



MEMORANDUM

To: Erin Venard
City of Naperville

From: Emma Albers, P.E., PTOE
Taylor Eschbach, P.E.
Kimley-Horn and Associates, Inc.

Date: March 17, 2023

Subject: Parking Review for Proposed Audrey Senior Living
Naperville, IL

Kimley-Horn was retained by Ryan Companies to evaluate the parking supply proposed for the convalescent home development at 2939 Audrey Avenue in Naperville, Illinois. The proposed parking supply was reviewed relative to City of Naperville requirements and projected demand.

PROPOSED DEVELOPMENT

Ryan Companies is the contract purchaser and developer of the property. Ryan Companies is working with American House, who will be the operator of the proposed Convalescent Home. The Convalescent Home is designed to meet the needs of the City's growing senior demographic. More specifically, as a Convalescent Home, the project is targeted to the specific needs of the older cohort (age 85+) of that senior demographic. As such, traffic impacts and parking demands are significantly different than a traditional residential community.

A Convalescent Home is defined as "a building or structure which is used, designed or intended for the care of the aged or infirm, or for those suffering bodily disorders and which does not contain the facilities nor render the services normally associated with a hospital." Here, the Convalescent Home will consist of three primary units types:

- 79 Independent Living units
 - One-bedroom units: 44
 - Two-bedroom units: 35

- 63 Assisted Living units
 - One-bedroom units: 54
 - Two-bedroom units: 9

- 28 Memory Care units
 - One-bedroom units: 26
 - Two-bedroom units: 2

The Independent Living, Assisted Living, and Memory Care Units are all located in a single building which is united through common amenities and shared resources. Rent for a dwelling unit will vary based on level

of care/need, but is all-inclusive. All residents of the Convalescent Home will have a meal plan, use of shared transportation, and access to coordinated on-site activities. The goal is to actively engage residents with their peers to create a healthy living environment.

As a Convalescent Home, residents of the facility will generally be part of the older senior cohort. The average age of a resident in an American House facility is in their low-to-mid 80's. Approximately eighty percent (80%) of residents are single and living alone- which is a primary driver of occupancy at an American House facility. All leases are month-to-month and the average occupancy is five years. This specific age cohort significantly impacts parking demand and minimizes traffic impacts.

The proposed development plan includes a surface parking lot with a total of 140 parking spaces. Access to the development is planned via two driveways to Audrey Avenue: one full-access driveway in the southwest corner of the site and one full-access driveway near the middle of the site frontage. A conceptual site plan is provided as **Attachment 1**.

CITY OF NAPERVILLE REQUIREMENTS

Per Section 6-9-3 (Schedule of Off-Street Parking Requirements) of the [Naperville Municipal Code](#), the Independent Living units require 1 parking space per bed while the Assisted Living and Memory Care units are categorized at a convalescent home use requiring 1 parking space per 4 beds.

The proposed mix of Independent Living (79 beds), Assisted Living (63 beds), and Memory Care (28 beds) residential units included in the development plan includes 216 total beds. According to the Code and the design capacity for beds, 140 spaces are required ((79 Independent Living beds x 1 space/bed) + (102 Assisted Living and Memory Care beds x 1 space / 4 beds)). The 140 parking spaces included in the proposed development plan meets the 140-space requirement.

PROGRAMMATIC PARKING NEEDS

Based on experience operating other convalescent homes, American House projects parking demand as reflected in **Table 1**. In their experience, the period of peak parking demand typically occurs between 10:00 AM and 2:00 PM.

