NIGHT					
R1	2	1	4	3	
R2	6	5	8	7	
	B	B	B	B	
Use Timing plan:					
FREE					
R1	2	1	4	3	
R2	6	5	8	7	
	B	B	B	B	
Use Timing plan: 254					

NOTES

Approved By
Effective Date

SCOTTSDALE RD & PRINCESS BLVD

System #	163

COORDINATOR	Section #	Date Updated
	0	1/15/2021

	PHASE	1	2	3	4	5	6	7	8	
	FDW		19		31		19		31	
	YELLOW	4	4.7	3.3	4	4	4.7	3.3	4	
	ALL RED	2	1.2	2	2.1	2	1.2	2	2.1	
	WALK		19		31		19		31	

										COORD PATTERN	OFFSET
PLAN 1 AM PLAN OPERATIVE TIMES 6:00	R1	2	↓	1	↰	4	←	3	↥		
	R2	6	↑	5	↳	8	→	7	↧	Balanced	65
		RING 1				RING 2					
	PHASE	1	2	3	4	5	6	7	8		
	SPLIT	12	71	11	26	12	71	11	26	Target Cycle Length	
	COORD		X				X			120	
	RECALLS		V				V			Actual Cycle Length	
	GREEN	6.0	65.1	5.7	19.9	6.0	65.1	5.7	19.9	120	

										COORD PATTERN	OFFSET
PLAN 2 MIDDAY PLAN OPERATIVE TIMES 9:00	R1	2	↓	1	↰	4	←	3	↥		
	R2	6	↑	5	↳	8	→	7	↧	Balanced	87
		RING 1				RING 2					
	PHASE	1	2	3	4	5	6	7	8		
	SPLIT	12	68	12	16	12	68	12	16	Target Cycle Length	
	COORD		X				X			108	
	RECALLS		V				V			Actual Cycle Length	
	GREEN	6.0	62.1	6.7	9.9	6.0	62.1	6.7	9.9	108	

										COORD PATTERN	OFFSET
PLAN 3 PM PLAN OPERATIVE TIMES 15:00	R1	2	↓	1	↰	4	←	3	↥		
	R2	6	↑	5	↳	8	→	7	↧	Balanced	67
		RING 1				RING 2					
	PHASE	1	2	3	4	5	6	7	8		
	SPLIT	19	74	11	16	19	74	11	16	Target Cycle Length	
	COORD		X				X			120	
	RECALLS		V				V			Actual Cycle Length	
	GREEN	13.0	68.1	5.7	9.9	###	68.1	5.7	9.9	120	

										COORD PATTERN	OFFSET
PLAN 4 MIDNIGHT PLAN OPERATIVE TIMES 22:00	R1	2	↓	1	↰	4	←	3	↥		
	R2	6	↑	5	↳	8	→	7	↧	Balanced	49
		RING 1				RING 2					
	PHASE	1	2	3	4	5	6	7	8		
	SPLIT	13	41	11	25	13	41	11	25	Target Cycle Length	
	COORD		X				X			90	
	RECALLS		P				P			Actual Cycle Length	
	GREEN	7.0	35.2	5.7	18.9	7.0	35.2	5.7	18.9	90	

Appendix E.2

Existing 2022 Traffic Volumes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	44	233	36	30	60	148	817	90	145	1462	54
Future Volume (veh/h)	28	44	233	36	30	60	148	817	90	145	1462	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	72	277	44	36	95	164	860	129	153	2059	59
Peak Hour Factor	0.88	0.61	0.84	0.82	0.83	0.63	0.90	0.95	0.70	0.95	0.71	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	299	267	119	616	275	212	2814	874	413	2849	884
Arrive On Green	0.03	0.17	0.17	0.03	0.17	0.17	0.06	0.55	0.55	0.05	0.56	0.56
Sat Flow, veh/h	1781	1777	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	32	72	277	44	36	95	164	860	129	153	2059	59
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.7	4.1	19.9	2.4	1.0	6.2	4.7	10.7	4.7	4.4	35.3	2.0
Cycle Q Clear(g_c), s	1.7	4.1	19.9	2.4	1.0	6.2	4.7	10.7	4.7	4.4	35.3	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	299	267	119	616	275	212	2814	874	413	2849	884
V/C Ratio(X)	0.10	0.24	1.04	0.37	0.06	0.35	0.77	0.31	0.15	0.37	0.72	0.07
Avail Cap(c_a), veh/h	354	299	267	147	616	275	224	2814	874	413	2849	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	42.6	49.1	40.4	40.8	42.9	23.3	14.3	13.0	10.9	19.3	12.0
Incr Delay (d2), s/veh	0.1	0.4	65.1	1.9	0.0	0.7	14.8	0.3	0.4	0.6	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.9	12.7	1.1	0.4	2.5	3.4	4.2	1.7	1.8	13.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	43.0	114.2	42.3	40.8	43.7	38.1	14.6	13.3	11.5	21.0	12.1
LnGrp LOS	D	D	F	D	D	D	D	B	B	B	C	B
Approach Vol, veh/h		381			175			1153			2271	
Approach Delay, s/veh		94.4			42.7			17.8			20.1	
Approach LOS		F			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	71.0	9.1	26.0	11.2	71.8	8.6	26.6
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	6.0	* 65	* 5.7	19.9	7.5	* 65	* 5.7	19.9
Max Q Clear Time (g_c+I1), s	6.4	12.7	4.4	21.9	6.7	37.3	3.7	8.2
Green Ext Time (p_c), s	0.0	8.1	0.0	0.0	0.0	19.7	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	18	201	60	21	91	170	1325	60	80	1464	40
Future Volume (veh/h)	18	18	201	60	21	91	170	1325	60	80	1464	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	28	231	68	28	120	233	1395	80	98	1591	48
Peak Hour Factor	0.69	0.64	0.87	0.88	0.75	0.76	0.73	0.95	0.75	0.82	0.92	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	166	148	150	405	181	315	3048	946	307	2986	927
Arrive On Green	0.03	0.09	0.09	0.05	0.11	0.11	0.07	0.60	0.60	0.04	0.58	0.58
Sat Flow, veh/h	1781	1777	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	26	28	231	68	28	120	233	1395	80	98	1591	48
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.4	1.5	9.9	3.6	0.7	7.7	5.5	16.1	2.3	2.3	20.0	1.4
Cycle Q Clear(g_c), s	1.4	1.5	9.9	3.6	0.7	7.7	5.5	16.1	2.3	2.3	20.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	166	148	150	405	181	315	3048	946	307	2986	927
V/C Ratio(X)	0.11	0.17	1.56	0.45	0.07	0.66	0.74	0.46	0.08	0.32	0.53	0.05
Avail Cap(c_a), veh/h	296	166	148	180	405	181	315	3048	946	328	2986	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	44.3	48.1	41.4	42.0	45.1	14.4	11.9	9.1	9.1	13.3	9.4
Incr Delay (d2), s/veh	0.2	0.5	283.6	2.1	0.1	8.8	8.9	0.5	0.2	0.6	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.7	15.5	1.7	0.3	3.5	3.4	5.9	0.8	0.9	7.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	44.8	331.7	43.5	42.1	53.9	23.3	12.4	9.3	9.7	14.0	9.5
LnGrp LOS	D	D	F	D	D	D	C	B	A	A	B	A
Approach Vol, veh/h		285			216			1708			1737	
Approach Delay, s/veh		277.1			49.1			13.7			13.6	
Approach LOS		F			D			B			B	

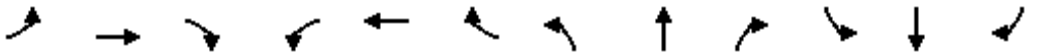
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	69.3	10.2	16.0	12.0	68.0	8.0	18.2
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	6.0	* 62	* 6.7	9.9	7.5	* 62	* 6.7	9.9
Max Q Clear Time (g_c+I1), s	4.3	18.1	5.6	11.9	7.5	22.0	3.4	9.7
Green Ext Time (p_c), s	0.0	15.1	0.0	0.0	0.0	17.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	16	231	91	53	134	223	1645	66	70	1307	43
Future Volume (veh/h)	54	16	231	91	53	134	223	1645	66	70	1307	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	24	300	120	68	160	245	1828	80	80	1421	60
Peak Hour Factor	0.64	0.67	0.77	0.76	0.78	0.84	0.91	0.90	0.83	0.88	0.92	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	155	138	152	309	138	352	3155	979	231	3054	948
Arrive On Green	0.05	0.09	0.09	0.05	0.09	0.09	0.07	0.62	0.62	0.04	0.60	0.60
Sat Flow, veh/h	1781	1777	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	84	24	300	120	68	160	245	1828	80	80	1421	60
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.9	1.4	9.9	5.7	2.0	9.9	6.0	24.3	2.3	1.9	17.6	1.8
Cycle Q Clear(g_c), s	4.9	1.4	9.9	5.7	2.0	9.9	6.0	24.3	2.3	1.9	17.6	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	155	138	152	309	138	352	3155	979	231	3054	948
V/C Ratio(X)	0.36	0.16	2.18	0.79	0.22	1.16	0.70	0.58	0.08	0.35	0.47	0.06
Avail Cap(c_a), veh/h	232	155	138	152	309	138	448	3155	979	362	3054	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	48.1	52.0	47.4	48.4	52.0	11.5	12.9	8.8	11.0	12.7	9.6
Incr Delay (d2), s/veh	0.9	0.5	552.6	23.4	0.4	126.3	3.3	0.8	0.2	0.9	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.7	25.1	1.6	0.9	8.8	2.4	9.0	0.8	0.8	6.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	48.6	604.5	70.8	48.7	178.3	14.8	13.7	8.9	11.9	13.2	9.7
LnGrp LOS	D	D	F	E	D	F	B	B	A	B	B	A
Approach Vol, veh/h		408			348			2153			1561	
Approach Delay, s/veh		456.7			115.9			13.7			13.0	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	76.2	11.0	16.0	12.8	74.0	11.0	16.0
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	13.0	* 68	* 5.7	9.9	14.5	* 68	* 5.7	9.9
Max Q Clear Time (g_c+I1), s	3.9	26.3	7.7	11.9	8.0	19.6	6.9	11.9
Green Ext Time (p_c), s	0.1	22.1	0.0	0.0	0.4	15.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	61.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	144	84	9	88	31	8
Future Vol, veh/h	144	84	9	88	31	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	96	69	82	81	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	88	13	107	38	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	243	0	279	122
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	80	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1320	-	688	906
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1320	-	681	906
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	681	906	-	-	1320	-
HCM Lane V/C Ratio	0.056	0.016	-	-	0.01	-
HCM Control Delay (s)	10.6	9	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	123	43	24	132	43	25
Future Vol, veh/h	123	43	24	132	43	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	83	86	85	90	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	137	52	28	155	48	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	189	0	297	95
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1382	-	670	943
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1382	-	657	943
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	860	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	657	943	-	-	1382	-
HCM Lane V/C Ratio	0.073	0.034	-	-	0.02	-
HCM Control Delay (s)	10.9	9	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	103	103	193	77	20
Future Vol, veh/h	179	103	103	193	77	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	86	80	85	77	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	120	129	227	100	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	319	0	631	160
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1238	-	413	857
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1238	-	370	857
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	598	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	370	857	-	-	1238	-
HCM Lane V/C Ratio	0.27	0.037	-	-	0.104	-
HCM Control Delay (s)	18.3	9.4	-	-	8.2	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.3	-

