

EXHIBIT 5

Request for Reduction in Parking Ratio for Estrella Springs

Dominium is proposing to develop the approximate 28.6 acres of the site with two multi-family developments – the first is a family-oriented community with 396 units on the southern portion (“Estrella Springs”) of the Site and the second is an age-restricted rental community with 262 units on the northern portion (“Suncrest Vista”) of the Site. Dominium has a long history of managing and operating multi-family housing communities in Arizona and across the country with 35,000 units currently under management. Data and design best-practices are compiled from across Dominium’s portfolio and included within the proposed design for Estrella Springs. Dominium has a strong understanding of the parking needs of comparable properties within their portfolio, both newly constructed properties and acquired properties. After careful research and evaluation of the proposed communities on the subject Site, Dominium is requesting a reduction in parking requirements within the base MF-24 Zoning District.

Dominium’s proposed parking ratio is consistent within the City of Goodyear’s General Plan. Crucially, the proposed development is located within a Transit Oriented Development Overlay district, which incentivizes higher residential densities and a reduction in automobile dependency. Estrella Springs’ proposed parking ratio of 1.81 parking spaces per dwelling unit will facilitate these goals by providing greater density and greenspace in lieu of asphalt parking areas, reducing heat island effect. Additionally, as stated in section 3-5-1 of Article 3 of the Goodyear Zoning Ordinance, a primary purpose of the Planned Area Development Zoning District is to accommodate variations in land use and design to maximize the choices available to Goodyear residents when selecting a place to call home.

As support for the requested parking reduction, Dominium compiled information from comparable multi-family communities in the Valley, similar rental product within Dominium’s portfolio, and analysis from a 3rd party Professional Traffic Engineering Firm.

Based on data collected from comparable multi-family properties in the area, and parking data from properties managed by Dominium, Dominium believes that a reduction from the code-required parking ratio is warranted, the proposed parking reduction is consistent with the parking ratios of similar communities, the proposed reduction will not adversely impact property operations or the neighborhood, and the proposed parking ratio will further goals of General plan by allowing more open space rather than asphalt.

Parking Reduction Overview

Multi-family Parking Requirements are provided in Table 6-4-2 of the City of Goodyear's Zoning Ordinance. The required minimum parking ratio for Dominion's Estrella Springs community is below:

Multi-family – a parking ratio of 2.08 spaces per unit, or 826 parking spaces for the 396 units broken down as follows:

- 1.5 spaces per dwelling unit for every One Bedroom
- 2.0 spaces per dwelling unit for every Two Bedroom
- 2.0 spaces per dwelling unit for every Three Bedroom
- 1 space per ten units for Guest parking

Dominium requests a reduction of the Goodyear Parking Requirements to the following parking ratios for the proposed multi-family community on the subject site:

Estrella Springs – a parking ratio of 1.81 spaces per unit, or 716 parking spaces for the 396 family-oriented units broken down as follows:

- 1.10 spaces per dwelling unit for every One Bedroom
- 1.45 spaces per dwelling unit for every Two Bedroom
- 2.0 spaces per dwelling unit for every Three Bedroom
- 1 space per ten units for Guest parking

Dominium is requesting a reduction in parking ratio for only one- and two-bedroom units, with no proposed change to the City's parking ratio for three-bedroom units, or guest spaces. This is further detailed in the table below, which depicts Dominion's proposed ratio by unit type, versus the ratio dictated by Goodyear's zoning ordinance.

	# Units	Proposed Ratio	Required Ratio	Proposed Spaces	Required Spaces
Family Units	369				
1 bed	12	1.10	1.5	13.0	18.00
2 bed	192	1.45	2.0	279.0	384.0
3 bed	192	2.0	2.0	384.0	384.0
Guest Spaces		0.10	0.1	40.0	40.0
Totals		1.81	2.08	716.0	826.0

Dominium's Survey of Local Comparable Multi-family Communities

To better understand the West Valley parking needs and demand, Dominion conducted a parking study of comparable multi-family properties within a five-mile radius of the proposed development site. The criteria for which multi-family properties were studied was narrowed to include communities with a total unit count greater than 100 and communities which were fully occupied. Between July 12th and July 14th and between the hours of 7:00 pm to 9:00 pm when tenants had likely returned home from a workday, a Dominion staff member visited each comparable community to manually count the number of empty spaces within each community's parking lot (excluding empty spaces within an enclosed garage) to derive the parking occupancy of the complex. A total of 14 multi-family properties were surveyed for parking occupancy data. The parking occupancy (stalls used over stalls provided) among these properties averaged 64% and the average ratio of stalls used per unit was 1.02. The ratio of parking stalls provided to units at these communities is 1.59. This equates to an average of 142 empty stalls per property. Based on the parking results of this study, it can be implied that Goodyear's multi-family parking ratio per code leads to ample empty spaces and that Estrella Springs will provide a sufficient number of parking stalls to meet tenant demand at the proposed ratio of 1.81 stalls per unit.

Dominium also conducted parking studies in the East Valley, specifically Gilbert. The data yielded from this study is applicable to West Valley parking demand due to the many geographic and demographic parallels between Gilbert and Goodyear. Both Cities are experiencing tremendous growth, robust economies, and similar cost of living. Dominion conducted the study on seven apartments that are stabilized and situated in the Gilbert submarket. The study was performed on November 30th, 2020, between 7:00 pm to 10:00 pm. On average across the properties surveyed, only 1.34 stalls were utilized for every unit, as compared to the average parking ratio of 1.76 stalls per unit. This equates to an average parking occupancy of 76%, or 112 parking stalls vacant for each property. It is worth noting this study was conducted during COVID, suggesting that a larger number of households were working from home, rather than the standard place of work. This suggests the data is conservative. Based on the parking results of this study, Gilbert's multi-family parking requirement exceeds the parking demand for the communities surveyed. See Appendix A for tables which provide additional detail for each multifamily community surveyed in Valley, such as the date the parking study was conducted, and number of empty stalls.

Within Appendix A you will find a table summarizing the data compiled from all 21 comparable multi-family communities in the West and East Valley. In addition, within Appendix C you will find a 1-page profile which provides imagery and further detail about each community surveyed.

Survey of Comparable Multi-family Communities within Dominion's Portfolio

For comparative properties within Dominion's portfolio, parking counts were conducted three times: once in the morning around 6:00am, once at midday, and once in the evening around 8:00pm in December 2020. It is important to note that during December 2020, Covid-19 had triggered many residents to work from home. When compared to September 2021, Covid-19 restrictions have largely been lifted, enabling many residents to return to working in-person. The data collected in December 2020 for use in September 2021 is perceived to be conservative as a result of these events. The maximum number of parked cars among these counts was used to calculate the number of stalls used per unit. The detailed results of the parking study and a profile of each property is included for reference in Appendix A and Appendix C.

On average, residents at similar properties in Dominion's portfolio utilized only 1.18 spaces per unit, which equates to a parking occupancy of only 60%. The ratio of stalls provided to unit count at these properties is 2.00, demonstrating a similarity to the 2.08 stalls per unit that are suggested by Goodyear's Zoning Ordinance. If Goodyear's recommended parking ratios are implemented, similar to the comparable Dominion properties studied, Estrella Springs will have an over-supply of parking, with open space being used to provide empty parking stalls rather than tenant amenities or landscaping to increase curb appeal.

Third-Party Study

In addition to Dominion's survey of parking information from the Valley and their portfolio, they also commissioned a third-party parking study from a Professional Traffic Engineering Firm, Lōkahi, LLC (see Appendix B). Lōkahi's separate analysis concluded that the proposed communities are expected to have a parking demand which is significantly lower than the parking required for standard multi-family development under the parking requirements in the City of Goodyear Zoning Ordinance. The data utilized is from the Institute of Transportation Engineers' (ITE) publication titled Parking Generation, 5th Generation, which is used to estimate parking demand based on research conducted by professionals in the transportation planning

and engineering fields. The ITE data suggests that there will be a surplus of 197 stalls on weekdays, and 232 stalls on weekends within Dominion's Estrella Springs community, if Goodyear's standard parking requirements are implemented.

Application of Parking Study Data

Dominium understands that the City of Goodyear needs to consider both short term and long-term trends when deciding whether to grant a reduction in parking requirements. Based on the ITE data provided by Lokahi and the excess parking found in Dominion's existing communities portfolio, the data demonstrates that a parking ratio of 1.81 spaces per unit will sufficiently meet tenant demand in the near- and medium-term future.

Dominium's business model depends on a longer-term perspective, and they will own and manage Estrella Springs for a minimum of 30 years. Should the property be acquired by another owner after 30 years, the data compiled from studies in both the West and East Valley demonstrate that the parking ratio of 1.81 provided by Estrella Springs is sufficient to meet tenant demand at properties developed by other companies (see **Appendix A**).

If Dominion were to change direction to meet the City Recommended parking minimums, a total of 28,045 square feet of open space would be lost to asphalt for parking. This would mean less play areas for children, and less greenery to beautify the Site and boost curb appeal.

Demographics from Dominion's Portfolio

Dominium reviewed demographic data from more than 100 comparable properties (more than 17,000 units) within its portfolio to determine the average number of adults per unit for one-, two-, and three-bedroom units. Within Dominion's family portfolio, one-bedroom units average 1.1 adults per unit, two-bedroom units average 1.29 adults per unit, and three-bedroom units average 1.57 adults. Applying these ratios to the proposed unit mix of Estrella Springs (12 one-beds, 192 two-beds, and 192 three-beds), it is anticipated that 562 adults will live within Dominion's proposed community. Even if every adult who lives in the community owns 1 car, the 716 proposed parking stalls will provide a surplus 153 parking spots within Estrella Springs.

Dominium Parking Regulations

To ensure parking compliance among residents of their communities, Dominion implements several parking measures that tenants must adhere to as a condition of their lease. Each tenant must sign a resident parking addendum that enables the property manager (Dominium) to tow any unauthorized or illegally parked vehicles under the specified regulations of the addendum. Additionally, tenants register all vehicles with management, including new or replacement vehicles, and properly install and display parking tags/stickers when provided by the community. Included in Appendix D is a copy of language from a standard Resident Parking Addendum included within a tenant lease agreement.

It is common for Dominion's properties to have a waitlist for unit availability. Dominion prides itself on housing tenants who respect their residential units and their community as if it were their home. If potential tenants are not able or willing to abide by Dominion's parking rules, as well as respecting the parking rules of the surrounding community, Dominion has contractual ability to terminate leases and rent to tenant's who will follow the parking rules.