Table 1. Peak Parking Needs Summary¹

User Category	Units	Parking Demand Rate	Peak Parking Need
<i>Independent Living</i>			
Residents	79 residential units	0.6 per unit	47 spaces
Employees ²	15 staff during peak	1.0 per employee	15 spaces
Visitors	12 visitors during peak ³	1.0 per visitor	12 spaces
Subtotal INDEPENDENT LIVING			74 spaces
<i>Assisted Living / Memory Care</i>			
Residents ⁴	102 residential units	0.0 per unit	0 spaces
Employees ⁵	36 staff during peak	1.0 per employee	36 spaces
Visitors	14 visitors during peak ³	1.0 per visitor	14 spaces
Subtotal ASSISTED LIVING / MEMORY CARE			50 spaces
Total			124 spaces

¹ Based on the proposed operator's, American House's, experience at other similar senior living communities

² Administration, Wellness, Dining, Life Enrichment, Sales, Housekeeping, Maintenance, Dedicated Dining, Life enrichment, Housekeeping, and Maintenance

³ Based on operator experience at other similar communities, the peak number of visitors at one time is approximately 0.15 visitors per unit.

⁴ Residents of Assisted Living and Memory Care units do not drive themselves as they need assistance with many daily activities, including transportation

⁵ Shares Administration, Department Heads, and Sales with Independent Living.

Based on American House's experience operating other senior living communities with similar programming and mix of residential care, the expected peak parking need for the site is 124 spaces. The proposed 140-space lot easily accommodates the projected peak demand while also providing a buffer for occasional conditions of increased demand or temporary loss of spaces.

For senior living communities, a few days a year (e.g., Mother's Day) tend to experience an increase level of visitor activity. The additional 16 spaces would help to accommodate such demand. If additional capacity is needed on these occasional days, typical strategies include providing valet service and/or establishing a temporary shared parking arrangement with a nearby property to park employees off site for the day. The 16-space buffer also helps to accommodate temporary loss of spaces due to inefficient parkers that may encroach into an adjacent space, snow storage, and vendors (e.g., landscaping crew trucks/trailers, contractors, etc.)

PARKING EVALUATION

Parking demand for a convalescent home is lower than a typical residential development based on resident demographics and amenities provided. A portion of independent living residents typically have a car on site. Assisted living residents typically do not have vehicles and memory care residents are not permitted to have vehicles on site. As part of the standard living/resident agreement for independent living, up to one vehicle is allowed per unit. It is not typical, however, for every independent living unit to maintain a vehicle

on-site. A shuttle service provides transportation to/from appointments and scheduled events such as shopping, recreation, and other local offsite events and activities, providing residents the ability to travel off site without needing to own a vehicle.

Agreements regarding vehicles for assisted living units are handled on an individual basis with each resident. Typically, however, assisted living residents are no longer driving. Per the end user, at similar communities, less than three assisted living residents own vehicles.

Based on experience of the operator, American House, and programmatic information for the proposed development plan, the anticipated peak parking need for the site is 124 spaces. The proposed 140 spaces included in the plan supports parking for residents, employees, and visitors while accommodating the expected peak demand and providing a buffer to handle occasional holidays/events with increased visitors as well as temporary loss of spaces due to occurrences of inefficient parking, snow storage, and property maintenance. Per Americans with Disabilities Act (ADA) requirements, 5 accessible parking spaces are required. The proposed site plan provides 5 accessible parking spaces, meeting ADA requirements.

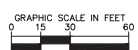
SUMMARY

The proposed convalescent home consists of 170 dwelling units with 216 total beds. A total of 140 surface parking spaces are included in the development plan, which meets code requirements. Per the Naperville Municipal Code, a convalescent home with 248 total beds requires 62 off-street spaces, which is accommodated by the proposed development plan.

The unique characteristics of a convalescent home, including resident demographics, vehicle ownership, proximity to amenities, and availability of alternative transportation options influence parking demand. Furthermore, resident parking demand is managed through the living/resident agreement which will allow parking management to restrict the number of vehicles on site. Based on the operator's experience and the programmatic characteristics of the plan, the anticipated peak parking need for the site is 124 spaces. The proposed development plan accommodates this expected peak parking need.