Intersection	
Intersection Delay, s/veh	3.2
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	2	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	214	128	76
Demand Flow Rate, veh/h	218	131	77
Vehicles Circulating, veh/h	45	57	105
Vehicles Exiting, veh/h	143	125	158
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.1	3.1
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	R	L	TR	L	TR
Assumed Moves	LT	R	L	TR	L	TR
RT Channelized						
Lane Util	0.482	0.518	0.344	0.656	0.740	0.260
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	105	113	45	86	57	20
Cap Entry Lane, veh/h	1363	1363	1348	1348	1291	1291
Entry HV Adj Factor	0.980	0.982	0.978	0.980	0.982	1.000
Flow Entry, veh/h	103	111	44	84	56	20
Cap Entry, veh/h	1336	1339	1318	1322	1268	1291
V/C Ratio	0.077	0.083	0.033	0.064	0.044	0.015
Control Delay, s/veh	3.3	3.3	3.0	3.2	3.2	2.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.1
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	2	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	132	114	90
Demand Flow Rate, veh/h	135	116	92
Vehicles Circulating, veh/h	16	62	85
Vehicles Exiting, veh/h	162	115	66
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.3	3.1
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	R	L	TR	L	TR
Assumed Moves	LT	R	L	TR	L	TR
RT Channelized						
Lane Util	0.630	0.370	0.138	0.862	0.674	0.326
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	85	50	16	100	62	30
Cap Entry Lane, veh/h	1400	1400	1342	1342	1314	1314
Entry HV Adj Factor	0.980	0.980	1.000	0.980	0.984	0.967
Flow Entry, veh/h	83	49	16	98	61	29
Cap Entry, veh/h	1372	1372	1342	1316	1293	1271
V/C Ratio	0.061	0.036	0.012	0.075	0.047	0.023
Control Delay, s/veh	3.1	2.9	2.8	3.3	3.2	3.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0	0

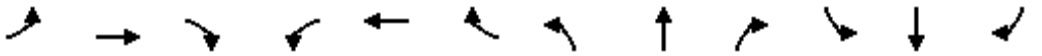
Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	2	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	168	120	116
Demand Flow Rate, veh/h	171	122	118
Vehicles Circulating, veh/h	16	98	102
Vehicles Exiting, veh/h	204	122	85
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.4	3.4
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	R	L	TR	L	TR
Assumed Moves	LT	R	L	TR	L	TR
RT Channelized						
Lane Util	0.596	0.404	0.131	0.869	0.831	0.169
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	102	69	16	106	98	20
Cap Entry Lane, veh/h	1400	1400	1299	1299	1294	1294
Entry HV Adj Factor	0.980	0.986	1.000	0.980	0.980	1.000
Flow Entry, veh/h	100	68	16	104	96	20
Cap Entry, veh/h	1372	1379	1299	1273	1268	1294
V/C Ratio	0.073	0.049	0.012	0.082	0.076	0.015
Control Delay, s/veh	3.2	3.0	2.9	3.5	3.5	2.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0	0

Appendix E.3

Ambient 2025 Traffic Volumes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	50	240	40	40	70	150	820	100	150	1470	60
Future Volume (veh/h)	30	50	240	40	40	70	150	820	100	150	1470	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	54	261	43	43	76	163	891	109	163	1598	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	299	267	123	613	273	268	2815	874	409	2851	885
Arrive On Green	0.03	0.17	0.17	0.03	0.17	0.17	0.06	0.55	0.55	0.05	0.56	0.56
Sat Flow, veh/h	1781	1777	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	33	54	261	43	43	76	163	891	109	163	1598	65
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.8	3.1	19.4	2.3	1.2	4.9	4.7	11.2	3.9	4.7	23.8	2.2
Cycle Q Clear(g_c), s	1.8	3.1	19.4	2.3	1.2	4.9	4.7	11.2	3.9	4.7	23.8	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	299	267	123	613	273	268	2815	874	409	2851	885
V/C Ratio(X)	0.10	0.18	0.98	0.35	0.07	0.28	0.61	0.32	0.12	0.40	0.56	0.07
Avail Cap(c_a), veh/h	354	299	267	152	613	273	281	2815	874	409	2851	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	42.1	48.9	40.3	40.9	42.5	14.9	14.4	12.8	11.0	16.8	12.0
Incr Delay (d2), s/veh	0.1	0.3	48.5	1.7	0.0	0.5	3.5	0.3	0.3	0.6	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.4	11.2	1.1	0.5	2.0	2.0	4.3	1.5	1.9	9.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	42.4	97.4	42.0	41.0	43.0	18.4	14.7	13.1	11.7	17.6	12.2
LnGrp LOS	D	D	F	D	D	D	B	B	B	B	B	B
Approach Vol, veh/h		348			162			1163			1826	
Approach Delay, s/veh		83.3			42.2			15.1			16.8	
Approach LOS		F			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	71.0	9.1	26.0	11.2	71.8	8.6	26.5
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	6.0	* 65	* 5.7	19.9	7.5	* 65	* 5.7	19.9
Max Q Clear Time (g_c+I1), s	6.7	13.2	4.3	21.4	6.7	25.8	3.8	6.9
Green Ext Time (p_c), s	0.0	8.4	0.0	0.0	0.0	17.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	100	50	110	50	50
Future Vol, veh/h	160	100	50	110	50	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	174	109	54	120	54	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	283	0	397	142
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1276	-	580	880
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1276	-	556	880
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	809	-

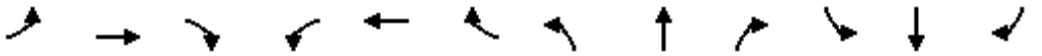
Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	556	880	-	-	1276	-
HCM Lane V/C Ratio	0.098	0.062	-	-	0.043	-
HCM Control Delay (s)	12.2	9.4	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	2	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	229	152	130
Demand Flow Rate, veh/h	233	155	133
Vehicles Circulating, veh/h	55	78	122
Vehicles Exiting, veh/h	178	177	166
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.3	3.3
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	R	L	TR	L	TR
Assumed Moves	LT	R	L	TR	L	TR
RT Channelized						
Lane Util	0.524	0.476	0.355	0.645	0.586	0.414
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	122	111	55	100	78	55
Cap Entry Lane, veh/h	1351	1351	1323	1323	1271	1271
Entry HV Adj Factor	0.980	0.982	0.982	0.980	0.974	0.982
Flow Entry, veh/h	120	109	54	98	76	54
Cap Entry, veh/h	1324	1326	1299	1297	1238	1248
V/C Ratio	0.090	0.082	0.042	0.076	0.061	0.043
Control Delay, s/veh	3.4	3.4	3.1	3.4	3.4	3.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	20	210	70	30	100	180	1330	70	90	1470	50
Future Volume (veh/h)	20	20	210	70	30	100	180	1330	70	90	1470	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	22	228	76	33	109	196	1446	76	98	1598	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	166	148	159	434	193	300	3016	936	294	2997	930
Arrive On Green	0.02	0.09	0.09	0.05	0.12	0.12	0.06	0.59	0.59	0.04	0.59	0.59
Sat Flow, veh/h	1781	1777	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	22	22	228	76	33	109	196	1446	76	98	1598	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.2	1.2	9.9	4.0	0.9	6.9	4.6	17.1	2.2	2.3	19.9	1.5
Cycle Q Clear(g_c), s	1.2	1.2	9.9	4.0	0.9	6.9	4.6	17.1	2.2	2.3	19.9	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	166	148	159	434	193	300	3016	936	294	2997	930
V/C Ratio(X)	0.10	0.13	1.54	0.48	0.08	0.56	0.65	0.48	0.08	0.33	0.53	0.06
Avail Cap(c_a), veh/h	297	166	148	181	434	193	315	3016	936	316	2997	930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	44.0	48.0	40.9	41.2	43.8	12.6	12.4	9.3	9.5	13.1	9.3
Incr Delay (d2), s/veh	0.2	0.4	272.6	2.2	0.1	3.7	4.5	0.5	0.2	0.7	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	15.1	1.9	0.4	2.9	2.0	6.3	0.8	0.9	7.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	44.4	320.6	43.1	41.2	47.5	17.1	12.9	9.5	10.1	13.8	9.5
LnGrp LOS	D	D	F	D	D	D	B	B	A	B	B	A
Approach Vol, veh/h		272			218			1718			1750	
Approach Delay, s/veh		275.7			45.0			13.2			13.5	
Approach LOS		F			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	68.4	10.7	16.0	11.1	68.0	7.7	19.0
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	6.0	* 62	* 6.7	9.9	7.5	* 62	* 6.7	9.9
Max Q Clear Time (g_c+I1), s	4.3	19.1	6.0	11.9	6.6	21.9	3.2	8.9
Green Ext Time (p_c), s	0.0	15.8	0.0	0.0	0.1	17.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	60	50	130	60	50
Future Vol, veh/h	140	60	50	130	60	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	152	65	54	141	65	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	217	0	364	109
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1350	-	609	924
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	834	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1350	-	585	924
Mov Cap-2 Maneuver	-	-	-	-	585	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	801	-