Conclusion

Dominium's proposed parking ratio of 1.81 spaces per unit for the family-oriented community, Estrella Springs, is comfortably in excess of the utilization rates established within Dominion's study of other rental communities in the Valley and Dominion's internal portfolio, and are also supported by Lōkahi's analysis of ITE data. Dominion will own and manage Estrella Springs for a minimum of 30 years and plans to be a good neighbor to others within the community as a local owner and manager. Based on their experience managing more than 35,000 units across 20+ states, Dominion has a strong understanding of tenant parking demand and has proposed a parking ratio that will meet the parking demand of its tenants.

APPENDIX A

Survey of Comparable Multi-family Properties in Goodyear, Gilbert, and Dominion's Portfolio

Data from Survey of Local Comparable Multifamily Communities in Goodyear

APARTMENT COMPARABLE	Encantada Canyon Trails	Serafina Apartments	Lunaire Apartments	The MAXX 159	Evolution at Estrella Falls	Acero Estrella Commons	Amiya
City, State	Goodyear, AZ	Goodyear, AZ	Goodyear, AZ	Goodyear, AZ	Goodyear, AZ	Goodyear, AZ	Goodyear, AZ
Closest Metro	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix
Built	2008	2008	2008	2017	2018	2020	2020
Units	226	268	240	132	326	352	188
Unit Occupancy	98%	95%	98%	99%	99%	96%	94%
PARKING COUNT	-	-	-	-	-	-	-
Time	9:00 PM	8:35 PM	8:45 PM	8:55 PM	8:20 PM	8:20 PM	8:45 PM
Date	7/12/2021	7/14/2021	7/14/2021	7/12/2021	7/12/2021	7/13/2021	7/12/2021
Total Stalls	417	389	400	211	527	644	211
Number of Empty Stalls	135	177	190	68	167	195	68
Parking Occupancy	68%	54%	53%	68%	68%	70%	68%
Parking Ratio	1.85	1.45	1.67	1.60	1.62	1.83	1.12
Ratio of Stalls-Utilized to Units	1.25	0.79	0.88	1.08	1.10	1.28	0.76

APARTMENT COMPARABLE	Park Shadows	Edgewater	Newport Apartments	Mountain View Apartments	1408 Casitas at Palm Valley	Adiamo Palm Valley	Desert Sage Apartments	WEIGHTED AVERAGE
City, State	Goodyear, AZ	Avondale, AZ	Avondale, AZ	Avondale, AZ	Avondale, AZ	Goodyear, AZ	Goodyear, AZ	
Closest Metro	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	
Built	1943/2013	1985/2018	1986/2008	1984	1978	2006	2002	
Units	237	196	204	150	168	302	208	
Unit Occupancy	98%	97%	95%	97%	99%	97%	98%	
PARKING COUNT							-	-
Time	8:10 PM	7:45 PM	8:50 PM	8:40 PM	8:20 PM	8:30 PM	8:05 PM	
Date	7/13/2021	7/13/2021	7/13/2021	7/13/2021	7/13/2021	7/13/2021	7/14/2021	
Total Stalls	365	300	239	234	266	593	300	399
Number of Empty Stalls	179	89	75	51	70	169	187	142
Parking Occupancy	51%	70%	69%	78%	74%	72%	38%	64%
Parking Ratio	1.54	1.53	1.17	1.56	1.58	1.96	1.44	1.59
Ratio of Stalls-Utilized to Units	0.78	1.08	0.80	1.22	1.17	1.40	0.54	1.02

Data from Survey of Local Comparable Multifamily Communities in Gilbert

APARTMENT COMPARABLE	Town Center	San Clemente	Sky View Ranch	Painted Trails	SanTan Apartments	Edge at Lyon's Gate	Williams Gateway	WEIGHTED AVERAGE
City, State	Queen Creek, AZ	Gilbert, AZ	Gilbert, AZ	Gilbert, AZ	Gilbert, AZ	Gilbert, AZ	Gilbert, AZ	
Closest Metro	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	
Built	2009	2004	2007	2008	2009	2007	1982	
Units	176	336	232	196	315	312	72	
Unit Occupancy	99%	99%	98%	99%	90%	99%	Info. not available	
PARKING COUNT	-	-	-	-	-	-	-	-
Time	11/30/2020	11/30/2020	11/30/2020	11/30/2020	11/30/2020	11/30/2020	11/30/2020	
Date	7:20pm	7:50pm	8:05pm	8:20pm	8:40pm	9:15pm	9:30pm	
Total Stalls	332	602	444	352	546	508	108	470
Number of Empty Stalls	86	210	137	70	39	121	35	112
Parking Occupancy	74%	65%	69%	80%	93%	76%	68%	76%
Parking Ratio	1.89	1.79	1.91	1.80	1.73	1.63	1.50	1.76
Ratio of Stalls-Utilized to Units	1.40	1.17	1.32	1.44	1.61	1.24	1.01	1.34

Data from Survey of Comparable Multifamily Communities within Dominion's Portfolio

APARTMENT COMPARABLE	Copper Cove	East Range Crossings	North Range Crossings	Vinewood Apartments	Woodlands of Beaumont	Vermillion	Kinwood	Laurels at Greenwood
City, State	Tolleson, AZ	Denver, CO	Commerce City, CO	Dallas, TX	Beaumont, TX	Houston, TX	McKinney, TX	Canton, TX
Closest Metro	Phoenix	Denver	Denver	Dallas	Houston	Houston	Dallas	Atlanta
Built	2003	2019	2019	2005	2002	2004	2001	2001
Units	228	252	216	200	140	260	200	174
Unit Occupancy	100%	98%	98%	99%	99%	88%	89%	95%
PARKING COUNT	-	-	-	-	-			
	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM
	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM
Times	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM
Date	12/14/2020	12/16/2020	12/17/2020	12/18/2020	12/19/2020	12/20/2020	12/21/2020	12/22/2020
Total Stalls	434	472	432	398	253	534	439	349
Number of Empty Stalls	129	183	108	99	82	336	185	53
Max Parking Occupancy	70%	61%	75%	75%	68%	37%	58%	85%
Parking Ratio	1.90	1.87	2.00	1.99	1.81	2.05	2.20	2.01
Max Ratio of Stalls-Utilized to Units	1.34	1.15	1.50	1.50	1.22	0.76	1.27	1.70

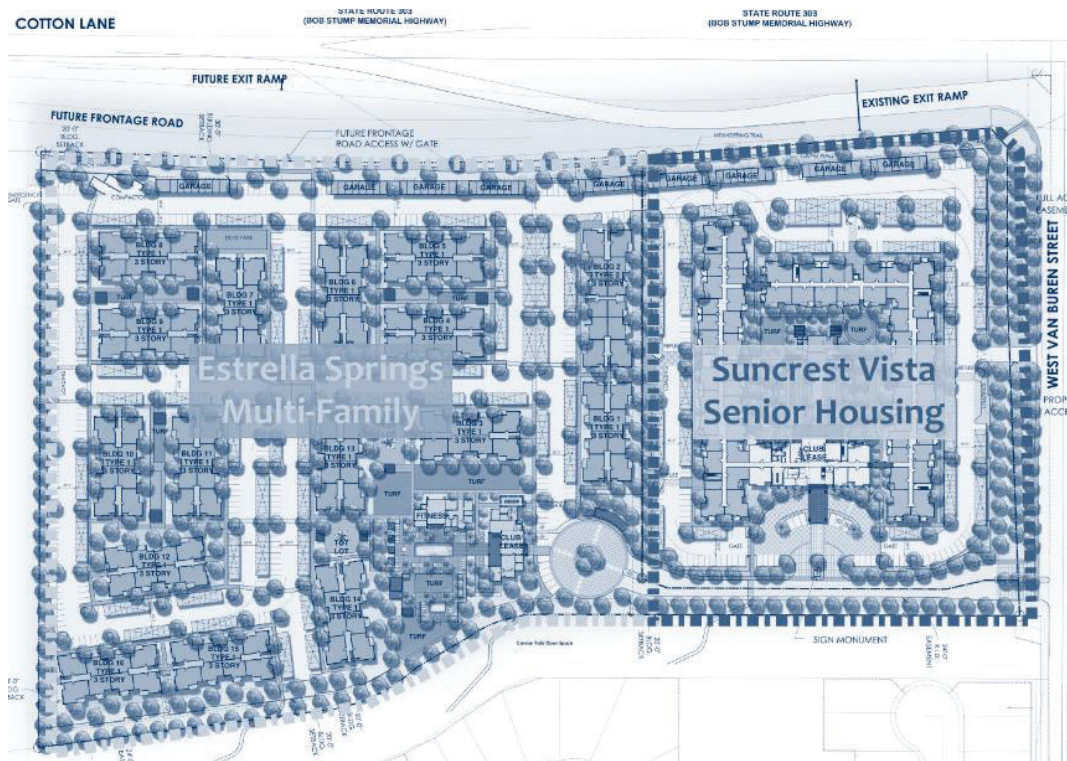
APARTMENT COMPARABLE	Wellington Ridge	Riverstock	Arbor Lake	Village at Delray	Groves of Delray	Chapel Trace	Enclave at Pine Oaks	Chariot Pointe	Waterview	WEIGHTED AVERAGE
City, State	Covington, GA	Woodstock, GA	Covington, GA	Delray Beach, FL	Delray Beach, FL	Orlando, FL	Deland, FL	Murfreesboro, TN	Hendersonville, TN	
Closest Metro	Atlanta	Atlanta	Atlanta	Ft. Lauderdale	Ft. Lauderdale	Orlando	Orlando	Nashville	Nashville	
Built	2003/2021	2001	2002	2011	1995	2004	2004	1997	1995	
Units	220	172	250	144	158	312	228	184	160	
Unit Occupancy	97%	94%	99%	99%	97%	98%	96%	97%	93%	
PARKING COUNT				-						-
	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	
	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	
Times	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	
Date	12/14/2020	12/14/2020	12/14/2020	12/14/2020	12/14/2020	12/14/2020	12/14/2020	12/14/2020	12/14/2020	
Total Stalls	425	330	371	422	283	592	529	459	375	433.9
Number of Empty Stalls	235	120	104	195	139	171	271	265	239	175.6
Parking Occupancy	45%	64%	72%	54%	51%	71%	49%	42%	36%	60%
Parking Ratio	1.93	1.92	1.48	2.93	1.79	1.90	2.32	2.49	2.34	2.00
Ratio of Stalls-Utilized to Units	0.86	1.22	1.07	1.58	0.91	1.35	1.13	1.05	0.85	1.18

APPENDIX B

Traffic Engineer Parking Demand Analysis

Estrella Springs

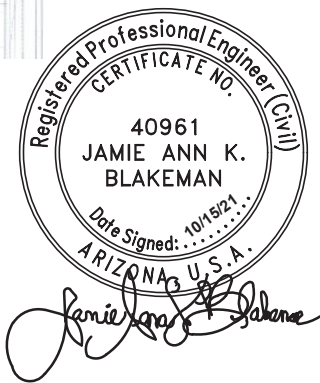
Parking Master Plan



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Project Number: 19.5073
October 15, 2021

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1. Introduction

Lōkahi, LLC (Lōkahi) was retained by Dominion to complete a Parking Master Plan for the proposed Estrella Springs residential development located in Goodyear, Arizona. The proposed multi-family development will be located on the southeast corner (SEC) of State Route 303 (SR 303)/Cotton Lane and Van Buren Street.

