



January 22, 2021

Katessa Archer
Dominium
2905 Northwest Blvd
Suite 150
Plymouth, MN 55441

Re: SWC Cotton Lane and Waddell Road – Parking Study, Surprise, Arizona

Dear Katessa:

The purpose of this report is to provide a parking analysis for the residential development proposed near the southwest corner of the intersection of Cotton Lane and Waddell Road in Surprise, Arizona. The project site plan is attached. The goal of this review is to ensure that the parking provided for the residential units is consistent with the actual utilization of spaces and provides sufficient parking without having large numbers of un-used spaces.

The ±28.30-acre residential development consists of ±20.27 acres of multi-family apartments and ±8.03-acres of senior living. The family apartments provide 392 dwelling units contained in one two-story building and seventeen three-story buildings. The unit mix consists of 180 two-bedroom units and 212 three-bedroom units. The senior living community provides 221 dwelling units across two four-story buildings. The unit mix consists of 66 one-bedroom units, 131 two-bedroom units, and 24 three-bedroom units. The total unit count for the family apartments and senior living is 613 with 66 one-bedroom units, 311 two-bedroom units, and 236 three-bedroom units. Kimley-Horn and Associates, Inc., was retained by Dominium to conduct a parking analysis for the proposed site. This study will address the following:

- Parking provided for the development;
- Required parking for the proposed site per City of Surprise Code; and
- Observed parking demand at similar residential developments.

Parking Supply

The proposed site plan provides 751 parking spaces (1.92 spaces per unit) for the family apartment portion of the site and 325 parking spaces (1.47 spaces per unit) for the senior living community. A total of 1,076 parking spaces (1.76 spaces per unit) are provided on site for the proposed residential development.

The proposed plan includes 312 reserved spaces for the family apartment portion of the site and 222 reserved spaces for the senior living community. A total of 534 reserved spaces are provided.

Parking Code

The City of Surprise Municipal Code Chapter 125, that was in place at the time of the original PAD approval, has a single required parking rate per unit, regardless of the number of bedrooms in each unit. The code also applies the same standard parking rate of 2.25 spaces per dwelling unit to both the senior living residential community and family apartments. The relevant section of the City of Surprise code is attached for reference. The parking required for the site based upon the City of Surprise code is summarized in **Table 1**.

Table 1: Required Parking

Description	Parking Rate	Site Information	Parking Required
Family Apartments	2.25 Spaces per Dwelling Unit	392 Dwelling Units	882 Spaces
Senior Living	2.25 Spaces per Dwelling Unit	221 Dwelling Units	498 Spaces
Total	2.25 Spaces per Dwelling Unit	613 Dwelling Units	1,380 Spaces

City of Surprise code indicates that 882 parking spaces (2.25 spaces per unit) would be required for the 392 family apartment units, and 498 parking spaces (2.25 spaces per unit) would be required for the 221 senior living units. The total required parking based on City of Surprise code is 1,380 parking spaces (2.25 spaces per unit) for the 613 residential units.

The 751 parking spaces provided in the site plan for the family apartments is 14.9 percent, 131 spaces, lower than the code requirement, and the 325 parking spaces provided on site for the senior living facility is 34.7 percent, 173 spaces, lower than the code requirement. Overall, the 1,076 total parking spaces provided is 22.0 percent, 304 spaces, lower than the code requirement.

Observed Parking Demand

The segment of rental market targeted by the developer of the proposed apartments tends to be more focused on affordability than the typical market rate development. Because of this, parking observations were collected at other properties, developed by the owner, to document parking demand at sites that would more closely reflect the characteristics of the proposed project.

Dominium conducted parking counts at 22 similar residential properties to document the parking demand for the existing residential developments. The parking data was collected on a weekday in December at three separate times; 6:00 AM, 12:00 PM, and 8:00 PM. The occupancy of the residential properties at time of data collection was near one hundred percent with an average occupancy of 97%. The peak parking occupancy that was observed is included with the attached parking data collection summary.

The observed parking demand at family apartment properties averaged 1.22 occupied parking stalls per unit. The observed parking demand at senior living properties averaged 0.76 occupied parking stalls per unit. Based on the observed parking demand, the proposed 392 family apartment units would be expected to have a parking demand of 479 parking spaces at 8:00 PM on a weekday in December. Similarly, the proposed 221 senior living units would be expected to have a parking demand of 168 parking spaces. The total predicted parking demand for the proposed site is 647 parking spaces at 8:00 PM on a weekday in December.

Data Review

The Urban Land Institute (ULI) 3rd Edition Shared Parking Model provides month of year, day of week, and hourly parking demand information for residential land uses. The ULI parking demand variation data was evaluated to determine the likely variability in the observed parking data. ULI charts that show the

difference between the ULI predicted peak demand and the observed time periods of a weekday in December at 8:00 PM are attached.