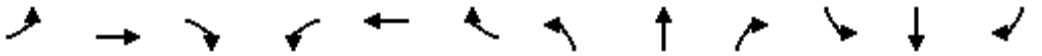
Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	924	-	-	1350	-
HCM Lane V/C Ratio	0.111	0.059	-	-	0.04	-
HCM Control Delay (s)	11.9	9.1	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	2	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	185	184	119
Demand Flow Rate, veh/h	188	188	121
Vehicles Circulating, veh/h	55	66	122
Vehicles Exiting, veh/h	199	177	121
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.4	3.3
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	R	L	TR	L	TR
Assumed Moves	LT	R	L	TR	L	TR
RT Channelized						
Lane Util	0.649	0.351	0.293	0.707	0.545	0.455
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	122	66	55	133	66	55
Cap Entry Lane, veh/h	1351	1351	1337	1337	1271	1271
Entry HV Adj Factor	0.980	0.985	0.982	0.980	0.985	0.982
Flow Entry, veh/h	120	65	54	130	65	54
Cap Entry, veh/h	1324	1330	1313	1311	1252	1248
V/C Ratio	0.090	0.049	0.041	0.099	0.052	0.043
Control Delay, s/veh	3.4	3.1	3.1	3.5	3.3	3.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	20	240	100	60	140	230	1650	70	80	1310	50
Future Volume (veh/h)	60	20	240	100	60	140	230	1650	70	80	1310	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	22	261	109	65	152	250	1793	76	87	1424	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	154	138	152	330	147	354	3154	979	237	3050	947
Arrive On Green	0.04	0.09	0.09	0.05	0.09	0.09	0.07	0.62	0.62	0.04	0.60	0.60
Sat Flow, veh/h	1781	1777	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	65	22	261	109	65	152	250	1793	76	87	1424	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	3.8	1.3	9.9	5.7	1.9	10.6	6.1	23.6	2.2	2.1	17.7	1.6
Cycle Q Clear(g_c), s	3.8	1.3	9.9	5.7	1.9	10.6	6.1	23.6	2.2	2.1	17.7	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	154	138	152	330	147	354	3154	979	237	3050	947
V/C Ratio(X)	0.28	0.14	1.90	0.72	0.20	1.03	0.71	0.57	0.08	0.37	0.47	0.06
Avail Cap(c_a), veh/h	241	154	138	152	330	147	448	3154	979	367	3050	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	48.1	52.0	46.6	47.8	51.7	11.7	12.8	8.8	10.9	12.8	9.6
Incr Delay (d2), s/veh	0.7	0.4	429.2	14.8	0.3	83.2	3.7	0.7	0.2	1.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.6	20.3	0.9	0.9	7.6	2.5	8.7	0.8	0.8	6.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	48.5	481.2	61.4	48.1	134.9	15.4	13.6	8.9	11.9	13.3	9.7
LnGrp LOS	D	D	F	E	D	F	B	B	A	B	B	A
Approach Vol, veh/h		348			326			2119			1565	
Approach Delay, s/veh		372.5			93.0			13.6			13.1	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	76.3	11.0	16.0	13.0	74.0	10.3	16.7
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	13.0	* 68	* 5.7	9.9	14.5	* 68	* 5.7	9.9
Max Q Clear Time (g_c+I1), s	4.1	25.6	7.7	11.9	8.1	19.7	5.8	12.6
Green Ext Time (p_c), s	0.1	21.6	0.0	0.0	0.4	15.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	120	90	170	90	50
Future Vol, veh/h	190	120	90	170	90	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	130	98	185	98	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	337	0	561	169
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1219	-	458	845
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1219	-	421	845
Mov Cap-2 Maneuver	-	-	-	-	421	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	421	845	-	-	1219	-
HCM Lane V/C Ratio	0.232	0.064	-	-	0.08	-
HCM Control Delay (s)	16.1	9.6	-	-	8.2	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0.2	-	-	0.3	-

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	2	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	217	239	152
Demand Flow Rate, veh/h	222	244	155
Vehicles Circulating, veh/h	55	100	144
Vehicles Exiting, veh/h	289	199	133
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.8	3.5
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	R	L	TR	L	TR
Assumed Moves	LT	R	L	TR	L	TR
RT Channelized						
Lane Util	0.649	0.351	0.225	0.775	0.645	0.355
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	144	78	55	189	100	55
Cap Entry Lane, veh/h	1351	1351	1297	1297	1246	1246
Entry HV Adj Factor	0.980	0.974	0.982	0.980	0.980	0.982
Flow Entry, veh/h	141	76	54	185	98	54
Cap Entry, veh/h	1324	1316	1273	1271	1221	1223
V/C Ratio	0.107	0.058	0.042	0.146	0.080	0.044
Control Delay, s/veh	3.6	3.2	3.2	4.0	3.6	3.3
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	1	0	0

Appendix E.4

Level-of-Service 2025 with Princess Expansion

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	73	240	53	60	91	150	820	121	183	1470	60
Future Volume (veh/h)	30	73	240	53	60	91	150	820	121	183	1470	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	79	261	58	65	99	163	891	132	199	1598	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	328	319	285	151	670	299	270	2542	789	413	2663	827
Arrive On Green	0.03	0.18	0.18	0.04	0.19	0.19	0.06	0.50	0.50	0.07	0.52	0.52
Sat Flow, veh/h	1781	1777	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	33	79	261	58	65	99	163	891	132	199	1598	65
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.7	4.2	17.9	2.9	1.7	6.0	4.9	11.8	5.1	6.0	24.1	2.3
Cycle Q Clear(g_c), s	1.7	4.2	17.9	2.9	1.7	6.0	4.9	11.8	5.1	6.0	24.1	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	319	285	151	670	299	270	2542	789	413	2663	827
V/C Ratio(X)	0.10	0.25	0.92	0.38	0.10	0.33	0.60	0.35	0.17	0.48	0.60	0.08
Avail Cap(c_a), veh/h	369	319	285	192	671	299	421	2542	789	522	2663	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	39.0	44.6	36.6	37.1	38.9	16.3	16.9	15.2	12.4	18.5	13.2
Incr Delay (d2), s/veh	0.1	0.4	32.3	1.6	0.1	0.6	2.2	0.4	0.5	0.9	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.9	9.5	1.3	0.7	0.1	2.1	4.6	1.9	2.4	9.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	39.4	76.9	38.2	37.2	39.5	18.4	17.3	15.7	13.3	19.5	13.4
LnGrp LOS	D	D	E	D	D	D	B	B	B	B	B	B
Approach Vol, veh/h		373			222			1186			1862	
Approach Delay, s/veh		65.3			38.5			17.3			18.6	
Approach LOS		E			D			B			B	

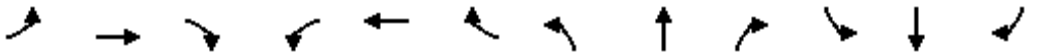
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	61.0	9.5	26.0	11.6	63.6	8.5	27.0
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	15.0	* 55	* 6.7	19.9	16.5	* 55	* 5.7	20.9
Max Q Clear Time (g_c+I1), s	8.0	13.8	4.9	19.9	6.9	26.1	3.7	8.0
Green Ext Time (p_c), s	0.3	8.3	0.0	0.0	0.3	15.2	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	42	210	87	47	125	180	1330	100	131	1470	50
Future Volume (veh/h)	20	42	210	87	47	125	180	1330	100	131	1470	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	46	228	95	51	136	196	1446	109	142	1598	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	290	259	202	709	316	284	2486	772	272	2472	767
Arrive On Green	0.02	0.16	0.16	0.06	0.20	0.20	0.08	0.49	0.49	0.06	0.48	0.48
Sat Flow, veh/h	1781	1777	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	22	46	228	95	51	136	196	1446	109	142	1598	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.0	2.2	14.2	4.4	1.2	7.6	5.5	20.4	3.8	4.0	23.7	1.8
Cycle Q Clear(g_c), s	1.0	2.2	14.2	4.4	1.2	7.6	5.5	20.4	3.8	4.0	23.7	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	290	259	202	709	316	284	2486	772	272	2472	767
V/C Ratio(X)	0.07	0.16	0.88	0.47	0.07	0.43	0.69	0.58	0.14	0.52	0.65	0.07
Avail Cap(c_a), veh/h	355	317	283	213	709	316	452	2486	772	360	2472	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	36.2	41.2	33.1	32.8	35.3	17.9	18.5	14.3	14.9	19.5	13.9
Incr Delay (d2), s/veh	0.1	0.3	24.5	1.7	0.0	0.9	3.0	1.0	0.4	1.6	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.0	7.2	2.0	0.5	3.0	2.3	8.0	1.4	1.6	9.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	36.5	65.8	34.8	32.8	36.3	20.9	19.5	14.6	16.5	20.9	14.1
LnGrp LOS	C	D	E	C	C	D	C	B	B	B	C	B
Approach Vol, veh/h		296			282			1751			1794	
Approach Delay, s/veh		58.8			35.1			19.4			20.3	
Approach LOS		E			D			B			C	

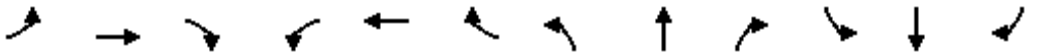
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	55.0	11.3	22.6	12.3	54.7	7.6	26.2
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	11.0	* 49	* 6.6	18.0	17.3	* 44	* 5	19.6
Max Q Clear Time (g_c+I1), s	6.0	22.4	6.4	16.2	7.5	25.7	3.0	9.6
Green Ext Time (p_c), s	0.1	13.1	0.0	0.3	0.4	11.6	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	39	240	123	89	174	230	1650	114	127	1310	50
Future Volume (veh/h)	60	39	240	123	89	174	230	1650	114	127	1310	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	42	261	134	97	189	250	1793	124	138	1424	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	286	255	203	701	313	327	2535	787	219	2419	751
Arrive On Green	0.04	0.16	0.16	0.08	0.20	0.20	0.09	0.50	0.50	0.06	0.47	0.47
Sat Flow, veh/h	1781	1777	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	65	42	261	134	97	189	250	1793	124	138	1424	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	3.4	2.3	18.1	6.9	2.5	12.2	7.9	30.7	4.8	4.4	22.9	2.1
Cycle Q Clear(g_c), s	3.4	2.3	18.1	6.9	2.5	12.2	7.9	30.7	4.8	4.4	22.9	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	286	255	203	701	313	327	2535	787	219	2419	751
V/C Ratio(X)	0.21	0.15	1.02	0.66	0.14	0.60	0.76	0.71	0.16	0.63	0.59	0.07
Avail Cap(c_a), veh/h	330	286	255	233	729	325	532	2535	787	306	2419	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	40.6	47.3	36.2	37.3	41.2	19.0	22.0	15.5	21.3	21.6	16.1
Incr Delay (d2), s/veh	0.3	0.2	62.9	5.5	0.1	3.0	3.7	1.7	0.4	3.0	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.0	11.5	3.3	1.1	5.0	3.4	12.3	1.8	1.9	9.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	40.9	110.1	41.7	37.4	44.2	22.7	23.7	15.9	24.2	22.7	16.3
LnGrp LOS	D	D	F	D	D	D	C	C	B	C	C	B
Approach Vol, veh/h		368			420			2167			1616	
Approach Delay, s/veh		89.4			41.8			23.1			22.6	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	61.8	14.1	24.2	15.0	59.3	10.0	28.3
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	12.0	* 56	* 11	18.1	23.5	* 46	* 5.7	23.1
Max Q Clear Time (g_c+I1), s	6.4	32.7	8.9	20.1	9.9	24.9	5.4	14.2
Green Ext Time (p_c), s	0.2	15.3	0.1	0.0	0.6	11.1	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	207	130	58	144	70	54
Future Vol, veh/h	207	130	58	144	70	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	225	141	63	157	76	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	366	0	501	183
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	205	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1189	-	499	828
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	809	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	473	828
Mov Cap-2 Maneuver	-	-	-	-	473	-
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	582	-	-	1189	-
HCM Lane V/C Ratio	0.232	-	-	0.053	-
HCM Control Delay (s)	13	-	-	8.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	210	83	62	170	80	60
Future Vol, veh/h	210	83	62	170	80	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	90	67	185	87	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	318	0	500	159
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1239	-	500	858
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1239	-	473	858
Mov Cap-2 Maneuver	-	-	-	-	473	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	746	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	586	-	-	1239	-
HCM Lane V/C Ratio	0.26	-	-	0.054	-
HCM Control Delay (s)	13.3	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.2	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	281	139	106	228	118	59
Future Vol, veh/h	281	139	106	228	118	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	305	151	115	248	128	64