Considering both the City's off-street parking requirements and the operator's experience with similar communities, the proposed plan's 140 spaces are expected to accommodate minimum requirements per the City's Municipal Code and peak parking needs for residents, employees, and visitors. Based on this key finding and the parking capacity buffer included in the plan, parking demand spillover to the adjacent streets and properties is not anticipated.

Drawing name: C:\US\LEVIN\168018020_Plan_Separ Units_Notebook\C2.0 - SITE DIMENSION PLAN.dwg CLO, Mar 17, 2022 9:17am by: Taylor Bowers
 This document, together with the contract and other documents mentioned herein, is intended only for the specific project and site for which it was prepared. It is not to be used for any other project or site without the written authorization and signature of the engineer or architect. It is not to be used for any other project or site without the written authorization and signature of the engineer or architect.



NO.	DATE	REVISIONS
1	3/17/2023	TWK
2	3/17/2023	TWK
3	3/17/2023	TWK
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 DESIGNED BY: THE
 DRAWN BY: TTK
 CHECKED BY: THE

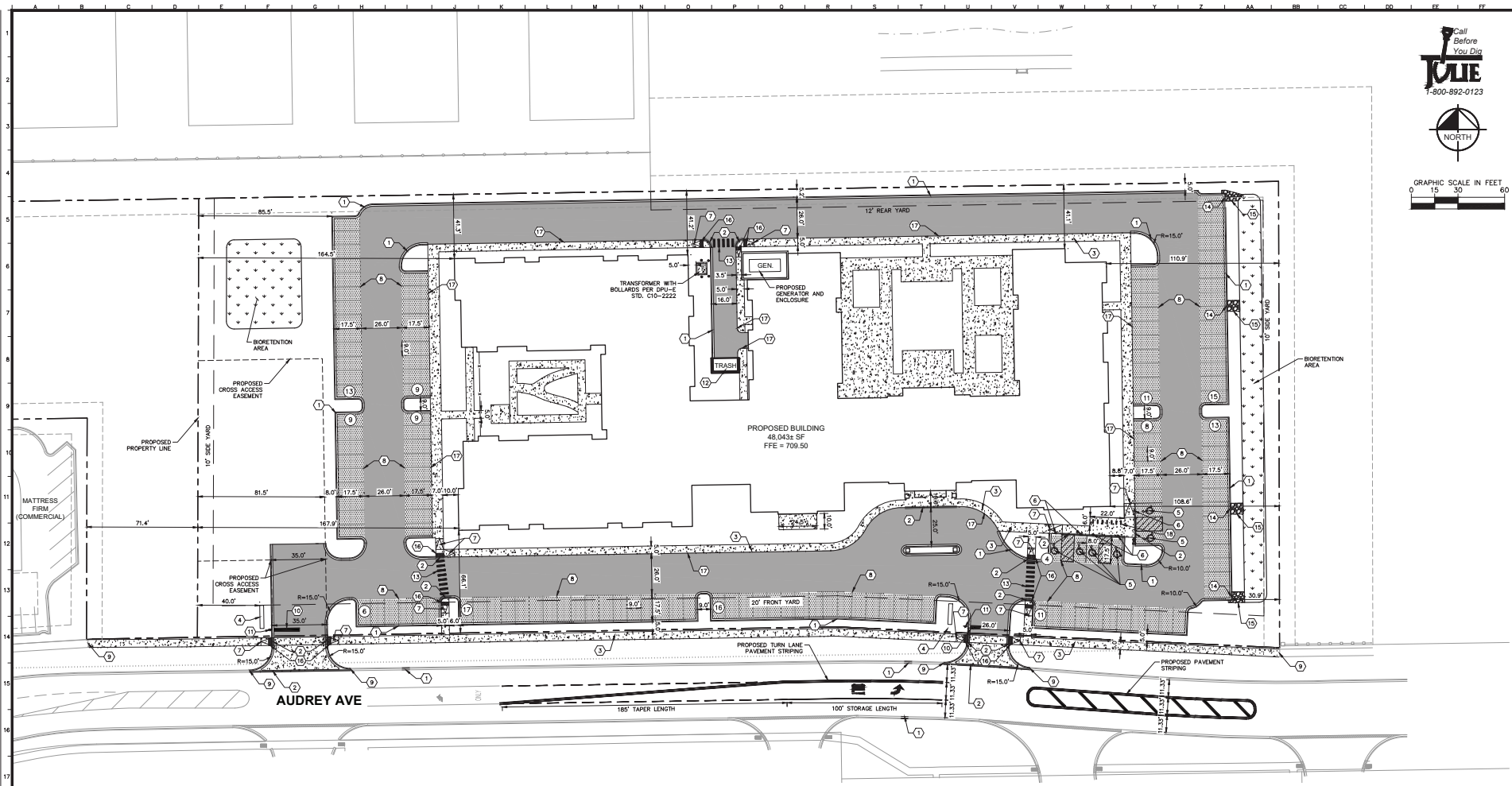


SITE DIMENSION PLAN

AUDREY SENIOR RESIDENCES
 2809 AUDREY AVE
 INDEPENDENCE, IL 60140

ORIGINAL ISSUE:
 11/04/2022
 KHA PROJECT NO.
 168018020

SHEET NUMBER
C2.0



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.
- RADI ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3'-FEET, PHYSICAL.
- 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: O3 OFFICE, COMMERCIAL AND INSTITUTIONAL DISTRICT