The difference in predicted demand for the month to month, day of week, and hourly variation is not significant. The observed parking demand rates of 1.22 spaces per unit for family apartment properties and 0.76 spaces per unit for senior living facilities are reasonably close to the maximum parking demand that would be expected even with minor adjustment considerations for residential unit occupancy and time of data collection variation.

Based on the observed parking demand of 1.22 spaces per unit for family apartment properties, the proposed parking provisions would provide a surplus of 36.2 percent, or 272 parking spaces. Based on the observed parking demand of 0.76 spaces per unit for senior living facilities, the proposed parking provisions would provide a surplus of 48.3 percent, or 157 parking spaces. The total parking surplus would be 39.9 percent, or 429 parking spaces.

Conclusion

Results of this parking study indicate that the proposed family apartment and senior living apartment development is expected to have a peak parking demand significantly lower than the parking required for the standard multi-family development identified in the City of Surprise code. The application of the standard requirement would result in almost twice as many parking spaces being provided than would be predicted to be utilized based on observed peak parking utilization at other similar developments. The proposed parking provisions more appropriately match the observed parking characteristics of similar type projects. The City of Surprise code required parking for the overall site, based on the standard multi-family rate, would be 1,380 parking spaces. The proposed 1,076 parking spaces provided is a 22.0 percent reduction from the standard code requirement.

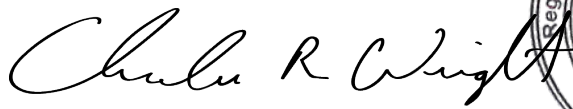
The provisions of 1,076 on-site parking spaces for the 613-dwelling unit facility results in an overall parking rate of 1.76 spaces per dwelling unit. Based on observed parking demand data, the peak parking demand for the proposed residential development was observed to be 1.22 spaces per unit for the family apartments and 0.76 spaces per unit for the senior apartments, significantly less than the 2.25 space per unit City code requirement. The proposed parking supply of 751 spaces for the family apartments, would be 272 spaces above the predicted peak demand of 479 spaces. The proposed parking supply of 325 spaces for the senior apartments would be 157 spaces above the predicted peak demand of 168 spaces. Overall, the proposed parking supply would provide a surplus of 429 parking spaces above the predicted peak parking demand of 647 spaces, based on the observed parking at similar developments.

The site plan provides 1,076 spaces, which is significantly greater than the calculated parking demand of 647 parking spaces. Based on the observed parking demand, the plan would provide a surplus of 429 parking spaces above the peak demand. The proposed 22% reduction in the parking provided from the code requirement is expected to provide sufficient parking for the proposed use. This reduction is recommended in order to provide a sufficient parking supply for the development, without creating an excessive number of un-needed spaces.

If you have any further questions, please feel free to contact me at (602) 944-5500.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.



Charles R. Wright, P.E.

Attachments: Site Plan, City Code, Parking Data Collection, ULI Documentation

K:\EAV_Civil\291458000 - Cotton & Waddell\Traffic\Parking\2021-01-22_Cotton-Waddell_Parking Report.docx

Site Data - Senior/Family Housing

SITE AREA:

PARCEL	NET
FAMILY APARTMENT	± 20.27 ACRES*
SENIOR LIVING	± 8.03 ACRES*
TOTAL	± 28.30 ACRES*

*NOTE: WILL NEED TO BE VERIFIED BY OWNER'S CIVIL ENGINEER AND/OR SURVEYOR.

ZONING:

EXISTING:	TRUMAN RANCH PAD
PROPOSED:	TRUMAN RANCH PAD WITH AMENDMENTS

HEIGHT:

EXISTING:	50 FEET FOR PEAK ELEMENTS IN WESTERLY HALF
PROPOSED:	
FAMILY APARTMENT	3 STORIES
SENIOR LIVING	4 STORIES

DENSITY:

REQUIRED:	NOT SPECIFIED
PROPOSED:	
FAMILY APARTMENT	±19.34 D.U./NET ACRE
SENIOR LIVING	±27.52 D.U./NET ACRE

EXISTING SETBACKS:

WEST:	45'
SOUTH:	20' (45' IF ADJACENT TO RESIDENTIAL ZONING)
NORTH & EAST (R/W):	MINIMUM 5' FOR STRUCTURES WITH STREET PEDESTRIAN ACCESS MINIMUM 10' FOR ALL OTHER STRUCTURES
INTERNAL:	0'
LANDSCAPE BUFFER:	22' AT MAJOR ARTERIAL R/W 10' AT COLLECTOR IF DESIGNED TO A PEDESTRIAN SCALE (URBAN) 5' AT STREET

PROPOSED: TO BE DETERMINED DURING SITE PLANNING PROCESS.