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	456	0	735	228
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1101	-	355	775
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1101	-	318	775
Mov Cap-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	610	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	22.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	396	-	-	1101	-
HCM Lane V/C Ratio	0.486	-	-	0.105	-
HCM Control Delay (s)	22.4	-	-	8.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.6	-	-	0.3	-

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	0
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	279	172	174	0
Demand Flow Rate, veh/h	284	175	177	0
Vehicles Circulating, veh/h	66	115	127	289
Vehicles Exiting, veh/h	223	189	223	1
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.6	4.0	3.5	0.0
Approach LOS	A	A	A	-

Lane	Left	Right	Left	Left	Right
Designated Moves	LT	R	LT	LT	R
Assumed Moves	LT	R	LT	LT	R
RT Channelized					
Lane Util	0.447	0.553	1.000	0.644	0.356
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	127	157	175	114	63
Cap Entry Lane, veh/h	1337	1337	1279	1265	1265
Entry HV Adj Factor	0.981	0.981	0.982	0.982	0.984
Flow Entry, veh/h	125	154	172	112	62
Cap Entry, veh/h	1311	1312	1256	1243	1245
V/C Ratio	0.095	0.117	0.137	0.090	0.050
Control Delay, s/veh	3.5	3.7	4.0	3.6	3.3
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	0
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	247	211	240	0
Demand Flow Rate, veh/h	252	215	244	0
Vehicles Circulating, veh/h	69	175	141	320
Vehicles Exiting, veh/h	251	210	180	70
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	4.6	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Right	Left	Left	Right
Designated Moves	LT	R	LT	LT	R
Assumed Moves	LT	R	LT	LT	R
RT Channelized					
Lane Util	0.560	0.440	1.000	0.697	0.303
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	141	111	215	170	74
Cap Entry Lane, veh/h	1334	1334	1211	1249	1249
Entry HV Adj Factor	0.981	0.982	0.982	0.981	0.986
Flow Entry, veh/h	138	109	211	167	73
Cap Entry, veh/h	1308	1310	1189	1225	1232
V/C Ratio	0.106	0.083	0.178	0.136	0.059
Control Delay, s/veh	3.6	3.4	4.6	4.1	3.4
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	1	0	0

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	0
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	311	269	213	0
Demand Flow Rate, veh/h	317	274	217	0
Vehicles Circulating, veh/h	68	164	184	417
Vehicles Exiting, veh/h	349	237	201	21
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	5.0	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Right	Left	Left	Right
Designated Moves	LT	R	LT	LT	R
Assumed Moves	LT	R	LT	LT	R
RT Channelized					
Lane Util	0.580	0.420	1.000	0.659	0.341
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	184	133	274	143	74
Cap Entry Lane, veh/h	1335	1335	1223	1201	1201
Entry HV Adj Factor	0.983	0.977	0.982	0.979	0.986
Flow Entry, veh/h	181	130	269	140	73
Cap Entry, veh/h	1312	1305	1201	1176	1185
V/C Ratio	0.138	0.100	0.224	0.119	0.062
Control Delay, s/veh	3.9	3.6	5.0	4.1	3.5
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	1	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	256	5	0	202	0	1
Future Vol, veh/h	256	5	0	202	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	278	5	0	220	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	142
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	880
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	880
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	880	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-
HCM Control Delay (s)	9.1	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	220	30	0	232	0	7
Future Vol, veh/h	220	30	0	232	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	33	0	252	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	136
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	888
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	888
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	888	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	9.1	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	259	41	0	334	0	27
Future Vol, veh/h	259	41	0	334	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	282	45	0	363	0	29

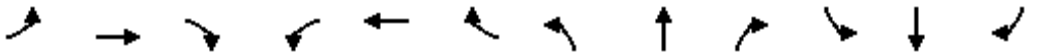
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	164
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	852
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	852
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	852	-	-	-
HCM Lane V/C Ratio	0.034	-	-	-
HCM Control Delay (s)	9.4	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Appendix E.5

Level-of-Service Existing 2022 WITH EASTBOUND RIGHT-TURN LANE



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	44	233	36	30	60	148	817	90	145	1462	54
Future Volume (veh/h)	28	44	233	36	30	60	148	817	90	145	1462	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	72	277	44	36	95	164	860	129	153	2059	59
Peak Hour Factor	0.88	0.61	0.84	0.82	0.83	0.63	0.90	0.95	0.70	0.95	0.71	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	315	357	258	616	275	212	2814	874	413	2849	884
Arrive On Green	0.03	0.17	0.17	0.03	0.17	0.17	0.06	0.55	0.55	0.05	0.56	0.56
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	32	72	277	44	36	95	164	860	129	153	2059	59
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.7	3.9	19.4	2.4	1.0	6.2	4.7	10.7	4.7	4.4	35.3	2.0
Cycle Q Clear(g_c), s	1.7	3.9	19.4	2.4	1.0	6.2	4.7	10.7	4.7	4.4	35.3	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	315	357	258	616	275	212	2814	874	413	2849	884
V/C Ratio(X)	0.10	0.23	0.78	0.17	0.06	0.35	0.77	0.31	0.15	0.37	0.72	0.07
Avail Cap(c_a), veh/h	354	315	357	286	616	275	224	2814	874	413	2849	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	42.5	43.0	38.7	40.8	42.9	23.3	14.3	13.0	10.9	19.3	12.0
Incr Delay (d2), s/veh	0.1	0.4	10.3	0.3	0.0	0.7	14.8	0.3	0.4	0.6	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.9	8.6	1.1	0.4	2.5	3.4	4.2	1.7	1.8	13.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	42.8	53.2	39.1	40.8	43.7	38.1	14.6	13.3	11.5	21.0	12.1
LnGrp LOS	D	D	D	D	D	D	D	B	B	B	C	B
Approach Vol, veh/h		381			175			1153			2271	
Approach Delay, s/veh		50.1			41.9			17.8			20.1	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	71.0	9.1	26.0	11.2	71.8	8.6	26.6
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	6.0	* 65	* 5.7	19.9	7.5	* 65	* 5.7	19.9
Max Q Clear Time (g_c+I1), s	6.4	12.7	4.4	21.4	6.7	37.3	3.7	8.2
Green Ext Time (p_c), s	0.0	8.1	0.0	0.0	0.0	19.7	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	18	201	60	21	91	170	1325	60	80	1464	40
Future Volume (veh/h)	18	18	201	60	21	91	170	1325	60	80	1464	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	28	231	68	28	120	233	1395	80	98	1591	48
Peak Hour Factor	0.69	0.64	0.87	0.88	0.75	0.76	0.73	0.95	0.75	0.82	0.92	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	174	260	239	405	181	315	3048	946	307	2986	927
Arrive On Green	0.03	0.09	0.09	0.05	0.11	0.11	0.07	0.60	0.60	0.04	0.58	0.58
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	26	28	231	68	28	120	233	1395	80	98	1591	48
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.4	1.5	9.9	3.6	0.7	7.7	5.5	16.1	2.3	2.3	20.0	1.4
Cycle Q Clear(g_c), s	1.4	1.5	9.9	3.6	0.7	7.7	5.5	16.1	2.3	2.3	20.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	174	260	239	405	181	315	3048	946	307	2986	927
V/C Ratio(X)	0.11	0.16	0.89	0.28	0.07	0.66	0.74	0.46	0.08	0.32	0.53	0.05
Avail Cap(c_a), veh/h	296	174	260	269	405	181	315	3048	946	328	2986	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	44.3	43.4	40.9	42.0	45.1	14.4	11.9	9.1	9.1	13.3	9.4
Incr Delay (d2), s/veh	0.2	0.4	29.1	0.6	0.1	8.8	8.9	0.5	0.2	0.6	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.7	8.0	1.6	0.3	3.5	3.4	5.9	0.8	0.9	7.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	44.7	72.5	41.6	42.1	53.9	23.3	12.4	9.3	9.7	14.0	9.5
LnGrp LOS	D	D	E	D	D	D	C	B	A	A	B	A
Approach Vol, veh/h		285			216			1708			1737	
Approach Delay, s/veh		67.0			48.5			13.7			13.6	
Approach LOS		E			D			B			B	