The overall proposed development is comprised of both multi-family and senior housing land uses that will be separated by on-site gates. This Parking Master Plan focuses on Estrella Springs, the multi-family land use.

The proposed Estrella Springs component of the development will include the following land uses:

- Multifamily Residential 396 units
 - 12 one-bedroom units
 - 192 two-bedroom units
 - 192 three-bedroom units

Scope of Study

The objective of this Parking Master Plan is to establish that the 716 parking stalls parking stalls on-site will provide sufficient parking for the proposed multi-family component of the development.

This Parking Master Plan calculates the number of parking spaces required for the proposed development based on the City of Goodyear's Article 6-4 Parking Requirements and the ITE Parking Generation.

Additionally, observations and data collection were performed at nearby multi-family developments to determine real-world parking demand in the vicinity area. Data collection occurred during the COVID-19 pandemic, when many companies were working from home and many people were unemployed. Therefore, the data that was collected would be conservative as residents would be working from home or unemployed. These observed parking demand rates were applied to the proposed development to determine the estimated parking demand on-site.

Surrounding Area

The study area is located in the City of Goodyear, Arizona. The proposed development is bordered by Van Buren Street to the north, SR 303 NB Frontage Road to the west, single family residential home to east, and vacant agricultural land to the south.

Located to the northwest of the development is the system-to-system traffic interchange for the I-10 and SR 303L freeways. See **Figure 1** for a vicinity map.



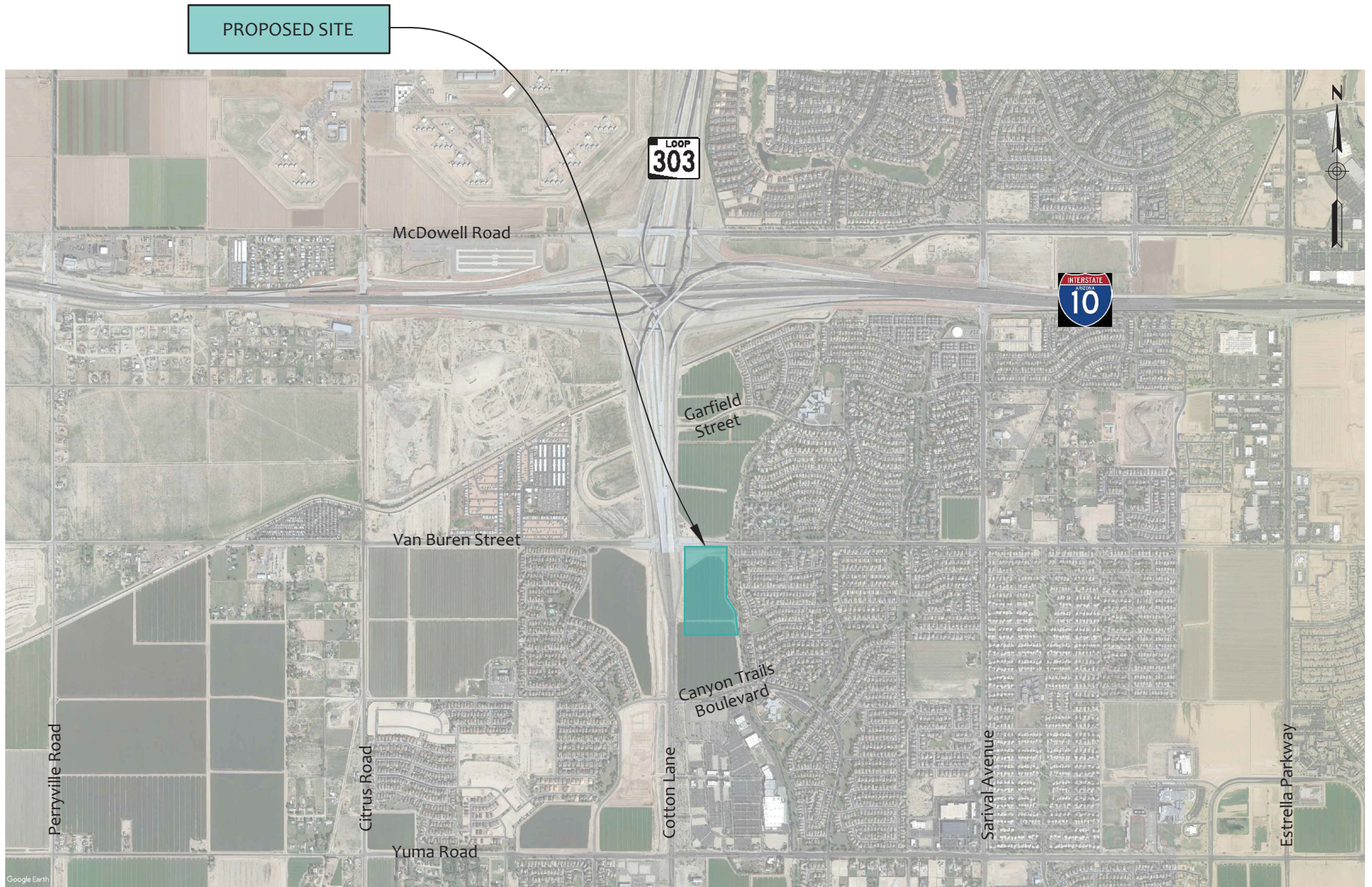


FIGURE 1 | VICINITY MAP



2. Proposed Development

The overall proposed development is comprised of both multi-family and senior housing land uses that will be separated by on-site gates. This Parking Master Plan focuses on Estrella Springs, the multi-family land use.

The proposed Estrella Springs residential development will include the following land uses:

- Multifamily Residential 396 units
 - 12 one-bedroom units
 - 192 two-bedroom units
 - 192 three-bedroom units

The proposed site plan indicates that there will be two (2) access points to the proposed development. The primary access point will be located along Van Buren Street, approximately 630 feet east of the State Route 303 (SR 303) northbound frontage road. This will be a 3/4 access driveway allowing right-in/right-out and left-in movements into and out of the site. The secondary access will be located along the future SR 303L Northbound Frontage Road connecting Canyon Trails Boulevard and Van Buren Street. This driveway will be restricted to right-in/right-out only movements.

See **Figure 2** and **Appendix A** for the detailed site plan.

Proposed Parking

The proposed Estrella Springs residential development will provide the following number of parking stalls for the multi-family land use:

- Multifamily Residential 716 parking stalls provided
 - 40 garage parking stalls
 - 676 surface parking stalls



3. City of Goodyear Required Parking

Article 6-4-2 entitled *Parking Requirements* of the *City of Goodyear Zoning Ordinance*, provides the general parking requirements. See **Appendix B**. The following categories and vehicle parking ratio minimums are relevant for the Estrella Springs residential development land use:

- One-bedroom 1.5 per dwelling unit
- Two or more bedrooms 2 per dwelling unit
- Guest Parking 1 per 10 dwelling units

Applying these formulas to the proposed Estrella Springs residential development results in the following parking requirement, see **Table 1**.

Table 1 – City of Goodyear Parking Requirement

Use	Rate				Quantity	Units	Parking Stalls
Multi-family	1.5	Per	each 1 Bedroom	Dwelling Unit	12	Dwelling Units	18
	2	Per	each 2 Bedroom	Dwelling Unit	192	Dwelling Units	384
	2	Per	each 3+ Bedroom	Dwelling Unit	192	Dwelling Units	384
	1	Per	10	Dwelling Units	396	Dwelling Units	40
Total							826

Therefore, based on the *City of Goodyear Zoning Ordinance*, there is a parking deficit of 110 (13.3%) parking stalls for the Estrella Springs residential development.



4. ITE Parking Generation

The Institute of Transportation Engineers (ITE) publication titled *Parking Generation*, 5th Edition is utilized for estimating parking demand based on research and experiences of transportation engineering and planning professionals.

The land use categories that most closely represents the proposed multi-family component of the development is Land Use 221 Multifamily Housing (Mid-Rise).

Multi-family Housing (Mid-Rise) (Land Use 221)

Land Use 221 - Mid-rise multi-family housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence.

The average weekday peak period parking demand for General Urban/Suburban (no nearby rail transit) site is 1.31 parking stalls per dwelling unit, and the average Saturday peak period parking demand is 1.22 parking stalls per dwelling unit.

The average weekday and Saturday ITE peak period parking demand calculations for General Urban/Suburban locations are presented below in [Table 2](#) and [Table 3](#), respectively.

Table 2 – ITE Parking Demand (Weekday)

Use	Weekday Rate	Quantity	Units	Parking Stalls
ITE Code 221 Multifamily Housing (Mid-Rise)	1.31 Per 1 Dwelling Unit	396	Dwelling Units	519
Total				519

Table 3 – ITE Parking Demand (Saturday)

Use	Saturday Rate	Quantity	Units	Parking Stalls
ITE Code 221 Multifamily Housing (Mid-Rise)	1.22 Per 1 Dwelling Unit	396	Dwelling Units	484
Total				484



Based upon ITE Parking Generation, 5th Edition, the weekday and Saturday parking demand for the Estrella Springs residential development is 519 and 484 parking stalls, respectively. With 716 parking stalls provided, this represents a surplus of 197 (38%) and 232 (48%) parking stalls for the multi-family component of the proposed development.



5. Comparable Nearby Developments

On November 30th, 2020 and July 12th, 13th, and 14th, 2021, observations and data collection efforts were performed by Dominion at nearby multi-family housing developments.

Multifamily Observations

Data collection efforts occurred between approximately 7:00pm and 10:00pm at the following multi-family developments:

- Encantada Canyon Trails
- Serafina Apartments
- Lunaire Apartments
- The MAXX 159
- Evolution at Estrella Falls
- Madison Heights
- Acero Estrella Commons
- Amiya
- Park Shadows
- Edgewater
- Newport Apartments
- Mountain View Apartments
- 1408 Casitas at Palm Valley
- Adiamo Palm Valley
- Desert Sage Apartments
- Town Center
- San Clemente
- Sky View Ranch
- Painted Trails
- San Tan Apartments
- Edge of Lyon's Gate
- Williams Gateway

A summary of the parking occupancy data collected at nearby multifamily developments is shown in **Table 4** below.