UNIT MIX:
FAMILY APARTMENT:

BUILDING TYPE 1				
UNIT TYPE	1 BD	2BD	3BD	D.U.
TOTAL	0	12	12	24

BUILDING TYPE 2				
UNIT TYPE	1 BD	2BD	3BD	D.U.
TOTAL	0	0	12	12

BUILDING TYPE 3A				
UNIT TYPE	1 BD	2BD	3BD	D.U.
TOTAL	0	24	12	36

UNIT TYPE	NO.	%
B-2 BEDROOM/2 BATH	180 D.U.	46%
C-3 BEDROOM/2 BATH	212 D.U.	54%
TOTAL	392 D.U.	100%

SENIOR LIVING:

UNIT TYPE	NO.	%
A-1 BEDROOM/1 BATH	66 D.U.	30%
B-2 BEDROOM/2 BATH	131 D.U.	60%
C-3 BEDROOM/2 BATH	24 D.U.	10%
TOTAL	221 D.U.	100%

PARKING:

FAMILY APARTMENT REQUIRED PARKING:	
2 BEDROOM/2 BATH (180 D.U. x 2.0 P.S./D.U.) =	360 P.S.
3 BEDROOM/2 BATH (212 D.U. x 2.5 P.S./D.U.) =	530 P.S.
TOTAL REQUIRED:	890 P.S. (2.3 P.S./ D.U.)
FAMILY APARTMENT PROVIDED PARKING:	
COVERED PARKING:	394 P.S.
SURFACE PARKING:	357 P.S.
TOTAL PROVIDED	751 P.S. (1.92 P.S./D.U.)
SENIOR LIVING REQUIRED PARKING:	
1 BEDROOM/1 BATH (66 D.U. x 1.5 P.S./D.U.) =	99 P.S.
2 BEDROOM/2 BATH (131 D.U. x 2.0 P.S./D.U.) =	262 P.S.
3 BEDROOM/2 BATH (24 D.U. x 2.5 P.S./D.U.) =	60 P.S.
TOTAL REQUIRED	421 P.S. (1.9 P.S./ D.U.)
SENIOR LIVING PROVIDED PARKING:	
COVERED PARKING:	222 P.S.
SURFACE PARKING:	103 P.S.
TOTAL PROVIDED	325 P.S. (1.47 P.S./D.U.)

GENERAL PARKING DIMENSIONS:

PARKING SPACE	9' x 18'
AISE WIDTH	26'

- ASSUMPTIONS:
- THE PROPERTY IS SHOWN FOR REFERENCE AND PLANNING PURPOSES ONLY.
1. ASSUMES THE SITE'S RETENTION WILL BE SURFACE AND/OR UNDERGROUND BASINS.

2. ASSUMES BOTH SITES WILL BE GATED.

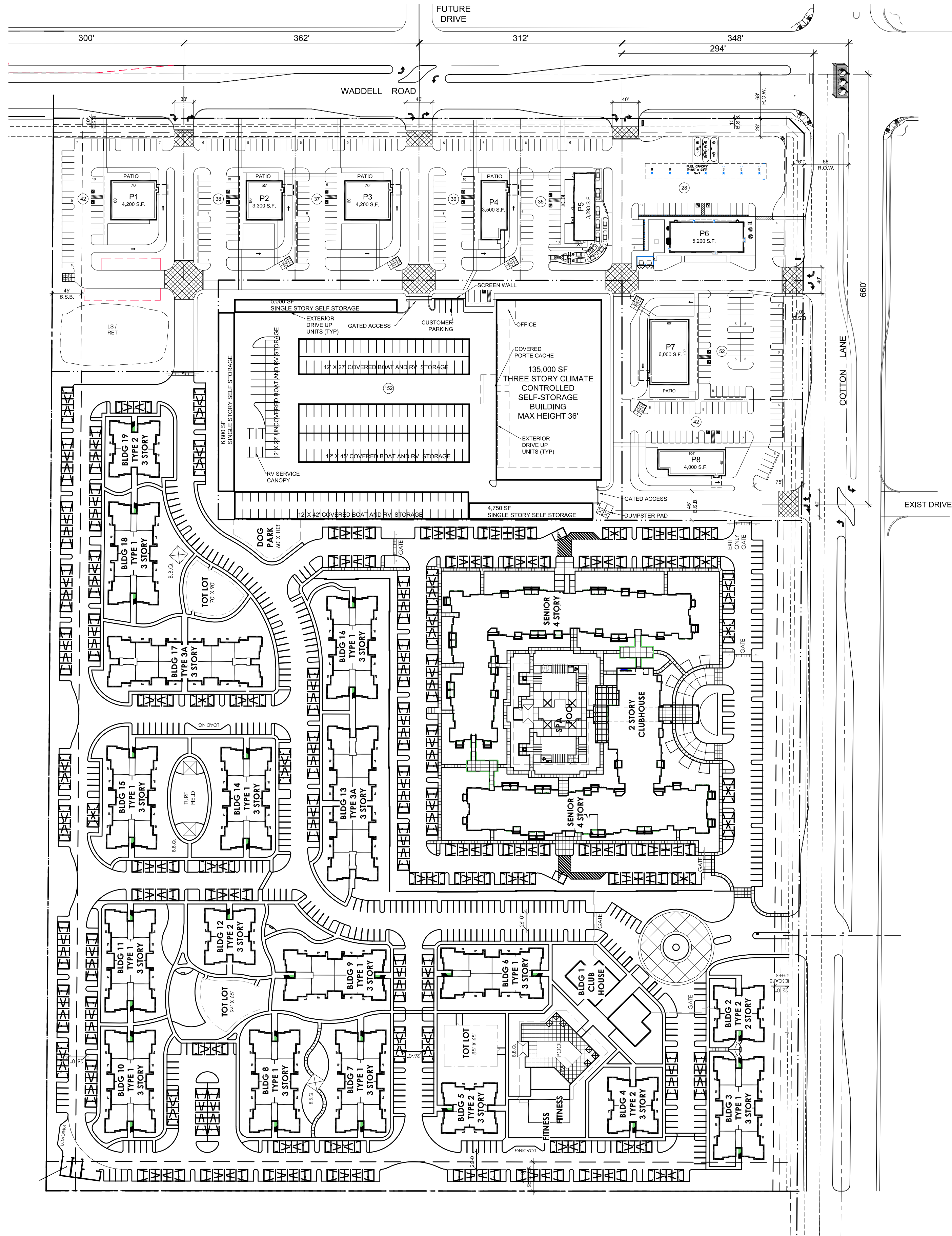
3. ASSUMES ANY EASEMENTS RUNNING ACROSS THE SITE CAN BE RELOCATED OR ABANDONED.