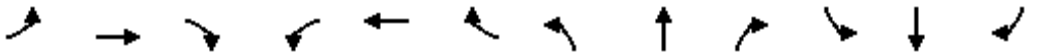
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	69.3	10.2	16.0	12.0	68.0	8.0	18.2
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	6.0	* 62	* 6.7	9.9	7.5	* 62	* 6.7	9.9
Max Q Clear Time (g_c+I1), s	4.3	18.1	5.6	11.9	7.5	22.0	3.4	9.7
Green Ext Time (p_c), s	0.0	15.1	0.0	0.0	0.0	17.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	16	231	91	53	134	223	1645	66	70	1307	43
Future Volume (veh/h)	54	16	231	91	53	134	223	1645	66	70	1307	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	24	300	120	68	160	245	1828	80	80	1421	60
Peak Hour Factor	0.64	0.67	0.77	0.76	0.78	0.84	0.91	0.90	0.83	0.88	0.92	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	163	254	232	309	138	352	3155	979	231	3054	948
Arrive On Green	0.05	0.09	0.09	0.05	0.09	0.09	0.07	0.62	0.62	0.04	0.60	0.60
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	84	24	300	120	68	160	245	1828	80	80	1421	60
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.9	1.4	9.9	5.7	2.0	9.9	6.0	24.3	2.3	1.9	17.6	1.8
Cycle Q Clear(g_c), s	4.9	1.4	9.9	5.7	2.0	9.9	6.0	24.3	2.3	1.9	17.6	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	163	254	232	309	138	352	3155	979	231	3054	948
V/C Ratio(X)	0.36	0.15	1.18	0.52	0.22	1.16	0.70	0.58	0.08	0.35	0.47	0.06
Avail Cap(c_a), veh/h	232	163	254	232	309	138	448	3155	979	362	3054	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	48.1	47.8	45.8	48.4	52.0	11.5	12.9	8.8	11.0	12.7	9.6
Incr Delay (d2), s/veh	0.9	0.4	114.4	2.0	0.4	126.3	3.3	0.8	0.2	0.9	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.7	15.2	3.3	0.9	8.8	2.4	9.0	0.8	0.8	6.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	48.5	162.2	47.8	48.7	178.3	14.8	13.7	8.9	11.9	13.2	9.7
LnGrp LOS	D	D	F	D	D	F	B	B	A	B	B	A
Approach Vol, veh/h		408			348			2153			1561	
Approach Delay, s/veh		131.5			108.0			13.7			13.0	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	76.2	11.0	16.0	12.8	74.0	11.0	16.0
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	13.0	* 68	* 5.7	9.9	14.5	* 68	* 5.7	9.9
Max Q Clear Time (g_c+I1), s	3.9	26.3	7.7	11.9	8.0	19.6	6.9	11.9
Green Ext Time (p_c), s	0.1	22.1	0.0	0.0	0.4	15.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	73	240	53	60	91	150	820	121	183	1470	60
Future Volume (veh/h)	30	73	240	53	60	91	150	820	121	183	1470	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	79	261	58	65	99	163	891	132	199	1598	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	307	435	269	616	275	197	2278	707	234	2458	763
Arrive On Green	0.03	0.16	0.16	0.04	0.17	0.17	0.11	0.45	0.45	0.13	0.48	0.48
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	33	79	261	58	65	99	163	891	132	199	1598	65
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.6	3.9	15.2	2.8	1.6	5.8	9.5	12.4	5.3	11.6	25.1	2.4
Cycle Q Clear(g_c), s	1.6	3.9	15.2	2.8	1.6	5.8	9.5	12.4	5.3	11.6	25.1	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	307	435	269	616	275	197	2278	707	234	2458	763
V/C Ratio(X)	0.11	0.26	0.60	0.22	0.11	0.36	0.83	0.39	0.19	0.85	0.65	0.09
Avail Cap(c_a), veh/h	347	333	457	296	653	291	378	2278	707	420	2458	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	38.7	33.4	34.9	36.9	38.7	46.2	19.7	17.8	45.1	20.8	14.9
Incr Delay (d2), s/veh	0.1	0.4	2.0	0.4	0.1	0.8	8.6	0.5	0.6	8.3	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.8	6.0	1.3	0.7	2.3	4.7	4.9	2.0	5.6	9.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	39.1	35.4	35.3	37.0	39.5	54.8	20.2	18.3	53.4	22.1	15.1
LnGrp LOS	D	D	D	D	D	D	D	C	B	D	C	B
Approach Vol, veh/h		373			222			1186			1862	
Approach Delay, s/veh		36.2			37.7			24.8			25.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	53.3	9.4	23.5	16.2	57.0	8.4	24.5
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	25.0	* 47	* 5.7	18.9	22.5	* 51	* 5.1	19.5
Max Q Clear Time (g_c+I1), s	13.6	14.4	4.8	17.2	11.5	27.1	3.6	7.8
Green Ext Time (p_c), s	0.4	8.0	0.0	0.2	0.3	13.7	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	42	210	87	47	125	180	1330	100	131	1470	50
Future Volume (veh/h)	20	42	210	87	47	125	180	1330	100	131	1470	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	46	228	95	51	136	196	1446	109	142	1598	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	273	438	304	622	277	232	2378	738	175	2293	712
Arrive On Green	0.02	0.15	0.15	0.05	0.18	0.18	0.13	0.47	0.47	0.10	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	22	46	228	95	51	136	196	1446	109	142	1598	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.0	2.1	11.9	4.4	1.2	7.6	10.5	20.7	3.9	7.6	24.6	1.9
Cycle Q Clear(g_c), s	1.0	2.1	11.9	4.4	1.2	7.6	10.5	20.7	3.9	7.6	24.6	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	273	438	304	622	277	232	2378	738	175	2293	712
V/C Ratio(X)	0.08	0.17	0.52	0.31	0.08	0.49	0.84	0.61	0.15	0.81	0.70	0.08
Avail Cap(c_a), veh/h	339	344	498	304	657	293	355	2378	738	291	2293	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	36.6	29.9	33.3	33.8	36.4	41.6	19.5	15.0	43.3	21.6	15.4
Incr Delay (d2), s/veh	0.1	0.3	1.0	0.6	0.1	1.3	10.9	1.2	0.4	8.7	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.0	4.6	1.9	0.5	3.0	5.3	8.1	1.4	3.8	9.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	36.9	30.9	33.9	33.9	37.8	52.5	20.7	15.4	51.9	23.4	15.6
LnGrp LOS	C	D	C	C	C	D	D	C	B	D	C	B
Approach Vol, veh/h		296			282			1751			1794	
Approach Delay, s/veh		32.1			35.8			23.9			25.4	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	51.5	10.4	20.4	17.3	49.9	7.6	23.2
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	16.0	* 46	* 5.1	18.0	19.5	* 44	* 5	18.1
Max Q Clear Time (g_c+I1), s	9.6	22.7	6.4	13.9	12.5	26.6	3.0	9.6
Green Ext Time (p_c), s	0.2	12.1	0.0	0.4	0.3	10.9	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	39	240	123	89	174	230	1650	114	127	1310	50
Future Volume (veh/h)	60	39	240	123	89	174	230	1650	114	127	1310	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	42	261	134	97	189	250	1793	124	138	1424	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	292	504	359	688	307	289	2258	701	171	1995	619
Arrive On Green	0.04	0.16	0.16	0.08	0.19	0.19	0.16	0.44	0.44	0.10	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	65	42	261	134	97	189	250	1793	124	138	1424	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	3.1	2.0	13.9	6.4	2.3	11.3	14.1	31.1	4.9	7.8	24.3	2.2
Cycle Q Clear(g_c), s	3.1	2.0	13.9	6.4	2.3	11.3	14.1	31.1	4.9	7.8	24.3	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	292	504	359	688	307	289	2258	701	171	1995	619
V/C Ratio(X)	0.21	0.14	0.52	0.37	0.14	0.62	0.87	0.79	0.18	0.81	0.71	0.09
Avail Cap(c_a), veh/h	336	326	534	374	744	332	534	2258	701	415	1995	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	37.6	28.7	32.1	34.5	38.1	42.1	24.7	17.4	45.7	26.5	19.8
Incr Delay (d2), s/veh	0.3	0.2	0.8	0.6	0.1	3.0	7.7	3.0	0.6	8.6	2.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.9	5.3	2.8	1.0	4.6	6.8	12.7	1.9	3.9	10.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	37.8	29.5	32.8	34.6	41.1	49.8	27.7	18.0	54.2	28.7	20.1
LnGrp LOS	C	D	C	C	C	D	D	C	B	D	C	C
Approach Vol, veh/h		368			420			2167			1616	
Approach Delay, s/veh		31.4			36.9			29.7			30.6	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	51.5	13.5	22.2	21.2	46.2	9.6	26.1
Change Period (Y+Rc), s	6.0	* 5.9	* 5.3	6.1	4.5	* 5.9	* 5.3	6.1
Max Green Setting (Gmax), s	24.0	* 46	* 9.1	18.0	30.9	* 40	* 5.5	21.6
Max Q Clear Time (g_c+I1), s	9.8	33.1	8.4	15.9	16.1	26.3	5.1	13.3
Green Ext Time (p_c), s	0.3	9.5	0.0	0.2	0.6	8.5	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Community Outreach Report

Case 5-ZN-2015#2

Fairmont SCOTTSDALE PRINCESS

7575 N Princess Blvd
Scottsdale, AZ

Prepared By:

ROSE LAW GROUP pc
RICH ▪ CARTER ▪ FISHER

Jennifer Hall, Sr Project Manager
7144 E. Stetson Drive, #300
Scottsdale, AZ 85251
480-505-3938
jhall@roselawgroup.com

February 2, 2023
June 15, 2023
November 20, 2023

ATTACHMENT 14

Project Proposal
The Applicant, Fairmont Scottsdale Princess, is proposing to amend their existing Development Plan to allow for improvements to the resort property located at 7575 E. Princess Drive (Case # 44-PA-2022 or 5-ZN-2015#2). Specifically, the Princess Resort plans to expand the existing Conference Center and provide an additional ballroom that wraps around the new Event Lawn area along the northern boundary, replace the temporary Event Tent on the western boundary with a new Guestroom wing with underground parking, in addition to a new restaurant and coffee house. This will provide the Princess Resort with 155 additional guest accommodations and state of the art conference center space with additional onsite food and beverage options.

These enhancements will elevate the overall experience of this AAA Five Diamond resort which is one of Scottsdale's most reputable vacation destinations.

Community Outreach Plan
The Applicant team proposes to host a public meeting to inform surrounding property owners within 750 ft of the resort about the proposed changes.

Notification Area Map
Attached please find the Notification map highlighting properties within 750 ft of the resort property.

Contacted Parties
The contact mailing lists consisting of the adjacent residential neighbors as well as property owners within 750 feet as well as HOAs and community associations within one mile of the proposed site are attached. Both mailing lists were requested and prepared by city of Scottsdale staff.

Contact Dates and Methods
130 Invitations were mailed via First Class U.S. Mail postmarked January 6, 2023 to the neighbors mentioned above, and included notification of the Applicant's plans. The neighbors were invited to join the Applicant's Team for an in-person Open House meeting on January 18, 2023 to learn about the proposed changes to the property. A copy of the invitation is attached. Additionally, a white community meeting sign was posted on the property along Princess Blvd with the meeting details for public display.

Community Meeting Summary
A Community Meeting was held on January 18, 2023 from 6:00PM – 7:00PM at The Scottsdale Princess – Princess Ballroom A. Neighbors were greeted by all members of the Applicant team and asked to sign in. Sign in sheets attached. Nineteen (19) members of the public attended the meeting.

The meeting began with a welcome and introduction from Jack Miller, GM of Princess Resort. He introduced the entire team and then turned the microphone over to Jordan Rose for project presentation. Ms. Rose walked the attendees through the amendment process

and then displayed images and renderings of the proposed improvements planned for the resort property. After the presentation, the meeting was opened up for questions and group discussion. Questions included construction timelines and impacts to Christmas at the Princess. The attendees were very supportive of the resort and seemed excited for the property's improvements.

Ongoing Communication with Neighbors and Interested Parties

The Applicant Team has sent follow up emails to neighbors who attended and will continue to work to ensure all comments are received and documented.

Attached with this report please find letters in support of the proposed improvements received from Open House attendees that reside in the immediate community.

Affidavit of Posting

Required: Signed, Notarized originals.
Recommended: E-mail copy to your project coordinator.

☒ **Project Under Consideration Sign (White)** ☐ **Public Hearing Notice Sign (Red)**

Case Number: 44-PA-2022

Project Name:

Location: 7575 E Princess Blvd.

Site Posting Date: 1/06/2023

Applicant Name: Rose Law Group

Sign Company Name: **Dynamite Signs**

Phone Number: **480-585-3031**

I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

Meghan Liggett
Applicant Signature

1/06/2023
Date

Return completed original notarized affidavit AND pictures to the Current Planning Office no later than 14 days after your application submittal.

