



MEMORANDUM

To: Erin Venard, AICP – City of Naperville

From: Brandon Forsythe, P.E. – Kimley-Horn
Taylor Eschbach, P.E. – Kimley-Horn

Date: December 4, 2025

Subject: Parking Review for Proposed Audrey Multifamily Development
Naperville, IL

Kimley-Horn was retained by OKW Architects, Inc., to evaluate the parking supply proposed for the multifamily housing development located along Audrey Avenue, east of Illinois Route 59 (IL 59) in Naperville, Illinois. The proposed parking supply was reviewed relative to City of Naperville requirements, projected demand, and comparable developments.

PROPOSED DEVELOPMENT

The development will consist of one building, containing a total of 236 units (262 bedrooms) over five floors. The proposed unit breakdown is as follows:

- Studio units: 77
- One-bedroom units: 133
- Two-bedroom units: 26

The proposed development plan includes a surface parking lot with a total of 321 parking spaces. Parking permits will be controlled by lease agreements between the leasing office and the tenant. Access to the development is planned via two driveways to Audrey Avenue: one full-access driveway in the southwest corner of the site, proposed as the north leg of the existing The Home Depot driveway and one full-access driveway near the southeast corner of the site, proposed as the north leg of the existing Dick's Sporting Goods driveway. A conceptual site plan is provided in the Attachments.

CITY OF NAPERVILLE REQUIREMENTS

Per Section 6-9-3 (Schedule of Off-Street Parking Requirements) of the [Naperville Municipal Code](#), multifamily units require 2 parking spaces per unit, plus 0.25 parking spaces per unit for guest parking. According to the Code the required parking supply for 236 units is 531 spaces, as shown in **Table 1**.

Table 1. Naperville Municipal Code Parking Requirements

Land Use	Size	Parking Ratio	Required Parking Spaces
Multifamily Housing Residents	236 units	2 spaces / 1 unit	472 spaces
Multifamily Housing Guests	236 units	0.25 spaces / 1 unit	59 spaces
Total			531 spaces

Although the Naperville Municipal Code does not separate parking supply requirements by the number of bedrooms per unit, the development is anticipated to differ from typical multifamily developments. The bedroom mix includes mostly studio and one bedroom apartments, and they are anticipated to be occupied

by one adult. A parking ratio of 1 parking space per bedroom and 0.25 guest parking spaces per unit are being requested. **Table 2** summarizes the proposed parking supply based on the request.

Table 2. Requested Parking Supply

Land Use	Size	Parking Ratio	Required Parking Spaces
Multifamily Housing Residents	262 bedroom	1 space / 1 bedroom	262 spaces
Multifamily Housing Guests	236 units	0.25 spaces / 1 unit	59 spaces
Total			321 spaces

PARKING RESEARCH

ITE Parking Generation

Kimley-Horn reviewed parking demand data provided in the Institute of Transportation Engineers (ITE) *Parking Generation Manual – 6th Edition* to determine off-street parking demand for the multifamily development per industry research. The data from the ITE *Parking Generation Manual* that were used to determine the parking demand of the proposed site is provided in the Attachments. **Table 3** summarizes the average rates provided by ITE for the proposed development.

Table 3. ITE Parking Demand Projections

ITE Land Use	Units	Monday-Thursday	
		Average Peak Demand	
		ITE Rate	Projections
Multifamily Housing – 1 BR (Mid-Rise) (LUC 218)	210	0.68(X)	143 Spaces
Multifamily Housing – 2+ BR (Mid-Rise) (LUC 221)	26	1.23(X)	32 Spaces
Total Projected Peak Parking Demand			175 Spaces

As shown in **Table 3**, the ITE projected peak demand is accommodated by the 321-space parking supply.

Comparable Developments

In addition to ITE projected parking demand data, parking supply and bedroom count was compared for two nearby multifamily housing developments and is summarized in **Table 4**.

Table 4. Nearby Housing Developments Unit Count and Parking Supply

Development	Total Bedrooms	Total Parking Spaces
5 th Avenue Station	188	165
River Run	476	316

Based on the bedroom count and parking information for the nearby developments, the number of parking spaces provided per bedroom is between 0.66-0.88 spaces/bedroom. The parking supply for the proposed Audrey Multifamily development is approximately 1.23 spaces/bedroom. The Audrey Multifamily development is expected to include more parking per bedroom compared to the two existing sites, which are adequately parked.