4. ASSUMES EXISTING IRRIGATION CANALS CAN BE ALTERED AS NEEDED.

5. ASSUMES THAT THE FEMA MAP CAN BE AMENDED TO REMOVE THE FLOOD PLAIN DESIGNATION IF NEEDED.

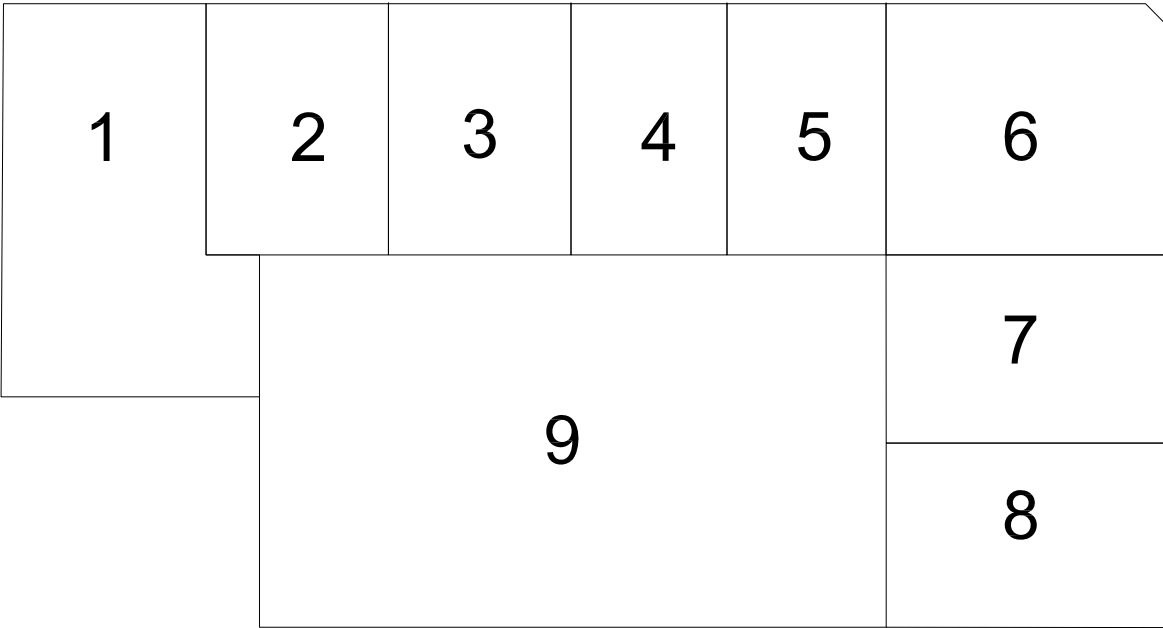
6. ASSUMES A NEED TO REQUEST DEVELOPMENT STANDARD DEVIATIONS TO THE TRUMAN RANCH PAD ZONING DISTRICT:
- A. DETERMINE SPECIFIC GUIDELINES FOR MULTIFAMILY USE, DENSITY, HEIGHT, AND OTHER REQUIREMENTS.

B. REQUEST A PARKING REDUCTION FOR BOTH SENIOR LIVING & FAMILY APARTMENTS.



Site Data - Commercial

Site Area:	424,757 S.F. (9.75 AC.)
Building Area:	33,693 S.F.
Coverage:	7.9 %
Parking Provided:	312 Spaces
Parking Ratio:	9.3 / 1,000 S.F.