Acknowledged before me on 1/06/2023

MARYBETH CONRAD
Notary Public - Arizona
Maricopa County
Commission # 591461
My Comm. Expires Oct 25, 2024

Notary Public

My commission expires: 10-25-24

City of Scottsdale -- Current Planning Division
7447 E Indian School Road, Suite 105, Scottsdale, AZ 85251 ◆ Phone: 480-312-7000 ◆ Fax: 480-312-7088


S
E
M
N
Early Notification of
Project Under Consideration
Neighborhood Open House Meetings:
Date: Wednesday January 18, 2023
Time: 6PM - 7PM
Location: Scottsdale Princess Resort – Princess Ballroom A
7575 E Princess Blvd
Site Address: 7575 E Princess Blvd.
Project Overview:
• Request: Amend the existing PCD to allow additional conference room space, additional guest rooms, and new restaurants
• Site Acreage: 66 acres
• Site Zoning: C-2 PCD
Applicant Contact:
Rose Law Group, pc
480-505-3938
jhall@roselawgroup.com
City Contact:
Meredith Tessier
480-312-4211
mtessier@scottsdaleaz.gov
Case#: 44-PA-2022
Posting Date:
1/06/2023
Penalty for removing or defacing sign prior to date of last hearing. Applicant Responsible for Sign Removal.
Scottsdale AZ - Lou Malnati's Pizzeria
N Scottsdale Rd
E Princess Blvd
AR AT THE PRINCESS
Fairmont Scottsdale Princess
Google
Jan 6, 2023 10:22:09 AM
154° SE
7575 East Princess Boulevard
Scottsdale
Maricopa County
Arizona

Affidavit of Notification

Application No.: Case# 44-PA-2022

Project Location: 7575 East Princess Drive

Applicant Name: Scottsdale Princess Resort

I confirm that notice as required for the case noted above has been mailed or delivered to the attached list of property owners and neighborhood associations at the addresses noted.

Applicant/Representative Signature — Date: 1/6/23

This instrument was acknowledged before me on this 6th day of January, 2023, by Kayla Bertoldo. In witness whereof I hereunto set my hand and official seal.

ANGELICA VAN BALEN
Notary Public
Commission Number 563800
Expires: June 5, 2023
Maricopa County

Angelica Van Balen
Notary Public

My commission expires June 5, 2023

ROSE LAW GROUP pc
RICH ▪ CARTER ▪ FISHER

JENNIFER HALL
7144 E. Stetson Drive, Suite 300
Scottsdale, AZ 85251
Phone 480.505.3938 Fax 480.505.3925
JHall@RoseLawGroup.com
www.RoseLawGroup.com

January 6, 2023

Dear Property Owner, Neighbor, or Interested Party:

We are writing this letter to inform you that Scottsdale Princess Resort will be submitting an application to the City of Scottsdale in order to amend their existing Development Plan and allow for improvements to the resort property located at 7575 East Princess Drive (Case# 44-PA-2022).

Specifically, the Princess Resort plans to expand the existing Conference Center and provide an additional ballroom that wraps around the new Event Lawn area, replace the temporary Event Tent on the western boundary with a new Guestroom wing with underground parking, in addition to a new restaurant and coffee house. This will provide the Princess Resort with 156 additional guest accommodations and state of the art conference center space with additional onsite food and beverage options.

These enhancements will elevate the overall experience of this AAA Five Diamond resort which is one of Scottsdale's most reputable vacation destinations.

Please join us for an Open House Meeting to learn more.

Scottsdale Princess Resort – Princess Ballroom A
Wednesday, January 18, 2023
6:00PM to 7:00PM
7575 E Princess Drive Scottsdale, AZ

If you are unable to attend the Open House meeting please feel free to reach out to me for more information or to schedule an individual meeting. Attached is a copy of the conceptual site plan for your review, which highlights the exciting improvements on the property. Also attached is a location map for the open house meeting. I am happy to discuss and answer any questions that you may have regarding this proposal. You may contact me directly at 480-505-3938 or by email at jhall@roselawgroup.com.

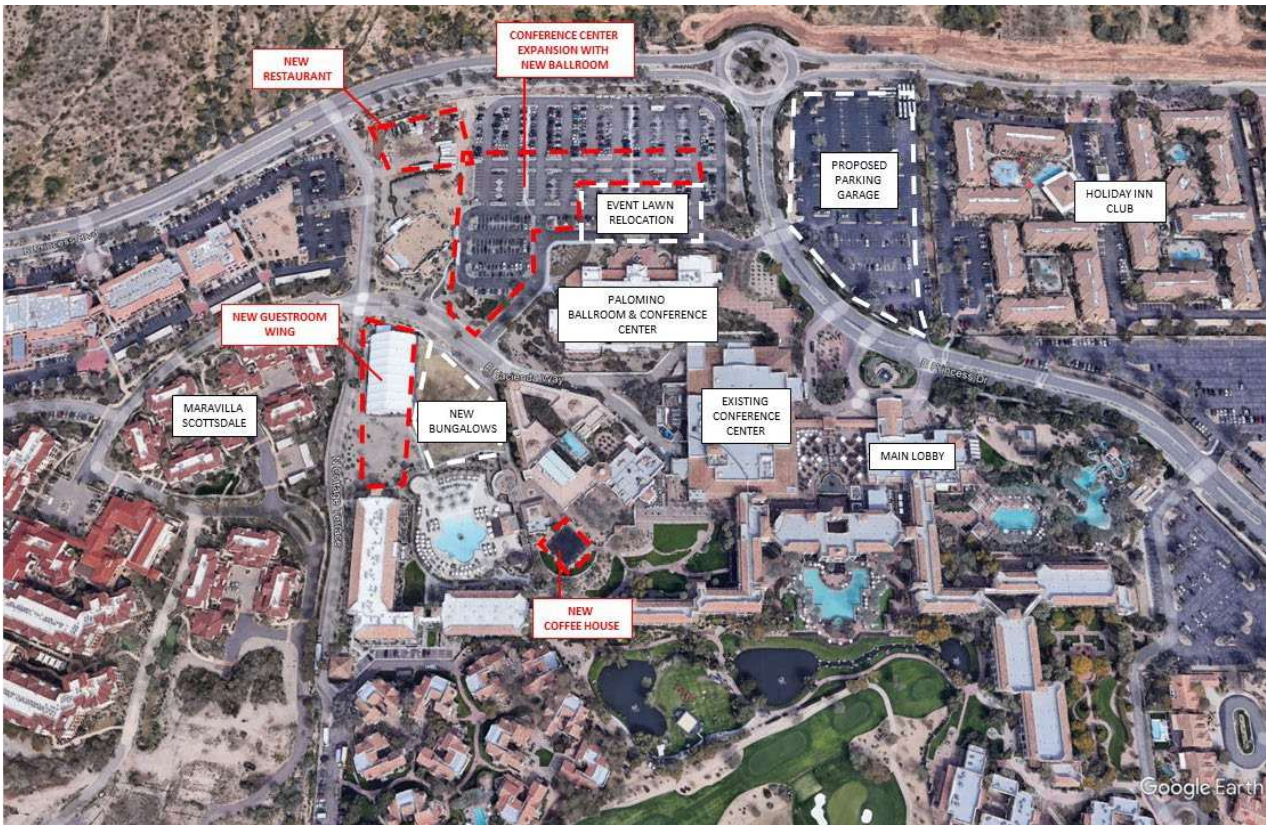
You may also reach out to City of Scottsdale Project Coordinator, Meredith Tessier, at 480-312-4211 or mtessier@scottsdaleaz.gov. After submittal, project information will be available at: https://eservices.scottsdaleaz.gov/eServices/Cases.

Sincerely,

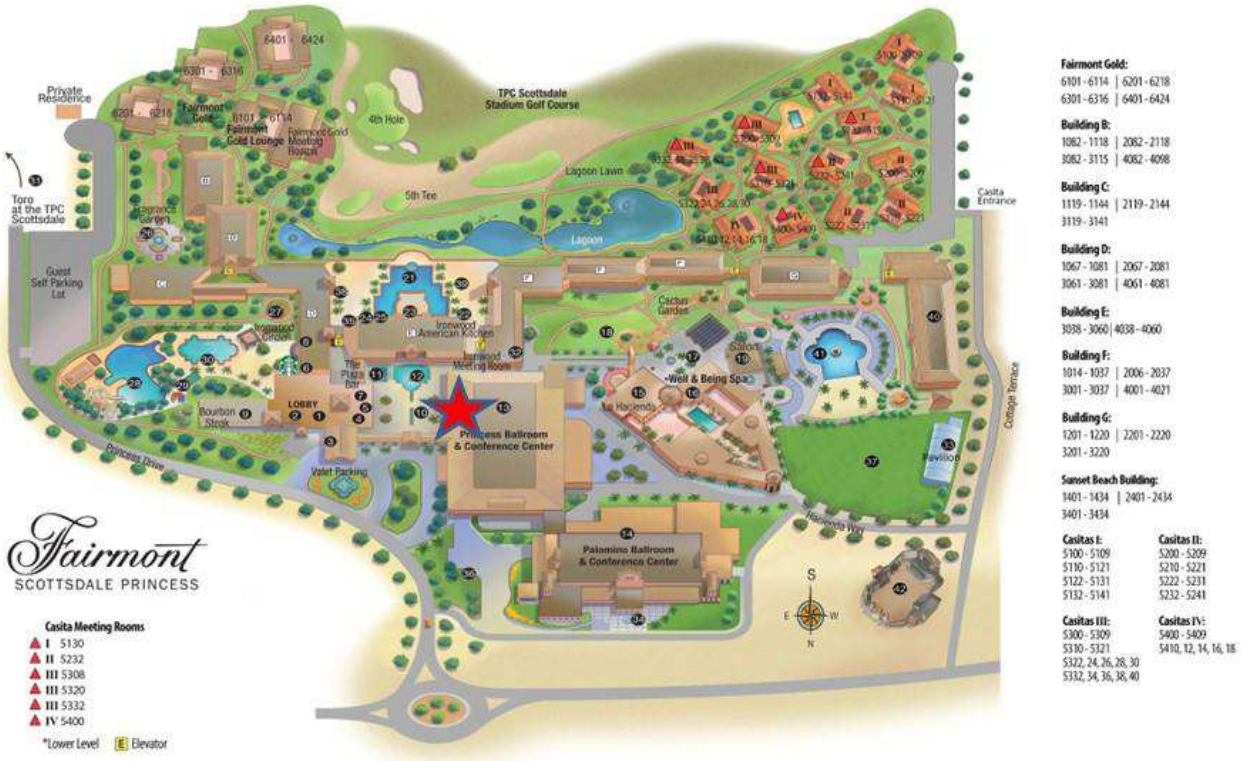
Jennifer Hall

Senior Project Manager

Proposed Improvements (in red) Location Map



JANUARY 18, 2023 at 6PM - OPEN HOUSE MEETING LOCATION MAP
PRINCESS BALLROOM A (RED STAR) - COMPLIMENTARY VALET PARKING



CITY OF SCOTTSDALE

SCOTTSDALE PRINCESS RESORT

Case# 5-ZN-2015#2

Open House Sign-In Sheet

Date: January 18, 2023 6:00PM

Location: Princess Ballroom A

This Sign-In Sheet is a Public Record

Name		Business Name
DWIGHT WEBER		
Address & Zip	**Phone**	**E-mail**
7325 E PRINCESS BLVD		WINGSTAO3 @ aol.com
Name		**Business Name**
Marilyn & Jack Noblett		
Address & Zip	**Phone**	**E-mail**
7325 E Princess Blvd	602 463 5338	jacknoblett-com
Name		**Business Name**
Kathleen Griffin		
Address & Zip	**Phone**	**E-mail**
17284 N 79th St 85255	480-363-3186	valleyconsultant@gmail.com
Name		**Business Name**
WALLY CANDELARIO		
Address & Zip	**Phone**	**E-mail**
7797 E HARTFORD DR	602-377-3445	CANDELWA@AOL.COM
Name		**Business Name**
ROSEMARY RYBKA		
Address & Zip	**Phone**	**E-mail**
17298 N. 77th ST	480-688-6444	ROSEMARY HR@GMAIL
Name		**Business Name**
Address & Zip	**Phone**	**E-mail**
Name		**Business Name**
Address & Zip	**Phone**	**E-mail**