Table 4 – Multifamily Parking Occupancy Data Collection

Property	Address	City, State	Units	Unit Occupancy	Provided Parkings Stalls	Available Parking Stalls	Parking Occupancy	Ratio Occupied Stalls Per Available Units
Encantada Canyon Trails	16450 W Van Buren St	Goodyear, AZ 85338	226	-	417	135	68%	1.25
Serafina Apartments	15400 W Goodyear Blvd N	Goodyear, AZ 85338	268	95%	389	177	54%	0.79
Lunaire Apartments	949 S Goodyear Blvd E	Goodyear, AZ 85338	240	98%	400	190	53%	0.88
The MAXX 159	1711 N 159th Ave	Goodyear AZ, 85395	132	99%	211	68	68%	1.08
Evolution at Estrella Falls	15361 West Virginia Ave	Goodyear, AZ 85395	326	99%	527	167	68%	1.10
Acero Estrella Commons	15380 W Fillmore St	Goodyear, AZ 85338	352	96%	644	195	70%	1.28
Amiya	1830 N 145th Ave	Goodyear, AZ 85395	188	94%	211	68	68%	0.76
Park Shadows	620 N Litchfield Rd	Goodyear, AZ 85338	237	-	365	179	51%	0.78
Edgewater	102 South Fourth Ave	Avondale, AZ 85323	196	97%	300	89	70%	1.08
Newport Apartments	1333 N Dysart Road	Avondale, AZ 85323	204	95%	239	75	69%	0.80
Mountain View Apartments	333 East Van Buren St	Avondale, AZ 85323	150	97%	234	51	78%	1.22
1408 Casitas at Palm Valley	1408 North Central Ave	Avondale, AZ 85323	168	99%	266	70	74%	1.17
Adiamo Palm Valley	2100 N 145th Ave	Goodyear, AZ 85395	302	97%	593	169	72%	1.40
Desert Sage Apartments	1737 N Central Ave	Goodyear, AZ 85338	208	98%	300	187	38%	0.54
Town Center	22280 S 209th Way	Queen Creek, AZ 85142	176	99%	332	86	74%	1.40
San Clemente	7640 S Power Road	Gilbert, AZ 85297	336	99%	602	210	65%	1.17
Sky View Ranch	4632 E Germann	Gilbert, AZ 85297	232	98%	444	137	69%	1.32
Painted Trails	4255 E Pecos Road	Gilbert, AZ 85295	196	99%	352	70	80%	1.44
San Tan Apartments	2910 S Greenfield Road	Gilbert, AZ 85295	315	90%	546	39	93%	1.61
Edge at Lyon's Gate	3301 E Ray Road	Gilbert, AZ 85295	312	99%	508	121	76%	1.24
Williams Gateway	5850 S Power Road	Gilbert, AZ 85295	72	N/A	108	35	68%	1.01
Average							68%	1.11
Maximum							93%	1.61

During the time of the observations, 18 of the multifamily developments had a unit occupancy of 93% or higher, with an average parking occupancy of 68%. Additionally, on average there was 1.11 occupied parking stalls per available unit, with a maximum of 1.61 occupied parking stalls per available unit.

Applying the average and maximum observed parking ratios to the Multi-Family component of the proposed development is shown in **Table 5** and **Table 6**, respectively.

Table 5 – Proposed Development – Average Parking Ratio

Use	Average Ratio Occupied Stalls Per Available Units	Quantity	Units	Parking Stalls
Multifamily	1.11 Per 1 Dwelling Unit	396	Dwelling Units	440
Total				440



Table 6 – Proposed Development – Maximum Parking Ratio

Use	Maximum Ratio Occupied Stalls Per Available Units	Quantity	Units	Parking Stalls
Multifamily	1.61 Per 1 Dwelling Unit	396	Dwelling Units	638
Total				638

The results of the applying the **maximum** observed parking occupancy ratios to the proposed development results in 638 multifamily parking stalls. This results in a surplus of 78 (12.2%) parking stalls.



6. Recommendations & Conclusions

Through this Parking Master Plan, the proposed development is **requesting the approval to provide a total of 716 parking spaces on-site for the Estrella Springs residential development.**

The overall proposed development is comprised of both multi-family and senior housing land uses that will be separated by on-site gates. This Parking Master Plan focuses on Estrella Springs, the multi-family land use.

City of Goodyear Required Parking

Using the *Parking Requirements* provided under Article 6-4-2, within the *City of Goodyear Zoning Ordinance*, parking requirement for the proposed multi-family component of the development was calculated. This calculation results in a parking deficit of 110 (13.3%) parking stalls for the multi-family component of the proposed development.

ITE Parking Generation

Calculating weekday and Saturday parking demand for mid-rise multi-family housing using the *Institute of Transportation Engineers (ITE) publication Parking Generation, 5th Edition*. The weekday and weekend parking calculations result in a parking surplus of 197 (38%) and 232 (48%) parking stalls for the multi-family component of the proposed development, respectively.

Comparable Nearby Developments

Dominium has a long history of managing and operating housing projects in Arizona and across the country with 35,000 units currently under management. Observations and data collection were performed at nearby multi-family developments to determine real-world parking demand in the vicinity area. Data collection occurred during the COVID-19 pandemic, when many companies were working from home and many people were unemployed. Therefore, the data that was collected would be conservative as residents would be working from home or unemployed.

On November 30th, 2020, and July 12th, 13th, and 14th, 2021, observations and data collection was performed at nearby multi-family developments. Data collection efforts occurred between approximately 7:00pm and 10:00pm, as this is typically considered a time to be peak parking occupancy for residential developments.

During the time of the observations, 18 of the multifamily developments had a unit occupancy of 93% or higher, with an average parking occupancy of 68%. Additionally, on average there was 1.11 occupied parking stalls per available unit, with a maximum of 1.61 occupied parking stalls per available unit

Applying the maximum observed parking occupancy ratios to the proposed development results in 638 parking stalls. This results in a surplus of 78 (12.2%) parking stalls.





Parking Summary

	Reference Table	Estrella Springs Parking Stalls - 716 Stalls Provided
City of Goodyear Code		
Parking Requirement	1	826
ITE Parking Generation		
Weekday	2	519
Saturday	3	484
Comparable Nearby Developments		
Data Collection - Average	5 & 8	440
Data Collection - Maximum	6 & 9	638

In conclusion, the request by the proposed Estrella Springs residential development to provide 716 multifamily on-site parking stalls will provide sufficient parking for this development.



Appendix A – Proposed Site Plan

COTTON LANE

STATE ROUTE 303
(BOB STUMP MEMORIAL HIGHWAY)STATE ROUTE 303
(BOB STUMP MEMORIAL HIGHWAY)

SITE AREA:

PARCEL	NET
FAMILY APARTMENT	± 19.04 ACRES*
SENIOR LIVING	± 9.82 ACRES*
TOTAL	± 28.86 ACRES*

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

ZONING:

EXISTING:	CANYON TRAILS-
PROPOSED:	COMMERCIAL/COURT HOME
	PADI MF-24

HEIGHT:

EXISTING:	2 STORY OR 30 FEET
PROPOSED:	
FAMILY APARTMENT	3 STORIES
SENIOR LIVING	4 STORIES

UNIT MIX:

FAMILY APARTMENT:

BUILDING TYPE 1	1BD	2BD	3BD	D.U.	GROSS S.F.
UNIT TYPE	-	-	-	-	-
FIRST FLOOR	-	4	4	8	10,441 S.F.
SECOND FLOOR	-	4	4	8	10,441 S.F.
THIRD FLOOR	-	4	4	8	10,441 S.F.
TOTAL	-	12	12	24	30,123 S.F.
BUILDING TYPE 2	1BD	2BD	3BD	D.U.	GROSS S.F.
UNIT TYPE	4	4	4	8	13,121 S.F.
FIRST FLOOR	4	4	4	8	13,121 S.F.
SECOND FLOOR	4	4	4	8	13,121 S.F.
THIRD FLOOR	4	4	4	8	13,121 S.F.
TOTAL	12	12	12	36	40,363 S.F.

UNIT TYPE	NO.	%
A-1 BEDROOM1 BATH	12 D.U.	4.0%
B-2 BEDROOM2 BATH	192 D.U.	48.0%
C-3 BEDROOM2 BATH	192 D.U.	48.0%
TOTAL	396 D.U.	100%

SENIOR LIVING:

UNIT TYPE	NO.	%
A-1 BEDROOM1 BATH	76 D.U.	39%
B-2 BEDROOM2 BATH	154 D.U.	39%
C-3 BEDROOM2 BATH	32 D.U.	12%
TOTAL	262 D.U.	100%

DENSITY:

EXISTING:	8-15 D.U./NET ACRE
PROPOSED:	
FAMILY APARTMENT	±20.18 D.U./NET ACRE
SENIOR LIVING	±38.09 D.U./NET ACRE

OPEN SPACE:

FAMILY APARTMENT	
REQUIRED (MF-24):	396 D.U. x 400 SF/D.U. = 158,400 SF
PROVIDED:	±197,293 SF

SENIOR LIVING	
REQUIRED (MF-24):	256 D.U. x 400 SF/D.U. = 102,400 SF
PROVIDED:	±119,255 SF

PARKING:

FAMILY APARTMENT REQUIRED PARKING:	
1 BEDROOM1 BATH (12 D.U. x 1 P.S./D.U.)	±18 P.S.
2 BEDROOM2 BATH (192 D.U. x 2 P.S./D.U.)	±384 P.S.
3 BEDROOM2 BATH (192 D.U. x 2 P.S./D.U.)	±384 P.S.
GUEST PARKING (396 D.U. x 0.1 P.S./D.U.)	±40 P.S.
TOTAL REQUIRED:	826 P.S. (2.08 P.S./D.U.)

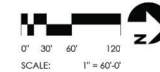
FAMILY APARTMENT PROVIDED PARKING:	
GARAGE	40 P.S.
SURFACE PARKING:	876 P.S.
TOTAL PROVIDED:	716 P.S. (1.81 P.S./D.U.)

SENIOR LIVING REQUIRED PARKING:	
1 BEDROOM1 BATH (76 D.U. x 1 P.S./D.U.)	±14 P.S.
2 BEDROOM2 BATH (154 D.U. x 2 P.S./D.U.)	±308 P.S.
3 BEDROOM2 BATH (154 D.U. x 2 P.S./D.U.)	±64 P.S.
GUEST PARKING (262 D.U. x 0.1 P.S./D.U.)	±26 P.S.
TOTAL REQUIRED:	512 P.S. (1.95 P.S./D.U.)