Site Area Map

①	85,928 S.F. (1.97 AC.)
②	42,512 S.F. (0.98 AC.)
③	47,336 S.F. (1.09 AC.)
④	38,668 S.F. (0.89 AC.)
⑤	38,917 S.F. (0.89 AC.)
⑥	69,174 S.F. (1.59 AC.)
⑦	50,767 S.F. (1.17 AC.)
⑧	51,455 S.F. (1.18 AC.)
⑨	228,483 S.F. (5.25 AC.)

10-10-20
19059 - ST14

S.W.C. Waddell Road & Cotton Lane
Proposed Retail Development
Surprise, AZ



Butler Design Group, Inc
architects & planners

<i>Dwelling Types</i>	<i>With Street Parking</i>	<i>Without Street Parking</i>
Three-family dwelling	2 spaces/unit	2.25 spaces/unit
Four-family dwelling	2 spaces/unit	2.25 spaces/unit
Townhouse	2 spaces/unit	2.25 spaces/unit
Apartments	2.25 spaces/unit	2.25 spaces/unit
Boardinghouses	2.25 spaces/unit	2.25 spaces/unit

(2) *Nonresidential uses.*

<i>Use Type</i>	<i>Off-Street Parking Spaces Required</i>
Assisted living facility	0.75 spaces per unit.
Automobile sales	One space per 200 square feet of indoor floor area plus two spaces per 20 outdoor vehicle display spaces.
Automobile service station	Two spaces per service stall but no less than four spaces.
Automobile washing establishment, self-service	Three spaces, or one for each employee on maximum shift, in addition to automatic drive-through. Two spaces per stall not including washing or drying spaces.
Bowling alley	Four spaces per alley, plus two spaces per billiard table, plus one space per pinball and/or electronic game machine, plus one space per each five visitor gallery seats.
Church	One space per four seats based upon design capacity of main assembly hall.
Community or recreation center	One space per 200 square feet of floor area.
Congregate care facility	1.5 spaces per unit.
Dancehalls, skating rinks or similar uses	One space per 300 square feet of floor area.
Court clubs, (racquetball, handball, tennis)	One space per 200 square feet of floor area plus three spaces per court.
Day care centers	One space per 200 square feet of floor area.
Furniture stores	Three spaces per 1,000 square feet over 20,000 square feet of floor area.
Golf courses	One space per 200 square feet of main building floor area, plus one space for every two practice tees in driving range, plus four spaces per each green in the playing area.
Hospital	One space per bed.
Manufacturing and industrial uses	One space per 450 square feet of floor area, plus one space for each company-owned truck if not stored within the building.

DOMINIUM



N Cotton Lane and W Waddell Road
Surprise, AZ
Parking Variance Request

Dominium is requesting a parking variance from the City of Surprise for their proposed multifamily development located at the corner of N Cotton Ln and W Waddell Road. Dominium has had a long history of managing and operating affordable housing projects, and often finds there are fewer parking needs for income restricted properties. After studies at both market rate and affordable properties, we believe that a reduction from the code required parking requirements is warranted, and that this reduction will not adversely impact property operations or the neighborhood.

Dominium has conducted parking studies at residential properties both within their portfolio and at sites located throughout suburban Phoenix by counting cars in parking lots. Our findings indicate that parking lots at affordable multifamily and senior developments have utilization rates far lower than parking requirements indicated in the City of Surprise.

Within Dominium's affordable portfolio, similar to what is proposed in the City of Surprise, on average, there were 1.09 cars parked per unit. Across the sites studied in the Phoenix Metro area, there were 1.18 cars parked per unit. We are proposing a site with 1.70 parking stalls per unit versus the 2.14 parking stalls per unit required by the City of Surprise code.

For more details on the studies, please see the tables included in this document.

Parking Usage by State - Dominion Portfolio Only		
State	Stalls Used / Unit	Stalls Used / Bed
AZ	1.34	0.57
CO	1.32	0.56
FL	1.12	0.59
GA	1.10	0.52
TN	0.95	0.42
TX	0.98	0.60
Grand Total	1.09	0.55

Parking Usage by Property Type - Dominion Portfolio		
Type	Stalls Used / Unit	Stalls Used / Bed
Family	1.22	0.56
Senior	0.76	0.55
Grand Total	1.09	0.55

Copper Cove

Tolleson, AZ (Phoenix)



Type	Family
# Units	228
# Bedrooms	532
Apt. Occupancy	100%
Highest # Cars Counted	305
Parking Utilization / Unit	1.34
Parking Utilization / Bed	0.57

East Range Crossings

Denver, CO



Type	Family
# Units	252
# Bedrooms	612
Apt. Occupancy	98%
Highest # Cars Counted	289
Parking Utilization / Unit	1.15
Parking Utilization / Bed	0.47

North Range Crossings

Commerce City, CO (Denver)