CITY OF SCOTTSDALE

SCOTTSDALE PRINCESS RESORT

Case# 5-ZN-2015#2

Open House Sign-In Sheet

Date: January 18, 2023 6:00PM

Location: Princess Ballroom A

This Sign-In Sheet is a Public Record

Name George E. Hogwood		**Business Name**	
Address & Zip 7700 E Princess Dr Unit 15	**Phone** 203-249-8288	**E-mail** GEHogwood@msn.com	
Name Mark Kendrick		**Business Name**	
Address & Zip 7700 E Princess Dr. Unit 25	**Phone** 602-505-4458	**E-mail**	
Name Tom Anderson		**Business Name**	
Address & Zip 7749 E Hartford DR	**Phone** 509-370952	**E-mail** tapa555@msn.com	
Name DAN McAuliffe		**Business Name** Maravilla	
Address & Zip 7425 E. Princess Blvd	**Phone** 602-703-0001	**E-mail** danmcauliffe@aol.com	
Name Marisol Colon		**Business Name** HICV- Scottsdale	
Address & Zip 7677 Princess blvd	**Phone** 787-568-7699	**E-mail** mcolon@holidayinnclub.com	
Name Bruce + Mary Ann Flynn		**Business Name**	
Address & Zip 7677 E. Hartford 85255	**Phone** 206-953-8303	**E-mail** flynnteam@hotmail.com	
Name Sandra Dangelo		**Business Name** Maravilla Scottsdale	
Address & Zip	**Phone**	**E-mail**	

CITY OF SCOTTSDALE

SCOTTSDALE PRINCESS RESORT

Case# 5-ZN-2015#2

Open House Sign-In Sheet

Date: January 18, 2023 6:00PM

Location: Princess Ballroom A

This Sign-In Sheet is a Public Record

Name Ray Howard		**Business Name**
Address & Zip 17247 N 77th Way	**Phone** 480-335-5837	**E-mail** RL450cc@mac.com
Name RICK MICHALSKI		**Business Name**
Address & Zip 17492 N. 77th Way	**Phone** 360-606-3228	**E-mail** JETBANK52@YAHOO.COM
Name Kim Powell		**Business Name**
Address & Zip 7722 E Monica	**Phone** 314-550 7755	**E-mail** kimepowell@gmail.com
Name KIRK + PAM MORAN		**Business Name**
Address & Zip 7605 E HARTFORD DR	**Phone** 602-799-3005	**E-mail** kirkpam78@cox.net
Name		**Business Name**
Address & Zip	**Phone**	**E-mail**
Name		**Business Name**
Address & Zip	**Phone**	**E-mail**
Name		**Business Name**
Address & Zip	**Phone**	**E-mail**

SCOTTSDALE PRINCESS COMMUNITY ASSOCIATION
C/O Brown Community Management
Address: 7255 E. Hampton Ave, Suite 101, Mesa, AZ 85209
TEL. (480) 539-1396 DIRECT (480)889-1860
E-mail: Aileen.faust@brownmanagement.com

City of Scottsdale
Planning Department
3939 N Drinkwater Blvd
Scottsdale, AZ 85251

RE: Fairmont Scottsdale Princess Resort Proposed Improvements (Case #5-ZN-2015#2)

Please accept this letter on behalf of the Princess HOA Board in support of the proposed improvements to the Scottsdale Princess Resort. This Board has no objections to the improvements and believe that the enhancements to the property will only add to the overall luxury experience of Scottsdale's most popular AAA Five Diamond hotel property.

The city's support for this project is highly encouraged.

Sincerely,

David Miller
President, SPCA

From: GCHopwood@msn.com <GCHopwood@msn.com>
Sent: Thursday, February 2, 2023 7:24 AM
To: MTessier@Scottsdaleaz.gov; KNiederer@Scottsdaleaz.gov
Cc: Jennifer Hall <JHall@roselawgroup.com>
Subject: Support for 5-ZN-2015#2

To: **Ms. Meredith Tessier/Mr. Keith Niederer, City of Scottsdale**

From: **George C. Hopwood, President - Crown Point Estates Homeowner's Association (HOA)**

Date: **February 2, 2023**

Re: **Support for 5-ZN-2015#2**

On behalf of the Crown Point Estates Homeowner's Associations Board, we would like to express our strong support for the Fairmont Scottsdale Princess Hotel proposed Improvement Project 5-ZN-2015#2, including conference room expansion, new ballroom, additional guest rooms, high end Italian themed restaurant *by Chef Michael Mina* and Coffee Roasterie.

The Crown Point Estates HOA is one of the residential communities within the Scottsdale Princess Community Association (SPCA). The Crown Point Estates community consists of 26 homes with full time and part time residents. The Scottsdale Princess Community Association was designed as a planned community that features the Fairmont Princess Hotel as the prominent cornerstone of the community. The stature and success of the Fairmont Scottsdale Princess Hotel and their associated events significantly add to the desirability and value of the homes.

From a City of Scottsdale perspective, the Fairmont Princess Hotel has been a prominent business member of the community that exemplifies the values and stature of the City of Scottsdale. For the past 25 years the Fairmont Scottsdale Princess Hotel has regularly hosted prominent seasonal events (Christmas at the Princess, Phoenix Open, 4th of July, Fireworks displays for various events, etc.) that are enjoyed by the Scottsdale residents and their families. The Fairmont Scottsdale Princess Hotel provides a friendly community atmosphere where neighbors gather whether it be for these events or simply to enjoy the facilities of the hotel.

The Fairmont Scottsdale Princess Hotel continually seeks to work in harmony with their neighbors to provide an enjoyable and congenial atmosphere within the community and the City of Scottsdale. The Crown Point Estates Board routinely receives extremely positive feedback on the Fairmont Scottsdale Princess Hotel events and their facilities. The Fairmont Scottsdale Princess Hotel has been an excellent neighbor within the community, and has our continued support for their proposed Improvement Project 5-ZN-2015#2.

Thank you in advance for your consideration of the Crown Point Estates Homeowner's Associations Board endorsement. Please feel free to contact me if you have any additional questions.

From: Tom Andersen <TAPA555@msn.com>
Sent: Wednesday, February 1, 2023 3:00 PM
To: MTessier@Scottsdaleaz.gov; KNiederer@Scottsdaleaz.gov
Cc: Jennifer Hall <JHall@roselawgroup.com>
Subject: Scottsdale Princess 5-ZN-2015#2

Hey Meredith & Keith,

Recently I sat through a meeting at the Princess Fairmont Hotel with regards to their intended expansion, as presented by the Rose Law Group and a few Princess management folks. I found the info to be very detailed and believe the intended additions align perfectly with the rest of their facilities. I think the proposed facilities are a huge improvement to our entire community.

We're homeowners in the area and are prideful of the Princess property being our neighbor. They seem to operate with a desire to be a good neighbor, provide a valuable product to the market and they appear to operate with the highest integrity in all they do.

Count us in as supporters of their planned improvement.

Thanks,

Tom & Pam Andersen
7749 E Hartford Dr
Scottsdale, AZ 85255

509-370-9552 mobile

Jennifer Hall

From: Jennifer Hall
Sent: Thursday, June 15, 2023 3:37 PM
To: Jack Noblitt
Cc: Jennifer Hall
Subject: RE: Princess Resort; Italian Restaurant

Hi Jack – the public hearing dates have not yet been scheduled. I will keep you posted. Thx!

Jennifer Hall
Senior Project Manager
Rose Law Group pc
7144 E Stetson Drive, Suite 300, Scottsdale, AZ 85251
Direct: 480.505.3938 Fax: 480.505.3925 Mobile: 602.369.0810

From: Jennifer Hall
Sent: Tuesday, June 6, 2023 12:00 PM
To: Jack Noblitt <jack@mjnoblitt.com>
Cc: Jennifer Hall <JHall@roselawgroup.com>
Subject: Re: Princess Resort; Italian Restaurant

Hello Jack. Thanks for your email. I've been out of the office returning tomorrow. And yes Paul Basha is our traffic engineer for this case. Thx!!

Jennifer Hall
Rose Law Group pc
Cell 602.369.0810

Sent from my iPhone

> On Jun 1, 2023, at 6:02 PM, Jack Noblitt <jack@mjnoblitt.com> wrote:
>
> Hello Jennifer,
>
> The information you have provided has been enlightening. Removal of the exit (and entrance) for the parking lot will mean that the traffic congestion on Cottage Terrace associated with Christmas at the Princess will no longer occur. That is great news for the residents of Maravilla since Cottage Terrace is our only access to the City Street system.

Is there a map available that shows the improvements that are planned, including new sidewalks? (All we have is the small map that indicates the major proposed improvements.) Is there a schedule available which indicates the proposed dates for the beginning and completion of the various improvements?

Has it been decided if there will be a public meeting to discuss the projects?

You mention the Fairmont traffic engineer in your email. Is that Paul Basha or someone else? (I'm interested because my profession is traffic engineering.)

I don't know if you have my phone number. It's (602) 463-5338.

Thanks for keeping us informed.

Jack

From: Jennifer Hall <JHall@roselawgroup.com>
Sent: Tuesday, May 30, 2023 10:43 AM
To: Jack Noblitt <jack@mjnoblitt.com>
Cc: Jennifer Hall <JHall@roselawgroup.com>; Paul E. Basha, PE, PTOE <pbasha@summitlandmgmt.com>; Kayla Bertoldo <kbertoldo@roselawgroup.com>
Subject: RE: Princess Resort; Italian Restaurant

Hello Jack,

Please see my responses in red to your comments below. Also, I'm adding Paul Basha in case he wants to add anything.

We do have concerns about what is planned for the two major intersections on Cottage Terrace -- Princess Blvd. and Hiawatha. The increased traffic from the developments at the Princess, combined with the increased traffic from the expansion of Maravilla and the new apartments along Princess Blvd. may justify some improvement to the existing traffic controls at the intersections. With the removal of the Ballroom exit on to La Hacienda Way we feel there should be less traffic as this will no longer be an exit for the parking lot. Only traffic will continue to be for the Casitas and the Fairmont loading dock. Another concern is the lack of sidewalks along Cottage Terrace. Fairmont is planning on adding a sidewalk along the East side of Cottage Terrace (pending city review). Will patrons of the restaurant from the south and west be required to walk in the street? No, a sidewalk will be added both from the south (at La Hacienda Way) and the east (along Cottage Terrace). Perhaps Paul will have considered all of the potential problems in the traffic report? Fairmont traffic engineer has stated that no new controls at the corner of Cottage Terrace and Princess Blvd. We look forward to reviewing it.