SENIOR LIVING PROVIDED PARKING:	
GARAGE	32 P.S.
COVERED PARKING	230 P.S.
SURFACE PARKING	92 P.S.
TOTAL PROVIDED:	354 P.S. (1.35 P.S./D.U.)

GENERAL PARKING DIMENSIONS:

PARKING SPACE	9' x 20'
aisle width	26'



SENIOR/FAMILY HOUSING @ SEC SR-303 & VAN BUREN ST



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PRELIMINARY SITE PLAN SUBMITTAL
Project No. 19-2044-02 Date 07-21-2021
CITY SUBMITTAL





Appendix B – Goodyear Parking Requirements

ARTICLE 6 OFF-STREET PARKING AND LOADING

- 6-1 Purpose
- 6-2 General Parking Regulations
- 6-3 Parking Design Standards
- 6-4 Parking Requirements
- 6-5 Off-Street Loading
- 6-6 Bicycle Parking

ARTICLE 6-1 PURPOSE

The purpose of this Article is to ensure the provision of adequate off-street parking and loading spaces and vehicular maneuvering areas to those spaces for the uses permitted in this Ordinance in a manner which is safe, efficient, convenient and functional. The provisions contained in this Article are considered reasonable and appropriate, and are established to:

- A. Provide standards for the minimum number of required off-street parking and loading spaces with maneuvering areas, driveways and surface materials for the efficient and safe movement of vehicular traffic.
- B. Provide adequate screening measures for parking and maneuvering areas in a manner that is visually attractive.
- C. Ensure pedestrian-friendly parking areas by providing safe, adequate and convenient pedestrian routes.
- D. Provide for the accessibility needs and requirements of the disabled.
- E. Allow flexible parking standards to improve circulation and promote community character.
- F. Provide adequate on-site bicycle parking facilities.

ARTICLE 6-2 GENERAL PARKING REGULATIONS

- 6-2-1 Off-Street Parking Spaces
- 6-2-2 Residential Vehicular Access

Section 6-2-1 Off-Street Parking Spaces

A. VEHICULAR PARKING

- 1. Vehicular parking for a standard vehicle shall be in the form of a rectangle not less than nine (9) feet in width by twenty (20) feet in depth, excluding driveways or aisles, with access to a public thoroughfare; except that parking spaces abutting

sidewalks, curbs or landscape planters may have a minimum required depth of eighteen and one-half (18.5) feet with a maximum allowed vehicle overhang of one and one-half (1.5) feet.

B. BOAT OR RECREATIONAL VEHICLE SPACE

1. Spaces shall be provided in the form of a rectangle not less than ten (10) feet by twenty-four (24) feet, or larger as may be required to accommodate the unit, subject to the screening requirements of Section 6-3-2-E.

Section 6-2-2 Residential Vehicular Access

A. DRIVEWAYS

1. An improved residential driveway shall be provided between a public or private street or alley and a garage, carport or other parking space. The driveway shall consist of concrete, asphalt or masonry, except as provided in Subsections 10 and 11 below, and shall not be less than twenty (20) feet in length, as measured from the back of sidewalk, or right-of-way line if no sidewalk is provided, to the front face of a garage or carport.
2. Driveways which provide access from a garage to an alley may be less than twenty (20) feet in length, provided that the total width of the alley and the total length of the driveway combine to provide a minimum length of twenty-three (23) feet for the maneuvering area.
3. Driveways shall connect to a public or private street, or may connect to a public or private street by an alley.
4. Driveways shall not be located closer than three (3) feet to an abutting side property line, unless a shared driveway is utilized.
5. When a shared driveway is utilized, the driveway shall be constructed so as to deflect drainage away from contiguous private lots or parcels.
6. The maximum or total defined driveway width may be expanded to accommodate floor plans that offer a combination of both front and side loading garages.
7. The total or maximum width of the driveway within the front yard for lots that are one hundred (100) feet wide or less shall be thirty (30) feet or fifty (50) percent of the lot width, whichever is less.
8. For lots that exceed one hundred (100) feet in width, the total or maximum driveway width shall be forty (40) feet. In no case shall the front yard exceed a total of forty-five (45) percent of improved surface (concrete, asphalt or masonry).

9. Lots that exceed one hundred (100) feet in width may incorporate a front yard circular drive provided the maximum driveway width is forty (40) feet. In no case shall the front yard exceed a total of forty-five (45) percent of improved surface (concrete, asphalt or masonry).
10. Residential lots in the Agricultural (AG) District accessed from a paved street shall include a paved apron that extends from the street a minimum of twenty (20) feet or to the edge of the public right-of-way, whichever is greater. The driveway may be paved or may contain a stabilized surface of two (2) inches of aggregate over four (4) inches of compacted soil properly treated to prevent dust, and shall extend from the apron to the paved parking spaces as prescribed in Section 6-3-2-C.
11. Driveways on residential lots in the Agricultural Urban (AU) and Agricultural (AG) Districts accessed from an unpaved street may be paved or may contain a stabilized surface of two (2) inches of aggregate over four (4) inches of compacted soil properly treated to prevent dust, and shall extend from the roadway to the paved parking spaces as prescribed in Section 6-3-2.

B. FRONT YARD

1. Any vehicle which is not otherwise prohibited by the provisions of this Ordinance from being parked in the front yard of a single family or two family residence lot may be parked upon a driveway.

ARTICLE 6-3 PARKING DESIGN STANDARDS

- 6-3-1 Parking Standards Pertaining to All Districts
- 6-3-2 Parking Standards for Single Family, Two Family and Manufactured Home Residential Uses
- 6-3-3 Parking Standards for Multi-family Residential, Commercial, Industrial and Mixed Uses

Section 6-3-1 Parking Standards Pertaining to All Districts

A. PERMITS

1. No building permit shall be issued until the applicant has presented satisfactory evidence to the Zoning Administrator that he owns or has otherwise available for his use, sufficient property to provide required parking.
2. No additions to or enlargement of an existing building or use shall be permitted unless the parking requirements are met for the entire building or use.
3. For new buildings, building expansions or conversions, plans must show the arrangement of required parking and loading spaces, and indicate sufficient space

for vehicle maneuvering and adequate ingress and egress by patrons and delivery vehicles to the parking area before a permit is granted. In the design of parking areas, safe, adequate and convenient pedestrian routes shall be provided. Plans shall be submitted, fully dimensioned, to the Zoning Administrator for approval prior to the permit being granted.

B. GENERAL REQUIREMENTS FOR ALL SPACES

1. All parking and loading spaces, drive aisles, maneuvering areas, driveways, and fire lanes shall be paved with an asphalt, concrete, or masonry surface to a sufficient thickness to withstand repeated vehicular traffic based on an engineered design approved by the City Engineer, or his designee, except as provided below:
 - a. The surfacing of the areas referenced above shall not be required by the City during construction on any site or project which is otherwise covered by an individual or general air quality permit issued by the Maricopa County Air Quality Department, but all surfacing improvements related to a specific building permit shall be completed prior to the issuance of a certificate of occupancy for such permit.
 - b. The City Engineer, or his designee, at his discretion, may allow the use of other materials for surfacing the areas referenced above when these areas:
 - (1) are in excess of the minimum number of spaces required by this Article; or,
 - (2) were established and existing as of October 1, 2008; or,
 - (3) are temporary in terms of frequency of use (i.e., infrequent or intermittent use) or duration of use (i.e., only used for a specific period of time until paved or, for model home complexes, until substantial completion of a residential development).
 - c. Any alternative surfacing materials allowed by the City Engineer, or his designee, shall be appropriate to the use for which they are approved and at a minimum shall minimize the generation of dust or particulate matter.
 - d. Any property with parking and loading spaces, drive aisles, maneuvering areas, driveways, and fire lanes that were not surfaced as of the effective date of Ordinance No. 08-1108, April 24, 2008, shall be improved with surfacing to meet the minimum standards specified above no later than October 1, 2008, except for residential property developed with four (4) or fewer dwelling units that has less than three thousand (3,000) square feet of parking and loading spaces, drive aisles, maneuvering areas, driveways, and fire lanes and except for agricultural uses and construction sites operating under an individual or general air quality permit issued by the Arizona Department of Air Quality or the Maricopa County Air Quality Department.

2. All vehicular egress from parking lots to public right-of-way shall be by forward motion only, except in the case of single family and two family residences fronting on a local street or a primary or secondary collector street.
3. The permanent or unauthorized temporary use of off-street parking or loading areas for other than the said purpose shall constitute a violation of this Ordinance. Should the owner or occupants of a building change the use of the building and thus increase the requirement for off-street parking, it shall constitute a violation of this Ordinance, until there is compliance with the parking requirements.

Section 6-3-2 Parking Standards for Single Family, Two Family and Manufactured Home Residential Uses

A. PARKING SPACE LOCATION

1. No motor vehicle shall be parked in a front yard, except on an authorized driveway.
2. No part of any vehicle parked in the front yard of a single family or two family residential lot shall extend over the public or private sidewalk, or street curb where no sidewalk exists; nor shall any such vehicle be parked within the area formed by a ten by ten (10 x 10) foot triangle as measured from the point of intersection of the back of the sidewalk, or street curb where no sidewalk exists, and a side property line extended to the back of the sidewalk, or street curb where no sidewalk exists, when such side property line is within five (5) feet of a driveway or an improved parking surface located on an adjacent lot.

B. ENCLOSED PARKING SPACE DIMENSIONS

1. The number of required parking spaces for all residential uses is identified in Section 6-4-2. Required enclosed parking spaces may be either side-by-side or tandem for single family and two family residential uses. Side-by-side enclosed parking areas shall at a minimum measure eighteen (18) feet wide by twenty (20) feet deep with no obstructions. Enclosed tandem spaces shall at a minimum measure nine (9) feet wide by forty (40) feet deep with no obstructions.

C. RURAL RESIDENTIAL PARKING.

1. For residential lots in the Agricultural (AG) District accessed from a paved street, two (2) paved parking spaces shall be required in the form of either: (1) an enclosed garage; or (2) a carport that is located to the rear of the residence and not visible from the street; or (3) a side-entry carport whose side facing the street is enclosed; or (4) an alternate location determined to be appropriate and approved by the Zoning Administrator.
2. For residential lots in the Agricultural Urban (AU) and Agricultural (AG) districts accessed from an unpaved roadway, two (2) paved parking spaces shall be required

in the form of either: (1) an enclosed garage; or (2) a carport that is located to the rear of the residence and not visible from the street; or (3) a side-entry carport whose side facing the street is enclosed; or (4) an alternate location determined to be appropriate and approved by the Zoning Administrator.