Type	Family
# Units	216
# Bedrooms	504
Apt. Occupancy	98%
Highest # Cars Counted	324
Parking Utilization / Unit	1.50
Parking Utilization / Bed	0.64

Cobblestone Manor

Fort Worth, TX



Type	Senior
# Units	220
# Bedrooms	392
Apt. Occupancy	94%
Highest # Cars Counted	171
Parking Utilization / Unit	0.78
Parking Utilization / Bed	0.44

Hickory Manor

De Soto, TX (Dallas)



Type	Senior
# Units	190
# Bedrooms	226
Apt. Occupancy	94%
Highest # Cars Counted	184
Parking Utilization / Unit	0.97
Parking Utilization / Bed	0.81

Vinewood Apartments

Dallas, TX



Type	Family
# Units	200
# Bedrooms	430
Apt. Occupancy	99%
Highest # Cars Counted	299
Parking Utilization / Unit	1.50
Parking Utilization / Bed	0.70

Lakeside Manor

Little Elm, TX (Dallas)



Type	Senior
# Units	176
# Bedrooms	208
Apt. Occupancy	96%
Highest # Cars Counted	139
Parking Utilization / Unit	0.79
Parking Utilization / Bed	0.67

Shady Creek

Baytown, TX (Houston)



Type	Senior
# Units	140
# Bedrooms	331
Apt. Occupancy	96%
Highest # Cars Counted	57
Parking Utilization / Unit	0.65
Parking Utilization / Bed	0.48

Woodlands of Beaumont

Beaumont, TX (Houston)



Type	Family
# Units	140
# Bedrooms	331
Apt. Occupancy	99%
Highest # Cars Counted	171
Parking Utilization / Unit	1.22
Parking Utilization / Bed	0.52

Parkland Manor

Austell, GA (Atlanta)



Type	Senior
# Units	150
# Bedrooms	252
Apt. Occupancy	95%
Highest # Cars Counted	105
Parking Utilization / Unit	0.70
Parking Utilization / Bed	0.42

Laurels at Greenwood

Austell, GA (Atlanta)



Type	Family
# Units	174
# Bedrooms	433
Apt. Occupancy	95%
Highest # Cars Counted	296
Parking Utilization / Unit	1.70
Parking Utilization / Bed	0.68

Leyland Pointe

East Point, GA (Atlanta)



Type	Family
# Units	276
# Bedrooms	578
Apt. Occupancy	99%
Highest # Cars Counted	281
Parking Utilization / Unit	1.02
Parking Utilization / Bed	0.49

Wellington Ridge

Covington, GA (Atlanta)



Type	Family
# Units	220
# Bedrooms	398
Apt. Occupancy	97%
Highest # Cars Counted	190
Parking Utilization / Unit	0.86
Parking Utilization / Bed	0.48

Riverstock

Woodstock, GA (Atlanta)



Type	Family
# Units	172
# Bedrooms	396
Apt. Occupancy	94%
Highest # Cars Counted	210
Parking Utilization / Unit	1.22
Parking Utilization / Bed	0.53

Arbor Lake

Covington, GA (Atlanta)



Type	Family
# Units	250
# Bedrooms	512
Apt. Occupancy	99%
Highest # Cars Counted	267
Parking Utilization / Unit	1.07
Parking Utilization / Bed	0.52

Village at Delray

Delray Beach, FL (Ft. Lauderdale)



Type	Family
# Units	144
# Bedrooms	324
Apt. Occupancy	99%
Highest # Cars Counted	227
Parking Utilization / Unit	1.58
Parking Utilization / Bed	0.70

Groves of Delray

Delray Beach, FL (Ft. Lauderdale)



Type	Family
# Units	158
# Bedrooms	230
Apt. Occupancy	97%
Highest # Cars Counted	144
Parking Utilization / Unit	0.91
Parking Utilization / Bed	0.63

Crane Creek

Melbourne, FL (Ft. Lauderdale)



Type	Senior
# Units	127
# Bedrooms	170
Apt. Occupancy	99%
Highest # Cars Counted	83
Parking Utilization / Unit	0.65
Parking Utilization / Bed	0.49

Chapel Trace

Melbourne, FL (Orlando)



Type	Family
# Units	312
# Bedrooms	624
Apt. Occupancy	98%
Highest # Cars Counted	421
Parking Utilization / Unit	1.35
Parking Utilization / Bed	0.67

Enclave at Pine Oaks

Melbourne, FL (Ft. Lauderdale)



Type	Family
# Units	228
# Bedrooms	576
Apt. Occupancy	96%
Highest # Cars Counted	258
Parking Utilization / Unit	1.13
Parking Utilization / Bed	0.45

Chariot Pointe

Murfreesboro, TN (Nashville)



Type	Family
# Units	184
# Bedrooms	416
Apt. Occupancy	97%
Highest # Cars Counted	194
Parking Utilization / Unit	1.05
Parking Utilization / Bed	0.47