SUMMARY

The proposed Audrey Multifamily development consists of one building, containing a total of 236 units (262 bedrooms) over five floors. A total of 321 surface parking spaces are included in the development plan. Parking permits will be controlled by lease agreements between the leasing office and the tenant.

The proposed development has a non-traditional mix of bedrooms per unit and includes mostly studio and one-bedroom apartments. Due to the unique characteristics of the proposed development, a parking ratio of 1 parking space per bedroom and 0.25 guest parking spaces per unit, which results in 321 off-street spaces being proposed. Based on ITE parking generation rates, the projected peak parking demand is 175 spaces, which is accommodated within the proposed development plan. Additionally, the proposed parking spaces per bedroom is higher than two nearby multifamily housing developments which are adequately parked.

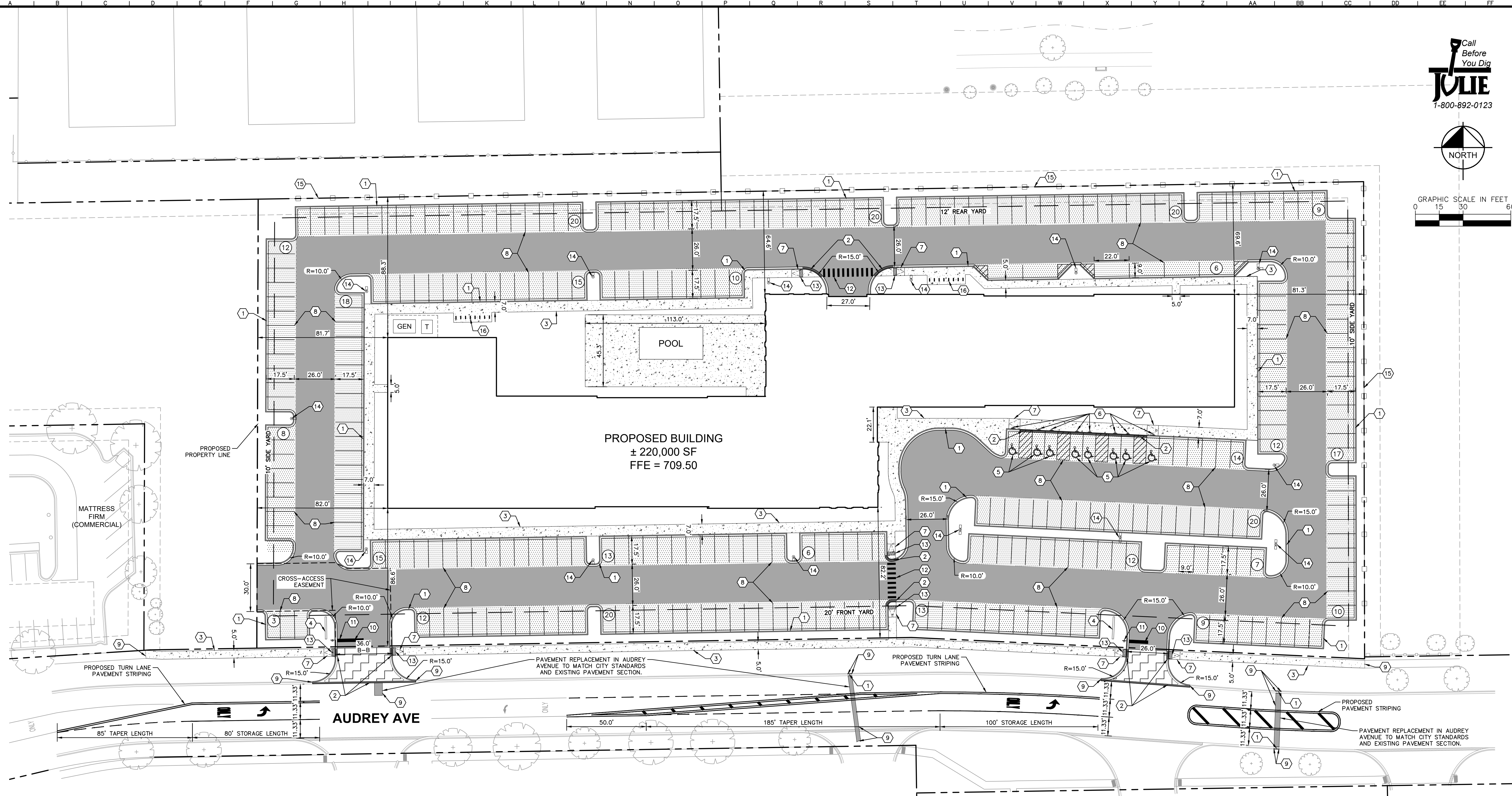
ATTACHMENTS:

Conceptual Site Plan

ITE Parking Generation Manual Data

CONCEPTUAL SITE PLAN

Drawing name: K:\GIS_LDE\268929000_Bridge_OP_Audrey Ave Multifamily_Naperville_IL\2 Design\CAD\PlanSheets\ Preliminary Engineering\ C2.0 Dec 15, 2025 10:42am by: Taylor Westenhoff
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



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NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

- ### GENERAL NOTES
- ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 - BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
 - REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
 - RADIi ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3'-FEET, TYPICAL.
 - REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS.
 - ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

ZONING SUMMARY

EXISTING ZONING: B-2 COMMUNITY SHOPPING CENTER DISTRICT
PROPOSED ZONING: OCI OFFICE, COMMERCIAL AND INSTITUTIONAL DISTRICT

EXISTING USE: VACANT LAND
PROPOSED USE: CONDITIONAL USE - MULTI-FAMILY RESIDENTIAL

PROPOSED LOT AREA: 4.57 AC

REQUIRED FAR: 1.5 MAX.
PROPOSED FAR: 1.1

REQUIRED SETBACKS:
FRONT YARD: 20 FEET
SIDE YARD: 10 FEET
REAR YARD: 12 FEET*

PROPOSED BUILDING SETBACKS:
FRONT: 82.2 FEET MIN.
SIDE: 81.3 FEET MIN.
REAR: 64.6 FEET MIN.

*WHERE ADJACENT TO R3A PUD

MAXIMUM BUILDING HEIGHT: 43 FEET
PROPOSED BUILDING HEIGHT: 57 FEET (VARIANCE)

MAXIMUM DENSITY: 1 UNIT PER 2,600 SF, 76 UNITS
PROPOSED DENSITY: 236 UNITS (VARIANCE)

PROPOSED UNIT COUNT

STUDIO UNITS:	77 UNITS
1 BED UNITS:	133 UNITS
2 BED UNITS:	26 UNITS
TOTAL UNITS PROPOSED:	236 UNITS
TOTAL BEDROOMS PROPOSED:	262 BEDROOMS

PARKING SUMMARY

PARKING SPACES REQUIRED (PER CITY REQUIREMENTS)	= 531 SPACES
2.25 SPACES PER UNIT	
PARKING SPACES REQUIRED (REQUESTED VARIANCE)	= 321 SPACES
1 SPACE PER BEDROOM	
0.25 SPACES PER UNIT	
STANDARD PARKING SPACES PROVIDED	= 313 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 8 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 8 SPACES
TOTAL PARKING SPACES PROVIDED	= 321 SPACES
BICYCLE PARKING REQUIRED (10% OF VEHICLE PARKING REQUIREMENTS)	= 32 SPACES
BICYCLE PARKING PROVIDED	= 32 SPACES

PAVING AND CURB LEGEND

	STANDARD DUTY ASPHALT PAVEMENT (1.5" SURFACE / 3.0" BINDER / 8.0" AGGREGATE)
	HEAVY DUTY ASPHALT PAVEMENT (1.5" SURFACE / 3.0" BINDER / 12.0" AGGREGATE)
	CONCRETE SIDEWALK (5.0" PCC / 4.0" AGGREGATE)
	HEAVY DUTY CONCRETE (8.0" PCC / 4.0" AGGREGATE)
	CONCRETE CURB AND GUTTER
	CONCRETE DEPRESSED CURB AND GUTTER

- ### KEY NOTES
- B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
 - DEPRESSED CURB AND GUTTER
 - CONCRETE SIDEWALK, TYP. (SEE DETAILS)
 - MONUMENT SIGN (SEE ARCHITECTURAL PLANS FOR DETAILS)
 - ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
 - ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8 & R7-1101, SEE DETAILS)
 - ACCESSIBLE RAMP (SEE DETAILS)
 - 4" WIDE PAINTED SOLID LINE, TYP.
 - CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
 - 24" WIDE STOP BAR, TYP. (SEE DETAILS)
 - STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
 - CROSSWALK STRIPING
 - ADA DETECTABLE WARNING STRIP
 - LIGHT POLE, TYP. (SEE PLANS BY OTHERS FOR DETAILS)
 - ADD 6'-FT SCREEN FENCE
 - BIKE RACK, TYP.