D. **COMMERCIAL VEHICLE PARKING.** Parking of more than one commercial vehicle or work trailer of two-ton capacity or less, or one commercial vehicle of more than two-ton capacity on a lot within any residential district shall be considered a commercial use and is prohibited.

E. **RECREATIONAL VEHICLE, BOAT PARKING**

1. Parking a recreational vehicle, travel trailer, unmounted camper/camper shell, accessory trailer, work trailer, inoperable or unlicensed vehicle, or boat under a carport, in a garage, or in a rear yard screened from public view is permissible.
2. Parking in a required front yard or driveway is prohibited, except for loading/unloading or repairs for no more than forty-eight (48) hours. The Zoning Administrator may authorize a longer period of time if an emergency exists, up to a maximum of five (5) days.
3. Parking within the side yard on the carport/garage side of the residence is permissible, if there is sufficient space and the parking area is improved with a paved, uncovered slab and is screened from street view by a minimum six (6) foot high wall and/or gate.
4. The total number of recreational vehicles, travel trailers, unmounted camper/camper shells, accessory trailers, work trailers, inoperable or unlicensed vehicles, and boats parked or stored on any lot outside of a garage shall be restricted to a combination of not more than two (2).

Section 6-3-3 Parking Standards for Multi-family Residential, Commercial, Industrial and Mixed-Use Development

- A. **MAINTENANCE.** It shall be the joint and separate responsibility of the lessee and owner of the principal use, uses or building to maintain in a neat and adequate manner, the parking spaces, access ways, striping, landscaping, and required walls or screening.
- B. **PARKING AREA IMPROVEMENTS.** For multi-family residential, commercial, industrial and mixed-use developments, including non-residential uses in a residential District, all parking areas shall be screened from street view by buildings or by a landscape berm and/or wall with landscaping. Berms and/or walls (including retaining walls) shall be a minimum of three (3) feet in height on the parking lot side, and no higher than four and one-half (4.5) feet in height on the street side. For the purposes of this section, parking areas as used herein shall include all parking spaces, drive aisles and maneuvering areas.

- C. ACCESS. Off-street parking spaces shall be connected with a public street by a paved driveway which affords safe and reasonably convenient ingress and egress. The permissible location and minimum width of driveways shall be as specified in the City of Goodyear Engineering Design Standards and Policies Manual and Standard Details.
- D. PARKING SPACE LOCATION. All required parking spaces shall be located on the lot upon which the use is located or on an adjacent lot if a cross access/parking agreement is provided. Required parking spaces for multi-family, commercial or industrial uses may be located on an adjacent lot in another district (other than in a single family residential district) with a cross access/parking agreement.
- E. PARKING FOR MIXED-USE DEVELOPMENTS
1. The total requirement for off-street parking spaces for mixed-use developments shall be the sum of the requirements of the various uses computed separately.
 2. A mixed-use shared parking program is an option to reduce the total required parking in mixed-use developments in which the uses operate at different times or that have different peak hours of operation from one another throughout the day. If an applicant for a mixed-use development can demonstrate through a shared parking study supplied by the applicant and approved by the Zoning Administrator that the total peak parking demand for the mixed uses will be less than the sum of the parking spaces required for each use served, a reduction in the total number of required spaces may be allowed, subject to the following:
 - a. The approved shared parking plan shall specify a schedule of shared parking calculations identifying the typical hours of operation with anticipated periods of greatest parking demand for all uses within the development; and shall indicate the number, location and convenience of pedestrian access of all spaces available to serve each use. The total number of parking spaces required for all uses within the development per Section 6-4-2 shall not be reduced by a shared parking plan by more than twenty (20) percent.
 - b. The property owners involved in the shared parking plan shall submit a written agreement approved by the Zoning Administrator requiring that the parking spaces shall be maintained as long as the uses requiring parking exist or unless the required parking is provided elsewhere in accordance with the provisions of this Article.
 - c. The shared parking plan shall remain on file with the Community Development Department for the purpose of monitoring the continuing adequacy of available parking.
 - d. At the time of shared parking plan approval, or at any subsequent time when the uses, intensities of the uses, or the or hours of operation of the uses change, or upon findings that the parking facilities are inadequate, the

Zoning Administrator may require additional site area to be provided, and as necessary improved, to supply additional required parking facilities.

F. **CREDIT FOR ON-STREET PARKING.** On-street parking that directly and wholly abuts the subject property may be counted towards the parking requirement, provided that:

1. Such spaces are clearly marked on the site plan and constructed in accordance with City standards.
2. Such spaces are publicly accessible and cannot be reserved or restricted by the owner or tenants of the property.
3. On-street parking on private streets may be counted towards required parking provided that the street is publicly accessible (not gated) and the streets, parking spaces and sidewalks constructed are consistent with the standards for public streets in the City.

G. **CREDIT FOR BICYCLE PARKING FACILITIES.** The City encourages the use of alternative transportation modes such as the bicycle through a reduction in the number of required vehicular parking spaces in favor of additional bicycle parking facilities. The Zoning Administrator may authorize a credit towards on-site parking requirements for all non-residential uses for the provision of bicycle facilities beyond those otherwise required by this Ordinance, subject to the following guidelines:

1. Whenever bicycle parking is provided beyond the amount required per Section 6-6-A, credit toward required on-site vehicular parking may be granted at a rate of one (1) vehicular space per ten (10) additional bicycle spaces provided.
2. The number of required vehicle parking spaces shall not be reduced by more than five (5) percent or ten (10) spaces, whichever is less, for any use or building.

ARTICLE 6-4 PARKING REQUIREMENTS

6-4-1 Determination of Required Spaces

6-4-2 Parking Requirements

Section 6-4-1 Determination of Required Spaces. The calculations to determine the required number of parking spaces for a use, building or development shall be in accordance with the following:

- A. In the case of fractional results in calculating parking requirements, the required number shall be rounded up to the nearest whole number if the fraction is one-half (0.5) or greater.
- B. Except as otherwise provided herein, building gross floor area shall be used to calculate parking space requirements.

- C. All uses not specifically designated, or similar to a specified use, shall have parking space requirements as determined by the Zoning Administrator.
- D. Required accessible parking for non-residential developments shall be provided in conformance with all applicable accessibility standards of the prevailing Americans with Disabilities Act (ADA), Arizonans with Disabilities Act (AZDA), and the International Building Code (IBC).
- E. Required accessible parking for multi-family residential developments shall be provided in conformance with all applicable accessibility standards of the prevailing Americans with Disabilities Act (ADA), Federal Fair Housing Act (FFHA), and International Building Code (IBC).
- F. The required minimum number of developed parking spaces for the Manufacturing, Assembling and Processing Use Classification and the Warehouse or Distribution Facility Use Classification set forth in paragraph E. (General Industrial Manufacturing and Warehousing) of the Table in Section 6-4-2 may be reduced for a known user if the known user's operations can demonstrate to the satisfaction of the Zoning Administrator that the user's parking needs can be met with fewer parking spaces because of the nature of the known user's operations (i.e. a user with a highly automated facility that requires minimal employees because of the automation). Although a known user may not be required to build the minimum number of required parking spaces reflected in the Table in Section 6-4-2, the property shall be developed such that additional parking spaces necessary to meet the minimum parking requirements in the Table in Section 6-4-2 below can be developed in the future should the user change. The site plan for the known user shall depict such future additional parking spaces, including the circulation that will be required to access such spaces, and the ability to accommodate the drainage for the additional parking.

Section 6-4-2 Parking Requirements. The number of required parking spaces for each for use, building or development permitted by this Ordinance shall be in accordance with the following parking standards:

<i>Use Classification</i>	<i>Required Minimum Parking</i>
A. Administrative and Financial	
<i>Banks and other financial institutions</i>	1 space per 300 sq. ft. floor area
<i>Professional offices</i>	1 space per 300 sq. ft. floor area
B. Automobile Related	
<i>Automated or self service car wash</i>	2 spaces
<i>Automobile sales and rentals</i>	1 space per 375 sq. ft. indoor floor area of sales and service building, but not less than 4 spaces per use. Outdoor displayed vehicles shall not occupy any required parking spaces for the use or site

<i>General auto repair and service - garage, service station, full service car wash and drive-through oil and lube services</i>	1 space per 300 sq. ft. floor area, including service bays, wash tunnels and retail areas
C. Eating and Drinking Establishments	
<i>Restaurants, cafes, bars and similar uses</i>	1 space per 50 sq. ft. indoor dining/seating floor area 1 space per 150 sq. ft. kitchen and employee service areas 1 space per 150 sq. ft. of outdoor serving (patio) area
D. Entertainment and Recreation	
<i>Bowling alleys</i>	5 spaces per lane plus ancillary use requirements
<i>Golf course</i>	1 space per 2 practice tees in driving range, plus 4 spaces per green plus ancillary use requirements
<i>Health spas/clubs, gyms & tennis, handball, racquetball courts/clubs</i>	1 space per 150 sq. ft. indoor floor area, excluding courts, which require 2 spaces per court
<i>Miniature golf, amusement parks, carnival or circus grounds, water parks</i>	1 space per 500 SF outside recreation area
<i>Skating rinks, teen entertainment centers and similar recreational uses.</i>	1 space per 150 sq. ft. gross floor area used for recreational activities plus ancillary use requirements
<i>Movie theaters</i>	1 space for every 3 patron seats
E. General Industrial, Manufacturing and Warehousing	
<i>Manufacturing, Assembling and Processing</i>	1 space per 1,000 sq. ft. for the 1 st 10,000 sq. ft. of floor area & 1 space per 5,000 sq. ft. for the remaining floor area & 1 space per 300 sq. ft. of office floor area (See Section 6-4-1 (F). for allowed reduction of required parking)
<i>Mini-storage or RV storage</i>	1 space per 300 sq. ft. office area and 1 space per 50 storage units
<i>Warehouse or Distribution Facility</i>	1 space per 1,000 sq. ft. for the 1 st 10,000 sq. ft. of floor area & 1 space per 5,000 sq. ft. for the remaining floor area & 1 space per 300 sq. ft. of office floor area (See Section 6-4-1 (F). for allowed reduction of required parking)
<i>Motion picture or recording studio</i>	1 space per 500 sq. ft. floor area
<i>Other Industrial Uses</i>	1 space per 1,000 sq. ft. for the 1 st 10,000 sq. ft. of floor area & 1 space per 5,000 sq. ft. for the remaining floor area & 1 space per 300 sq. ft. of office floor area
F. General Retail and Personal Services	
<i>Day care facility</i>	1 space per 375 sq. ft. indoor floor area, but not less than 5 spaces
<i>Outdoor sales and service areas (plant nurseries, building supplies)</i>	1 space per 375 sq. ft. of sales and display area, but not less than 4 spaces per use
<i>Personal services</i>	1 space per 300 sq. ft. floor area
<i>Retail</i>	1 space per 300 sq. ft. floor area