Waterview

Hendersonville, TN (Nashville)



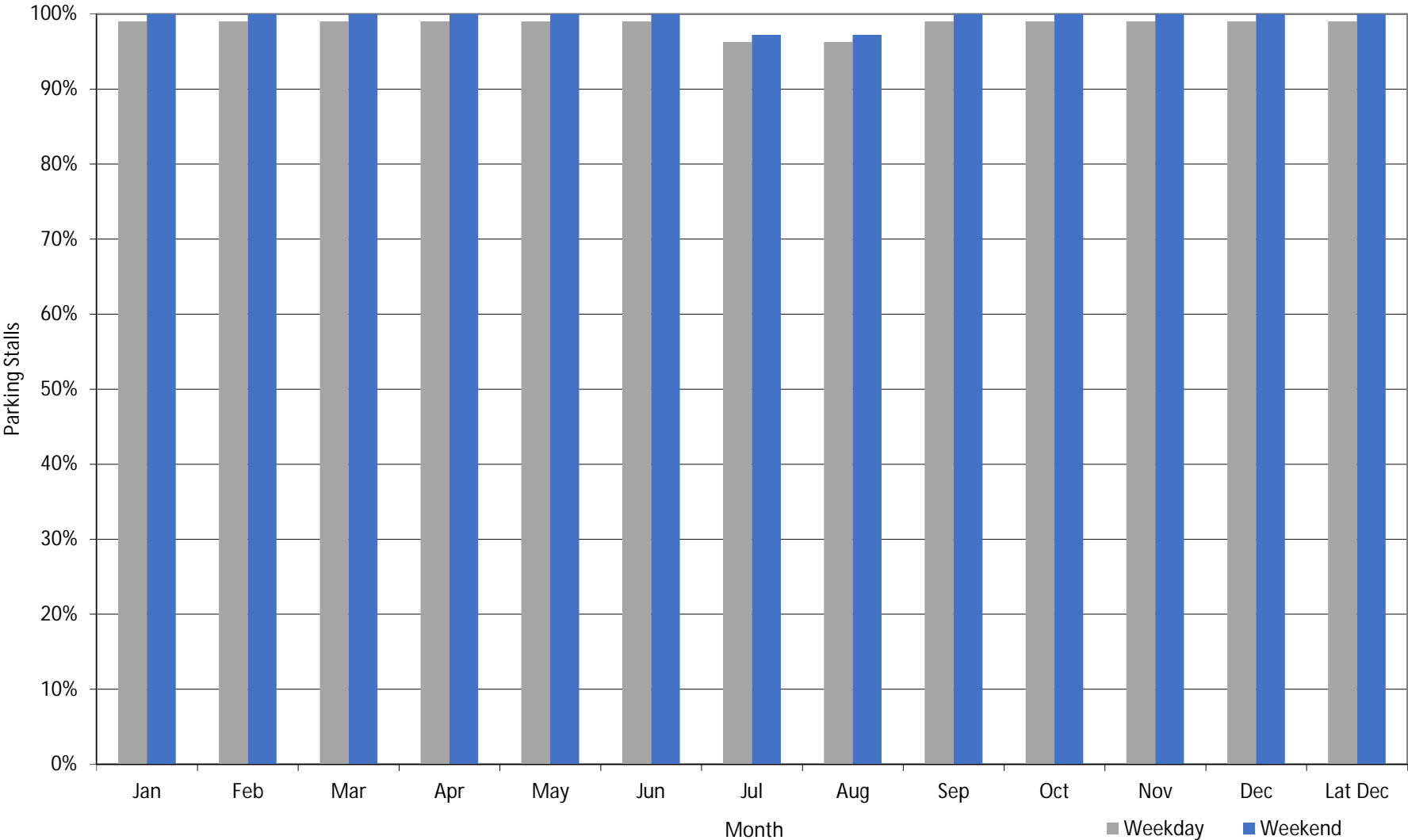
Type	Family
# Units	160
# Bedrooms	356
Apt. Occupancy	93%
Highest # Cars Counted	136
Parking Utilization / Unit	0.85
Parking Utilization / Bed	0.38