 EXISTING USE: VACANT LAND
 PROPOSED USE: CONDITIONAL USE - CONVALESCENT HOME
 PROPOSED LOT AREA: 4.56 AC
 REQUIRED FAR: 1.5 MAX.
 PROPOSED FAR: 1.0
 PROPOSED SETBACKS:
 FRONT: 66.1 FEET MIN.
 SIDE: 10.6 FEET MIN.
 REAR: 41.1 FEET MIN.
 *WHERE ADJACENT TO R3A PLD

PROPOSED UNIT COUNT

INDEPENDENT LIVING:	79 UNITS
44 - 1 BED UNITS	
15 - 2 BED UNITS	
ASSISTED LIVING:	63 UNITS
54 - 1 BED UNITS	
5 - 2 BED UNITS	
MEMORY CARE:	28 UNITS
28 - 1 BED UNITS	
2 - 2 BED UNITS	
170 TOTAL UNITS PROPOSED	
216 TOTAL BEDS PROPOSED	

PARKING SUMMARY

PARKING SPACES REQUIRED (PER CITY REQUIREMENTS)	= 140 SPACES
1 SPACE PER INDEPENDENT LIVING BED (114 BEDS)	
0.25 SPACES PER ASSISTED LIVING BED (72 BEDS)	
0.25 SPACES PER MEMORY CARE BED (30 BEDS)	
STANDARD PARKING SPACES PROVIDED	= 134 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 5 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 6 SPACES
TOTAL PARKING SPACES PROVIDED	= 140 SPACES
BICYCLE PARKING REQUIRED (10% OF VEHICLE PARKING REQUIREMENTS)	= 14 SPACES
BICYCLE PARKING PROVIDED	= 14 SPACES

PAVING AND CURB LEGEND

	STANDARD DUTY ASPHALT PAVEMENT
	HEAVY DUTY ASPHALT PAVEMENT
	CONCRETE SIDEWALK
	CONCRETE CURB AND GUTTER
	CONCRETE DEPRESSED CURB AND GUTTER
	BIORETENTION AREA
	RIP RAP
	HEAVY DUTY CONCRETE

KEY NOTES

- 86.12 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 & R7-101, SEE DETAILS)
- WIDE 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)
- TRASH ENCLOSURE (SEE ARCHITECTURAL PLANS FOR DETAILS)
- CROSSWALK STRIPING
- CURB CUT
- RIP RAP
- ADA DETECTABLE WARNING STRIP
- INTEGRAL CURB AND SIDEWALK
- BIKE RACK