G. Institutional	
<i>Auditoriums, theaters, stadiums or similar places of public assembly</i>	1 space for every 3 patron seats
<i>Elementary and junior high schools</i>	1 space per 375 sq. ft. indoor floor area
<i>Funeral home and mortuaries</i>	1 space per 75 sq. ft. of indoor floor area used for public assembly
<i>Government offices</i>	1 space per 300 sq. ft. floor area
<i>High schools, academies, colleges, universities, trade or vocational schools</i>	1 space per 200 sq. ft indoor floor area
<i>Libraries, cultural institutions, museums and art galleries</i>	1 space per 300 sq. ft. floor area
<i>Places of worship, lodges and fraternal buildings, assembly halls and community centers</i>	1 space per 75 sq. ft. of indoor floor area used for public assembly plus 1 space per 300 sq. ft. of other indoor area

H. Lodging	
<i>Hotel and motel</i>	1 space per room or suite of rooms 1 10 x 75 foot space for each 25 rooms for truck trailers and recreational vehicles Meeting rooms, restaurant and drinking establishments open to the public calculated separately
I. Medical	
<i>Assisted living facility</i>	0.75 spaces per unit
<i>Hospitals</i>	1 space per 400 sq. ft. indoor floor area
<i>Medical or dental offices and out-patient</i>	1 space per 150 sq. ft. indoor floor area
<i>Nursing home</i>	1 space per 400 sq. ft. indoor floor area
<i>Veterinary clinic, hospital or office</i>	1 space per 150 sq. ft. indoor floor area
J. Residential Uses	
<i>Manufactured home / RV park</i>	1 space per dwelling unit, plus 1 visitor parking space per 10 units.
<i>Manufactured home subdivision</i>	2 spaces per dwelling unit
<i>Single family</i>	2 enclosed* spaces per dwelling unit, side-by-side or tandem
<i>Two family</i>	2 enclosed spaces per dwelling unit, side-by-side or tandem

**Multi-family:	
<i>Efficiencies, studios</i>	1 space per dwelling unit
<i>One bedroom</i>	1.5 spaces per dwelling unit
<i>Two or more bedrooms</i>	2 spaces per dwelling unit
<i>Townhomes</i>	2 spaces per dwelling unit

*See Section 6-3-2-C for parking standards pertaining to homes accessed from a paved roadway in the Agricultural (AG) District, and for homes accessed from an unpaved roadway in the Agricultural (AG) and Agricultural Urban (AU) districts.

**All multi-family developments with five (5) or more units shall also provide guest parking at one (1) space per ten (10) units. At least one (1) space per multi-family dwelling unit must be covered and assigned to a dwelling unit.

ARTICLE 6-5 OFF-STREET LOADING

6-5-1 Spaces Required

6-5-2 Standards for Off-Street Loading Facilities

Section 6-5-1 Spaces Required. All commercial or industrial uses (except self-storage warehouses) which have an aggregate gross floor area of fifteen thousand (15,000) square feet or more, that require the delivery or distribution of material or merchandise by trucks measuring thirty-six (36) feet or more in length, including cab and trailer, shall provide an adequate number of off-street truck loading or unloading spaces as determined by the City in the Site Plan Review process.

Section 6-5-2 Standards for Off-Street Loading Facilities. All required off-street loading facilities shall conform to the following standards:

A. DIMENSIONS

Required loading spaces shall be at least forty-five (45) feet in length, twelve (12) feet in width and fourteen (14) feet in height, exclusive of aisle and maneuvering space.

B. LOCATIONS

1. Loading spaces shall not be located closer than fifty (50) feet to any existing or planned residentially zoned lot.
2. Sufficient room for turning and maneuvering vehicles shall be provided on the site so that no backing onto or from a public street is required.
3. Off-street loading facilities for a single use shall not be considered as providing required off-street loading facilities for any other use.
4. Off-street loading facilities shall be located on the same site with the use for which the loading spaces are required.

ARTICLE 6-6 BICYCLE PARKING

A. REQUIREMENTS

1. Non-residential uses of land or buildings which are required to provide at least forty (40) vehicle parking spaces shall be required to provide on-site bicycle parking spaces in a bicycle parking facility at a rate of one (1) for every ten (10) required vehicle parking spaces.
2. Non-residential uses of land or buildings which are required to provide less than 40 vehicle parking spaces shall be required to provide a minimum of four (4) on-site bicycle parking spaces in a bicycle parking facility.
3. In no event shall any use or building be required to provide more than one hundred (100) bicycle parking spaces.
4. The following uses are exempt from the foregoing bicycle parking requirements:
 - a. All residential uses.
 - b. Self-storage facilities.
 - c. Other uses as determined by the Zoning Administrator.
5. Common or shared bicycle parking facilities may be provided for attached or in-line uses. Bicycle parking in mixed-use commercial centers shall be distributed throughout the project. A reduction of required bicycle parking spaces may be authorized by the Zoning Administrator.
6. A bicycle parking facility is a stationary object, typically a bicycle rack or locker, permanently affixed to the ground or a structure to which the operator can lock the bicycle frame and wheels to the object.

B. STANDARDS

1. Bicycle parking spaces shall be located on a paved surface within one hundred (100) feet of a primary building entrance. Bicycle parking spaces shall not encroach into any required landscaping or pedestrian access areas.
2. A bicycle parking space shall measure two (2) feet by six (6) feet. A pre-manufactured bicycle rack or locker which differs from these dimensions may be approved by the Zoning Administrator.

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Appendix C

Property Profiles for Comparable Multi-family Communities in Appendix A

Copper Cove – (Dominium)

Tolleson, AZ (Phoenix)



Year Built	2003
# Units	228
Apt. Occupancy	100%
Total Stalls	434
Empty Stalls	129
Parking Occupancy	70%
Parking Utilization / Unit	1.34

East Range Crossings – (Dominium)

Denver, CO



Year Built

2019

Units

252

Apt. Occupancy

98%

Total Stalls

473

Empty Stalls

183

Parking Occupancy

61%

Parking Utilization / Unit

1.15

North Range Crossings – (Dominium)

Commerce City, CO (Denver)



Year Built

2019

Units

216

Apt. Occupancy

98%

Total Stalls

432

Empty Stalls

108

Parking Occupancy

75%

Parking Utilization / Unit

1.50

Vinewood Apartments – (Dominium)

Dallas, TX



Year Built

2005

Units

200

Apt. Occupancy

99%

Total Stalls

398

Empty Stalls

99

Parking Occupancy

75%

Parking Utilization / Unit

1.50

Woodlands of Beaumont – (Dominium)

Beaumont, TX (Houston)



Year Built

2002

Units

140

Apt. Occupancy

99%

Total Stalls

253

Empty Stalls

82

Parking Occupancy

68%

Parking Utilization / Unit

1.22

Vermillion – (Dominium)

Houston, TX



Year Built	2004
------------	------

# Units	260
---------	-----

Apt. Occupancy	88%
----------------	-----

Total Stalls	534
--------------	-----

Empty Stalls	336
--------------	-----

Parking Occupancy	37%
-------------------	-----

Parking Utilization / Unit	0.76
----------------------------	------

Kinwood – (Dominium)

McKinney, TX (Dallas)



Year Built	2001
------------	------

# Units	200
---------	-----

Apt. Occupancy	89%
----------------	-----

Total Stalls	439
--------------	-----

Empty Stalls	185
--------------	-----

Parking Occupancy	58%
-------------------	-----

Parking Utilization / Unit	1.27
----------------------------	------

Laurels at Greenwood – (Dominium)

Austell, GA (Atlanta)



Year Built

2001

Units

174

Apt. Occupancy

95%

Total Stalls

349

Empty Stalls

53

Parking Occupancy

85%

Parking Utilization / Unit

1.70

Wellington Ridge – (Dominium)

Covington, GA (Atlanta)



Year Built

2003/2021

Units

220

Apt. Occupancy

97%

Total Stalls

425

Empty Stalls

235

Parking Occupancy

45%

Parking Utilization / Unit

0.86

Riverstock – (Dominium)

Woodstock, GA (Atlanta)



Year Built	2001
# Units	172
Apt. Occupancy	94%
Total Stalls	330
Empty Stalls	120
Parking Occupancy	64%
Parking Utilization / Unit	1.22

Arbor Lake – (Dominium)

Covington, GA (Atlanta)



Year Built	2002
------------	------

# Units	250
---------	-----

Apt. Occupancy	99%
----------------	-----

Total Stalls	271
--------------	-----

Empty Stalls	104
--------------	-----

Parking Occupancy	72%
-------------------	-----

Parking Utilization / Unit	1.07
----------------------------	------

Village at Delray – (Dominium)

Delray Beach, FL (Ft. Lauderdale)



Year Built

2011

Units

144

Apt. Occupancy

99%

Total Stalls

422

Empty Stalls

195

Parking Occupancy

54%

Parking Utilization / Unit

1.58

Groves of Delray – (Dominium)

Delray Beach, FL (Ft. Lauderdale)



Year Built

1995

Units

158

Apt. Occupancy

97%

Total Stalls

283

Empty Stalls

139

Parking Occupancy

51%

Parking Utilization / Unit

0.91

Chapel Trace – (Dominium)

Melbourne, FL (Orlando)



Year Built	2004
# Units	312
Apt. Occupancy	98%
Total Stalls	592
Empty Stalls	171
Parking Occupancy	71%
Parking Utilization / Unit	1.35

Enclave at Pine Oaks – (Dominium)

Melbourne, FL (Ft. Lauderdale)



Year Built

2004

Units

228

Apt. Occupancy

96%

Total Stalls

529

Empty Stalls

271

Parking Occupancy

49%

Parking Utilization / Unit

1.13

Chariot Pointe – (Dominium)

Murfreesboro, TN (Nashville)



Year Built	1997
------------	------

# Units	184
---------	-----

Apt. Occupancy	97%
----------------	-----

Total Stalls	459
--------------	-----

Empty Stalls	265
--------------	-----

Parking Occupancy	42%
-------------------	-----

Parking Utilization / Unit	1.05
----------------------------	------

Waterview – (Dominium)

Hendersonville, TN (Nashville)



Year Built	1995
# Units	160
Apt. Occupancy	93%
Total Stalls	375
Empty Stalls	239
Parking Occupancy	36%
Parking Utilization / Unit	0.85

Encantada Canyon Trails – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built

2008

Units

226

Apt. Occupancy

98%

Total Stalls

417

Empty Stalls

135

Parking Occupancy

68%

Parking Utilization / Unit

1.25

Serafina Apartments – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built	2008
------------	------