Stabilized Properties											
Location											
#	Property	City	Metro	State	Family / Senior	Property Size / Occupancy		Parking Usage			
						Units	# Beds	Unit Physical Occupancy (As of 12.14.2020)	Max # Ouccpied Stalls ¹	Stalls Used / Unit	Stalls Used / Bed
1	Copper Cove	Tolleson	Phoenix	AZ	Family	228	532	100%	305	1.34	0.57
2	East Range Crossings	Denver	Denver	CO	Family	252	612	98%	289	1.15	0.47
3	North Range Crossings	Commerce City	Denver	CO	Family	216	504	98%	324	1.50	0.64
4	Cobblestone Manor	Fort Worth	Fort Worth	TX	Senior	220	392	94%	171	0.78	0.44
5	Hickory Manor	De Soto	Dallas	TX	Senior	190	226	94%	184	0.97	0.81
6	Vinewood Apartments	Dallas	Dallas	TX	Family	200	430	99%	299	1.50	0.70
7	Lakeside Manor Senior	Little Elm	Dallas	TX	Senior	176	208	99%	139	0.79	0.67
8	Shady Creek	Baytown	Houston	TX	Senior	88	120	96%	57	0.65	0.48
9	Woodlands of Beaumont	Beaumont	Houston	TX	Family	140	331	99%	171	1.22	0.52
10	Parkland Manor	Austell	Atlanta	GA	Senior	150	252	95%	105	0.70	0.42
11	Laurels at Greenwood	Canton	Atlanta	GA	Family	174	433	95%	296	1.70	0.68
12	Leyland Pointe	East Point	Atlanta	GA	Family	276	578	99%	281	1.02	0.49
13	Wellington Ridge	Covington	Atlanta	GA	Family	220	398	97%	190	0.86	0.48
14	Riverstock	Woodstock	Atlanta	GA	Family	172	396	94%	210	1.22	0.53
15	Arbor Lake	Covington	Atlanta	GA	Family	250	512	99%	267	1.07	0.52
16	Village at Delray	Delray Beach	Ft. Lauderdale	FL	Family	144	324	99%	227	1.58	0.70
17	Groves of Delray II	Delray Beach	Ft. Lauderdale	FL	Family	158	230	97%	144	0.91	0.63
18	Crane Creek	Melbourne	Orlando	FL	Senior	127	170	99%	83	0.65	0.49
19	Chapel Trace	Orlando	Orlando	FL	Family	312	624	98%	421	1.35	0.67
20	Enclave at Pine Oaks	Deland	Orlando	FL	Family	228	576	96%	258	1.13	0.45
21	Chariot Pointe	Murfreesboro	Nashville	TN	Family	184	416	97%	194	1.05	0.47
22	Waterview	Hendersonville	Nashville	TN	Family	160	356	93%	136	0.85	0.38
22	Totals					4265	8620				
	Average					194	392	97%	216	1.09	0.55
	Highest					312	624	100%	421	1.70	0.81
	Lowest					88	120	93%	57	0.65	0.38

¹ # Leased Garages are included in totals

<u>Stabilized Properties</u>					<u>Location</u>				<u>Unit Type</u>				<u>Total Units</u>
#	<u>Property</u>	<u>City</u>	<u>Metro</u>	<u>State</u>	<u>1 Bed</u>	<u>2 Bed</u>	<u>3 Bed</u>	<u>4 Bed</u>					
1	Copper Cove	Tolleson	Phoenix	AZ	0	152	76	0					228
2	HUE97	Mesa	Phoenix	AZ	0	70	78	36					184
3	East Range Crossings	Denver	Denver	CO	12	120	120	0					252
4	North Range Crossings	Commerce City	Denver	CO	24	96	96	0					216
5	Cobblestone Manor	Fort Worth	Dallas	TX	48	172	0	0					220
6	Hickory Manor	De Soto	Dallas	TX	154	36	0	0					190
7	Vinewood Apartments	Dallas	Dallas	TX	40	90	70	0					200
8	Lakeside Manor Senior	Little Elm	Dallas	TX	144	32	0	0					176
10	Shady Creek	Baytown	Houston	TX	56	32	0	0					88
11	Woodlands of Beaumont	Beaumont	Houston	TX	0	89	51	0					140
12	Vermillion	Houston	Houston	TX	0	112	148	0					260
14	Kinwood	McKinney	Dallas	TX	32	88	80	0					200
15	Parkland Manor	Austell	Atlanta	GA	48	102	0	0					150
16	Laurels at Greenwood	Canton	Atlanta	GA	0	89	85	0					174
17	Leyland Pointe	East Point	Atlanta	GA	70	110	96	0					276
18	Wellington Ridge	Covington	Atlanta	GA	70	122	28	0					220
19	Riverstock	Woodstock	Atlanta	GA	0	120	52	0					172
20	Arbor Lake	Covington	Atlanta	GA	36	166	48	0					250
21	Village at Delray	Delray Beach	Ft. Lauderdale	FL	18	72	54	0					144
22	Groves of Delray II	Delray Beach	Ft. Lauderdale	FL	86	72	0	0					158
23	Crane Creek	Melbourne	Orlando	FL	84	43	0	0					127
24	Chapel Trace	Orlando	Orlando	FL	72	168	72	0					312
25	Enclave at Pine Oaks	Deland	Orlando	FL	0	140	56	32					228
26	Chariot Pointe	Murfreesboro	Nashville	TN	8	120	56	0					184
27	Waterview	Hendersonville	Nashville	TN	0	124	36	0					160

Month-by-Month Estimated Parking Demand (Residential)



Peak Month Daily Parking Demand by Hour (Weekend)