Thanks!

Jennifer Hall

Senior Project Manager
Rose Law Group pc
7144 E Stetson Drive, Suite 300, Scottsdale, AZ 85251
Direct: 480.505.3938 Fax: 480.505.3925 Mobile: 602.369.0810

Think green, please don't print unnecessarily

From: Jack Noblitt <jack@mjnoblitt.com>
Sent: Thursday, May 25, 2023 1:18 PM
To: Jennifer Hall <JHall@roselawgroup.com>
Subject: Re: Princess Resort; Italian Restaurant

Hi Jennifer,

I appreciated your assistance related to the restaurant. I didn't hear from City Planning until yesterday -- the day after our Residents Meeting.

We do have concerns about what is planned for the two major intersections on Cottage Terrace -- Princess Blvd. and Hiawatha. The increased traffic from the developments at the Princess, combined with the increased traffic from the expansion of Maravilla and the new apartments along Princess Blvd. may justify some improvement to the existing traffic controls at the intersections. Another concern is the lack of sidewalks along Cottage Terrace. Will patrons of the restaurant from the south and west be required to walk in the street? Perhaps Paul will have considered all of the potential problems in the traffic report? We look forward to reviewing it.

Again, thanks for your help and your willingness to listen.

Jack

From: Jennifer Hall <JHall@roselawgroup.com>
Sent: Thursday, May 25, 2023 12:45 PM
To: Jack Noblitt <jack@mjnoblitt.com>
Cc: Paul E. Basha, PE, PTOE <pbasha@summitlandmgmt.com>; Jennifer Hall <JHall@roselawgroup.com>
Subject: RE: Princess Resort; Italian Restaurant

Hi Jack – following up to see if you had any additional questions or concerns. Thx!!

From: Jennifer Hall
Sent: Monday, May 22, 2023 6:55 PM
To: 'jack@mjnoblitt.com' <jack@mjnoblitt.com>
Cc: Paul E. Basha, PE, PTOE <pbasha@summitlandmgmt.com>; Jennifer Hall <jhall@roselawgroup.com>
Subject: RE: Princess Resort; Italian Restaurant

Good Evening Jack,

As you mentioned there was a drop off lane that accessed on Cottage Terrace Lane in the first submittal. Due to staff comments it has been removed. Please see revised circulation plan that will be

resubmitted for the restaurant. Also, I'm adding Paul Basha on this email in case you have any specific traffic questions. We can send you a copy of the traffic report after it has been revised to address additional comments.

Thanks!

Jennifer Hall
Senior Project Manager
Rose Law Group pc
7144 E Stetson Drive, Suite 300, Scottsdale, AZ 85251
Direct: 480.505.3938 Fax: 480.505.3925 Mobile: 602.369.0810

From: Jennifer Hall
Sent: Monday, May 22, 2023 1:59 PM
To: jack@mjnoblitt.com
Cc: Jennifer Hall <jhall@roselawgroup.com>
Subject: Princess Resort; Italian Restaurant

Hi Jack, thanks for reaching out. As mentioned, you can find the submittal materials on city's website by looking up 5-ZN-2015#2

https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/54403

I am looking into the restaurant service access issue for you now and will let you know what I find. Thx.

Jennifer Hall
Senior Project Manager

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From: Tom Andersen <TAPA555@msn.com>
Sent: Wednesday, February 01, 2023 3:00 PM
To: Tessier, Meredith; Niederer, Keith
Cc: Jennifer Hall
Subject: Scottsdale Princess 5-ZN-2015#2

Hey Meredith & Keith,

Recently I sat through a meeting at the Princess Fairmont Hotel with regards to their intended expansion, as presented by the Rose Law Group and a few Princess management folks. I found the info to be very detailed and believe the intended additions align perfectly with the rest of their facilities. I think the proposed facilities are a huge improvement to our entire community.

We're homeowners in the area and are prideful of the Princess property being our neighbor. They seem to operate with a desire to be a good neighbor, provide a valuable product to the market and they appear to operate with the highest integrity in all they do.

Count us in as supporters of their planned improvement.

Thanks,

Tom & Pam Andersen
7749 E Hartford Dr
Scottsdale, AZ 85255

509-370-9552 mobile

From: GCHopwood@msn.com
Sent: Thursday, February 02, 2023 7:24 AM
To: Tessier, Meredith; Niederer, Keith
Cc: JHall@roselawgroup.com
Subject: Support for 5-ZN-2015#2

To: Ms. Meredith Tessier/Mr. Keith Niederer, City of Scottsdale

From: George C. Hopwood, President - Crown Point Estates Homeowner's Association (HOA)

Date: February 2, 2023

Re: Support for 5-ZN-2015#2

On behalf of the Crown Point Estates Homeowner's Associations Board, we would like to express our strong support for the Fairmont Scottsdale Princess Hotel proposed Improvement Project 5-ZN-2015#2, including conference room expansion, new ballroom, additional guest rooms, high end Italian themed restaurant *by Chef Michael Mina* and Coffee Roasterie.

The Crown Point Estates HOA is one of the residential communities within the Scottsdale Princess Community Association (SPCA). The Crown Point Estates community consists of 26 homes with full time and part time residents. The Scottsdale Princess Community Association was designed as a planned community that features the Fairmont Princess Hotel as the prominent cornerstone of the community. The stature and success of the Fairmont Scottsdale Princess Hotel and their associated events significantly add to the desirability and value of the homes.

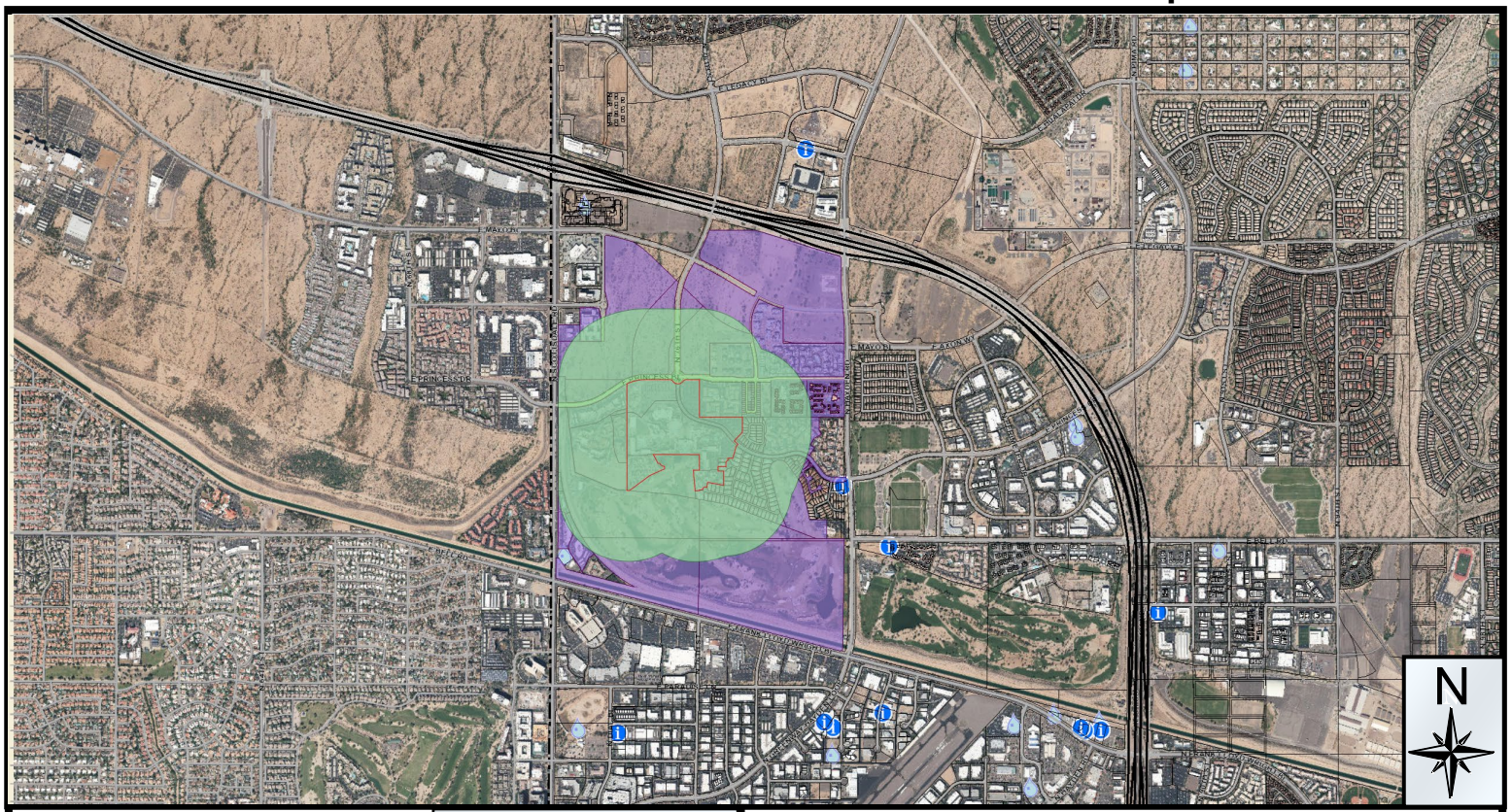
From a City of Scottsdale perspective, the Fairmont Princess Hotel has been a prominent business member of the community that exemplifies the values and stature of the City of Scottsdale. For the past 25 years the Fairmont Scottsdale Princess Hotel has regularly hosted prominent seasonal events (Christmas at the Princess, Phoenix Open, 4th of July, Fireworks displays for various events, etc.) that are enjoyed by the Scottsdale residents and their families. The Fairmont Scottsdale Princess Hotel provides a friendly community atmosphere where neighbors gather whether it be for these events or simply to enjoy the facilities of the hotel.

The Fairmont Scottsdale Princess Hotel continually seeks to work in harmony with their neighbors to provide an enjoyable and congenial atmosphere within the community and the City of Scottsdale. The Crown Point Estates Board routinely receives extremely positive feedback on the Fairmont Scottsdale Princess Hotel events and their facilities. The Fairmont Scottsdale Princess Hotel has been an excellent neighbor within the community, and has our continued support for their proposed Improvement Project 5-ZN-2015#2.

Thank you in advance for your consideration of the Crown Point Estates Homeowner's Associations Board endorsement. Please feel free to contact me if you have any additional questions.

City Notifications – Mailing List Selection Map

Fairmont Scottsdale Princess Hotel Master Plan Update



Additional Notifications:

- Interested Parties List
- Adjacent HOA's
- P&Z E-Newsletter
- Facebook
- Nextdoor.com
- City Website-Projects in the hearing process

Pulled Labels
February 9, 2024

Map Legend:

Site Boundary

Properties within 1250-feet

Postcards: 222

5-ZN-2015#2

Attachment 16