# Units	268
---------	-----

Apt. Occupancy	95%
----------------	-----

Total Stalls	389
--------------	-----

Empty Stalls	177
--------------	-----

Parking Occupancy	54%
-------------------	-----

Parking Utilization / Unit	0.79
----------------------------	------

Lunaire Apartments – (non-Dominium) Goodyear, AZ (Phoenix)



Year Built	2008
# Units	240
Apt. Occupancy	98%
Total Stalls	400
Empty Stalls	190
Parking Occupancy	53%
Parking Utilization / Unit	0.88

The MAXX 159– (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built	2017
# Units	132
Apt. Occupancy	99%
Total Stalls	211
Empty Stalls	68
Parking Occupancy	68%
Parking Utilization / Unit	1.08

Evolution at Estrella Falls – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built	2018
# Units	326
Apt. Occupancy	99%
Total Stalls	527
Empty Stalls	167
Parking Occupancy	68%
Parking Utilization / Unit	1.10

Acero Estrella Commons – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built

2020

Units

352

Apt. Occupancy

96%

Total Stalls

644

Empty Stalls

195

Parking Occupancy

70%

Parking Utilization / Unit

1.28

Amiya – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built	2020
------------	------

# Units	188
---------	-----

Apt. Occupancy	94%
----------------	-----

Total Stalls	211
--------------	-----

Empty Stalls	68
--------------	----

Parking Occupancy	68%
-------------------	-----

Parking Utilization / Unit	0.76
----------------------------	------

Park Shadows – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built

1943/2013

Units

237

Apt. Occupancy

98%

Total Stalls

365

Empty Stalls

179

Parking Occupancy

51%

Parking Utilization / Unit

0.78

Edgewater – (non-Dominium)

Avondale, AZ (Phoenix)



Year Built	1985/2018
------------	-----------

# Units	196
---------	-----

Apt. Occupancy	97%
----------------	-----

Total Stalls	300
--------------	-----

Empty Stalls	89
--------------	----

Parking Occupancy	70%
-------------------	-----

Parking Utilization / Unit	1.08
----------------------------	------

Newport Apartments – (non-Dominium)

Avondale, AZ (Phoenix)



Year Built

186/2008

Units

204

Apt. Occupancy

95%

Total Stalls

239

Empty Stalls

75

Parking Occupancy

69%

Parking Utilization / Unit

).80

Mountain View Apartments – (non- Dominium)

Avondale, AZ (Phoenix)



Year Built	1984
------------	------

# Units	150
---------	-----

Apt. Occupancy	99%
----------------	-----

Total Stalls	234
--------------	-----

Empty Stalls	51
--------------	----

Parking Occupancy	78%
-------------------	-----

Parking Utilization / Unit	1.22
----------------------------	------

1408 Casitas at Palm Valley – (non-Dominium)

Avondale, AZ (Phoenix)



Year Built	1978
------------	------

# Units	168
---------	-----

Apt. Occupancy	99%
----------------	-----

Total Stalls	266
--------------	-----

Empty Stalls	70
--------------	----

Parking Occupancy	74%
-------------------	-----

Parking Utilization / Unit	1.17
----------------------------	------

Adiamo Palm Valley – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built

2006

Units

302

Apt. Occupancy

97%

Total Stalls

593

Empty Stalls

169

Parking Occupancy

72%

Parking Utilization / Unit

1.40

Desert Sage Apartments – (non-Dominium)

Avondale, AZ (Phoenix)



Year Built	2002
# Units	208
Apt. Occupancy	98%
Total Stalls	300
Empty Stalls	187
Parking Occupancy	38%
Parking Utilization / Unit	0.54

Town Center– (non-Dominium)

Queen Creek, AZ



Year Built	2009
------------	------

# Units	176
---------	-----

Apt. Occupancy	99%
----------------	-----

Total Stalls	332
--------------	-----

Empty Stalls	86
--------------	----

Parking Occupancy	74%
-------------------	-----

Parking Utilization / Unit	1.40
----------------------------	------

San Clemente– (non-Dominium)

Gilbert, AZ (Phoenix)



Year Built	2004
------------	------

# Units	336
---------	-----

Apt. Occupancy	99%
----------------	-----

Total Stalls	602
--------------	-----

Empty Stalls	210
--------------	-----

Parking Occupancy	65%
-------------------	-----

Parking Utilization / Unit	1.17
----------------------------	------

Sky View Ranch– (non-Dominium)

Gilbert, AZ (Phoenix)



Year Built	2007
# Units	232
Apt. Occupancy	98%
Total Stalls	444
Empty Stalls	137
Parking Occupancy	69%
Parking Utilization / Unit	1.32

Painted Trails– (non-Dominium)

Gilbert, AZ (Phoenix)



Year Built	2008
------------	------

# Units	196
---------	-----

Apt. Occupancy	99%
----------------	-----

Total Stalls	352
--------------	-----

Empty Stalls	77
--------------	----

Parking Occupancy	80%
-------------------	-----

Parking Utilization / Unit	1.44
----------------------------	------

SanTan Apartments– (non-Dominium)

Gilbert, AZ (Phoenix)



Year Built	2009
# Units	315
Apt. Occupancy	90%
Total Stalls	546
Empty Stalls	39
Parking Occupancy	93%
Parking Utilization / Unit	1.61

Edge at Lyon's Gate– (non-Dominium)

Gilbert, AZ (Phoenix)



Year Built	2007
# Units	312
Apt. Occupancy	99%
Total Stalls	508
Empty Stalls	121
Parking Occupancy	76%
Parking Utilization / Unit	1.24

Williams Gateway– (non-Dominium)

Gilbert, AZ (Phoenix)



Year Built

1982

Units

72

Apt. Occupancy

n/a

Total Stalls

108

Empty Stalls

35

Parking Occupancy

68%

Parking Utilization / Unit

1.01

Appendix D

Resident Parking Addendum

Date: _____
(when this Addendum is filled out)

1. APARTMENT UNIT DESCRIPTION.

Apt. No. _____

(street address) in
(city), Arizona, _____ (zip code).

2. LEASE CONTRACT DESCRIPTION.

Lease Contract Date: _____
Owner's name: _____

Residents (list all residents):

The term of this Parking Addendum is as follows:
Begins on _____ and
ending on _____.

This Addendum constitutes an Addendum to the above described Lease Contract for the above described premises, and is hereby incorporated into and made a part of such Lease Contract. Where the terms or conditions found in this Addendum vary or contradict any terms or conditions found in the Lease Contract, this Addendum shall control.

RESIDENT AND OWNER AGREE AS FOLLOWS:

3. You agree to properly register all vehicles with management. If you get a new or replacement vehicle you must notify us and complete a revised agreement.
4. If you are provided with a parking tag or sticker it must be properly installed and displayed.
5. Unless your vehicle(s) has been assigned a specific space(s) you may park in any available space(s) in the parking areas, with the exception of spaces reserved for a particular use or any marked handicap space, unless you possess a government issued handicap decal or similar signage.
6. If you are assigned a specific parking space(s) we shall assign you the space(s) and retain the right to change assigned spaces at our sole discretion.
7. You understand and accept that we have the right at any time, without notice, to tow unauthorized or non-registered vehicles from any parking space on the property.
8. You agree to use parking spaces in accord with the terms of the Lease and Community Rules.
9. Any vehicles which are improperly parked or are in violation of this addendum, the terms of the Lease or Community Rules will be towed at your expense. You agree that we shall not be liable to you for damages related to the physical towing nor any consequential damages you may incur through loss of use of the vehicle(s).
10. You understand that we will not be held liable for any damage or theft that may occur while your vehicle(s) is parked on any part of the property. Upon signing this agreement you knowingly accept the risk of parking any vehicle(s) on the property.

11. Any action by you, any occupant, guest, or visitor that violates this addendum shall constitute a violation of the Lease Contract.

12. You understand and agree that any judgment of possession entered against you shall be a judgment for possession of any parking spaces which you are entitled to under this addendum. Once such judgment is rendered and executed upon you, you shall immediately remove all vehicles from the property parking areas. If you fail to remove your vehicle(s), we shall tow the vehicle(s) at your expense. You agree that we shall not be liable to you for damages related to the physical towing nor any consequential damages you may incur through loss of use of the vehicle(s).

COST FOR PARKING:

Resident agrees to pay a one-time fee of \$ _____ (includes applicable tax) per vehicle on or before the _____ day of _____. In alternative resident agrees to pay \$ _____ (includes applicable tax) monthly per vehicle due on or before the _____ day of the month. The monthly parking fee is included in the Description of Rent Elements subsection of the Rent and Charges paragraph of the Lease Contract. In the event the Description of Rent Elements is missing the total monthly rent authorized by this Addendum, the fees in this Addendum shall be incorporated by reference into the Description of Rent Elements set forth in the Rent and Charges paragraph of the Lease Contract. If no amount is filled in above, parking shall be free for properly registered and authorized vehicles.

Resident understands and accepts that all parking rights and privileges will immediately be revoked in the case that Resident is _____ days delinquent in paying the required parking fee.

Resident agrees to pay \$ _____ NSF fee for all checks returned for non-sufficient funds.

VEHICLE INFORMATION:

Vehicle 1

Make: _____
Model & Year: _____
State: _____
License Plate: _____
Permit Number: _____
Phone Number: _____
Parking Space: _____

Vehicle 2

Make: _____
Model & Year: _____
State: _____
License Plate: _____
Permit Number: _____
Phone Number: _____
Parking Space: _____

Vehicle 3

Make: _____
Model & Year: _____
State: _____
License Plate: _____
Permit Number: _____
Phone Number: _____
Parking Space: _____

13 ..**PARKING.** We may regulate the time, manner, and place of parking cars, trucks, motorcycles, bicycles, boats, trailers, and recreational vehicles by anyone. We may have unauthorized or illegally parked vehicles towed under an appropriate statute. A vehicle is unauthorized or illegally parked in the apartment community if it:

- (1) has a flat tire or other condition rendering it inoperable; or
- (2) is on jacks, blocks or has wheel(s) missing; or
- (3) has no current license plate or no current registration and/or inspection sticker; or
- (4) takes up more than one parking space; or
- (5) belongs to a resident or occupant who has surrendered or abandoned the apartment; or
- (6) is parked in a marked handicap space without the legally required handicap insignia; or
- (7) is parked in space marked for manager, staff, or guest at the office; or
- (8) blocks another vehicle from exiting; or
- (9) is parked in a fire lane or designated "no parking" area; or
- (10) is parked in a space marked for other resident(s) or unit(s); or
- (11) is parked on the grass, sidewalk, or patio; or
- (12) blocks garbage trucks from access to a dumpster; or
- (13) belongs to a resident and is parked in a visitor or retail parking space.