SCALE:	AS NOTED
DESIGNED BY:	TRW
DRAWN BY:	TRW
CHECKED BY:	TRE

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CITY COMMENTS
REVISIONS
DATE
BY

ITE PARKING GENERATION MANUAL DATA

Land Use: 218 Multifamily Housing— 1 BR (Mid-Rise)

Description

Mid-rise multifamily housing with one bedroom is a residential building with between four and 10 floors (levels) of residence that consist entirely of 1-bedroom dwelling units. A studio or micro-apartment or condominium is treated as a 1-bedroom dwelling unit for this land use.

For this land use, a studio apartment is defined as a self-contained dwelling unit in which the living room, bedroom, and kitchen are combined into a single room. A micro-apartment is defined as a single-occupant studio apartment with a compact design that typically ranges between approximately 200 and 400 gross square feet. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Time-of-Day Distribution for Parking Demand

The current database for this land use does not have sufficient data to produce a detailed, hour-by-hour distribution of parking demand from which the analyst can determine a peak period of parking demand. Based on the time periods for which data were collected for this land use and on a review of comparable land uses with hour-by-hour parking demand data, the presumed peak period for parking demand for this land use is between late-evening and early-morning.

Additional Data

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Per Dwelling Unit
Center City Core	Within ½ mile of rail transit	0.19 (4 sites)
Dense Multi-Use Urban	Within ½ mile of rail transit	0.31 (3 sites)
	Not within ½ mile of rail transit	0.53 (7 sites)
General Urban/Suburban	Within ½ mile of rail transit	0.88 (2 sites)
	Not within ½ mile of rail transit	0.71 (1 site)

The average peak parking occupancy at the 14 sites in a dense multi-use urban or center city core setting is 67 percent. The average peak parking occupancy at the three sites in a general urban/suburban setting is 77 percent.

The sites were surveyed in the 2010s and the 2020s in Colorado, District of Columbia, Massachusetts, and Wisconsin.

Source Numbers

537, 546, 583, 584, 585, 608

Multifamily Housing - 1 BR (Mid-Rise) Not Close to Rail Transit (218)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 2

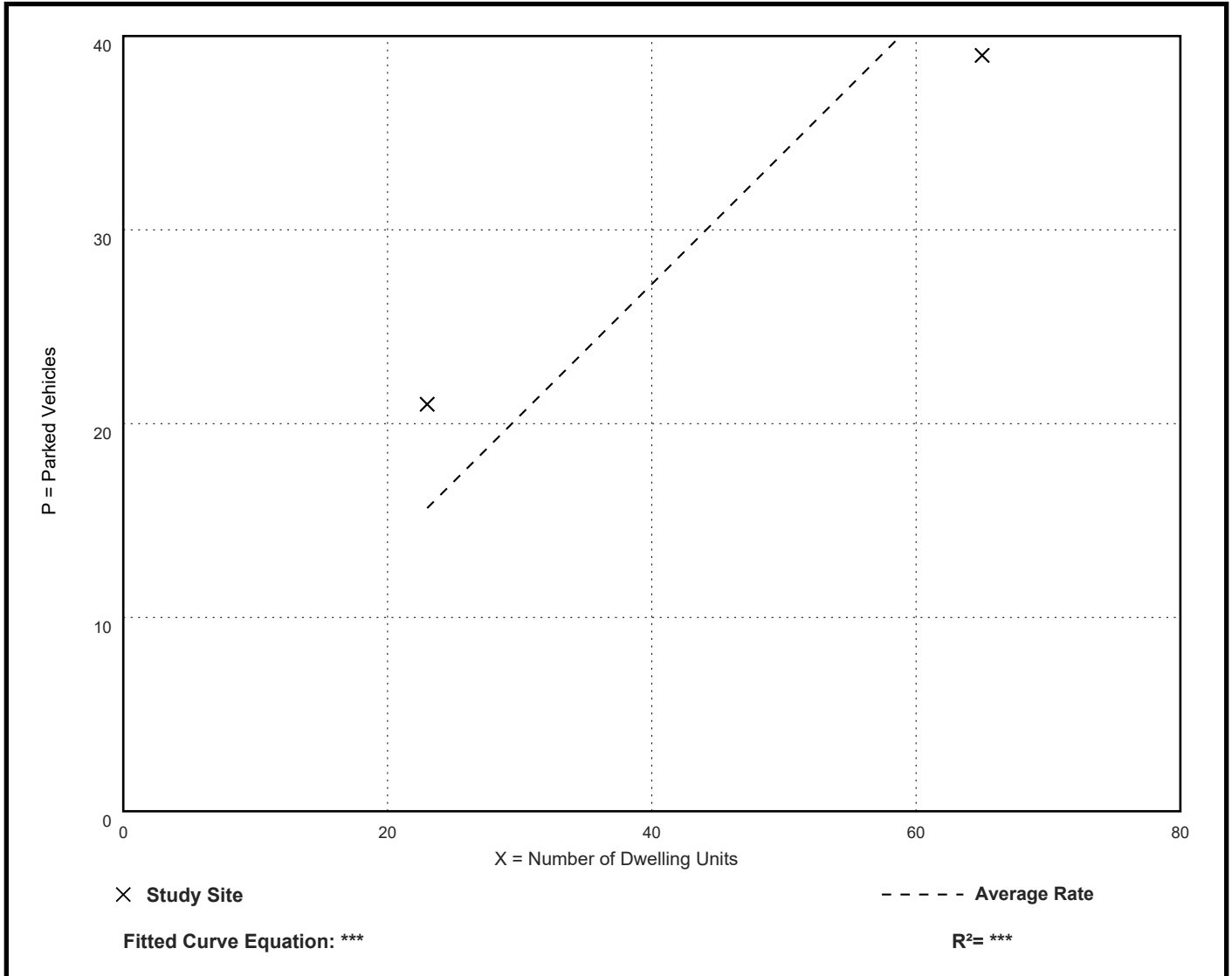
Avg. Num. of Dwelling Units: 44

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.68	0.60 - 0.91	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Land Use: 221 Multifamily Housing— 2+ BR (Mid-Rise)

Description

Mid-rise multifamily housing with two or more bedrooms is a residential building with between four and 10 floors (levels) of residence that contain at least one dwelling unit with two or more bedrooms. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Time-of-Day Distribution for Parking Demand

The following table presents a composite (weekday and Saturday) Time-of-Day distribution of parking demand for three general urban/suburban study sites.

Hour Beginning	Percent of Peak Parking Demand
	Weekday/Saturday Composite
12:00-4:00 a.m.	100
5:00 a.m.	96
6:00 a.m.	86
7:00 a.m.	77
8:00 a.m.	66
9:00 a.m.	60
10:00 a.m.	57
11:00 a.m.	55
12:00 p.m.	52
1:00 p.m.	50
2:00 p.m.	52
3:00 p.m.	51
4:00 p.m.	57
5:00 p.m.	62
6:00 p.m.	65
7:00 p.m.	68
8:00 p.m.	75
9:00 p.m.	82
10:00 p.m.	87
11:00 p.m.	91

Additional Data

The average parking supply ratios and average peak parking occupancy for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Per Dwelling Unit	Average Peak Parking Occupancy
Center City Core	Within ½ mile of rail transit	0.73 (8 sites)	69%
Dense Multi-Use Urban	Within ½ mile of rail transit	0.88 (31 sites)	81%
	Not within ½ mile of rail transit	1.1 (35 sites)	76%
General Urban/Suburban	Within ½ mile of rail transit	1.5 (6 sites)	74%
	Not within ½ mile of rail transit	1.7 (38 sites)	72%

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Connecticut, District of Columbia, Maine, Maryland, Massachusetts, North Carolina, Ontario (CAN), Oregon, Tennessee, Virginia, Washington, and Wisconsin.

Source Numbers

209, 255, 277, 402, 419, 505, 512, 533, 535, 536, 537, 545, 546, 547, 575, 576, 577, 579, 581, 583, 584, 585, 587. 602, 603, 604, 620, 631

Multifamily Housing - 2+ BR (Mid-Rise) Not Close to Rail Transit (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 44

Avg. Num. of Dwelling Units: 231

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.23	0.39 - 1.75	0.98 / 1.45	1.15 - 1.31	0.27 (22%)

Data Plot and Equation

