

AVENIDA AGE-RESTRICTED (55+) RENTAL COMMUNITY PARKING NEEDS ANALYSIS

SUMMARY OF FINDINGS

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PROJECT NAME:	Avenida Age-Restricted (55+) Rental Community Parking Needs	
PROJECT NUMBER:	13-3228.00	
SUBJECT:	Proposed Avenida at Naperville	

EXECUTIVE SUMMARY

The purpose of this report is to provide Walker Parking Consultant's (Walker) professional opinion on an adequate number of parking spaces for a proposed development, Avenida at Naperville, an age-restricted (55+) rental community targeted at independent living seniors who do not need medical services provided by community staff and do not desire a full meal plan. Extensive primary and secondary research of similar properties supports a parking space reduction for the proposed subject development. Avenida, the developer, proposes to construct 1.53 spaces per dwelling unit with land banked parking (or 1.35 spaces per dwelling unit without land banked parking). Walker's opinion is that any parking provided which exceeds 1.13 spaces per dwelling unit is projected to provide ample parking and therefore, we believe the proposed 224 spaces (26 of which are Land-Banked) would be sufficient to meet the needs of the proposed 146-unit age-restricted (55+) rental community. The following is a summary of data collected that supports this opinion:

- Industry-standard publications were reviewed and these standards support the requested parking – space reduction.
 - The Institute of Transportation Engineers' Fourth Edition of *Parking Generation* (2010) reports an average parking supply ratio of 1.0 spaces per dwelling unit for attached senior adult housing and a range of 0.45 - 0.67 parked vehicles per dwelling unit;
 - The National Parking Association's *Recommended Zoning Ordinance Provisions* (2012) recommends 0.50 parking spaces per dwelling unit for senior housing.
 - The American Planning Association (APA), *Planning and Urban Design Standards* (2006), provides recommended parking ratio requirements for Elderly Housing, Independent Living of 0.6 spaces per dwelling unit.
- Primary data collection of 20 similar age-restricted (55+) rental communities revealed the following:
 - The mean, median, and 85th percentile number of parking spaces supplied per dwelling unit is 1.13, 1.14, and 1.31, respectively (20 properties).

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- Observed peak hour parking demand for the sample ranged from 0.32 to 0.98 per dwelling unit. The observed mean and median peak hour parking demand rates were 0.72 and 0.73. The 85th percentile rate was 0.97 spaces per dwelling unit (12 of the 20 properties for which parking occupancy data was available; some refused access).
- Observed peak hour parking demand for the sample ranged from 0.32 to 1.20 per occupied dwelling unit. The observed mean, median, and 85th percentile rate was 0.75, 0.66, and 1.06, respectively (11 of 20 properties for which data is available).

DESCRIPTION OF PROJECT

The proposed Avenida at Naperville project is located on North Mill Street in Naperville, IL 60563. The project will require rezoning from R-3 Single Family Residence District (R-3) in unincorporated DuPage County to Office, Commercial and Institutional District (OCI) and annexation to the City of Naperville. Avenida is requesting a variance to reduce the required parking. Avenida proposes to construct 1.53 spaces per dwelling unit.

The proposed project is a 146-unit age-restricted (55+) rental community, designed for active seniors. Each apartment unit includes a fully-equipped kitchen. The concierge-based apartment community features an array of amenities such as; a library, fitness center, and beauty salon. In addition, the community provides a shuttle to take residents shopping and doctor's appointments; this service is planned to run an average of seven times a week.

The proposed Avenida at Naperville project does not offer centralized food service, and is not an assisted living, skilled nursing, or memory-care type facility. The residents are ambulatory and they do not require skilled medical attention on a daily basis from on-site staff members. Additionally, because the type of care is different from assisted living, a continuing care retirement community (CCRC), or a nursing home, it is important to note a difference in parking demand. For example, while the peak shift of employees at the proposed Avenida at Naperville is approximately 5-6 staff members, a 100-bed skilled nursing facility may employ 50-70 employees during peak shift.

REVIEW OF LOCAL PARKING REQUIREMENTS

A review of the City of Naperville, Illinois zoning ordinance Title 6: Zoning Regulations, Chapter 9: Off-Street Parking, Section 6.9.3: Schedule of Off-Street Parking Requirements, specifies the requirements for multiple-family dwelling units to be 2.00 parking spaces per dwelling unit, plus .25 guest parking spaces per dwelling unit for any development including 5 or more units.¹ This

¹ City of Naperville, Illinois. (2016). Title 6: Zoning Regulations. *Municipal Code of Naperville, Illinois*. Retrieved from https://www.municode.com/library/il/naperville/codes/code_of_ordinances?nodeId=14853

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parking standard is consistent for all multiple-family dwellings, regardless of dwelling unit size. A summary of these requirements per the local zoning ordinance is shown in table 1 below.

Table 1: City of Naperville Parking Requirements – Multiple family dwelling

USE TYPE	REQUIREMENTS
Multiple Family Dwelling	2.00 parking spaces/dwelling unit, plus .25 guest parking spaces per unit for any development including 5 or more units.

Source: City of Naperville

SECONDARY RESEARCH

Secondary sources were researched to determine industry standards for independent living / senior housing. The findings of this secondary research fully support Avenida's requested reduction to 1.75 spaces per dwelling unit.

ITE PARKING GENERATION, 4TH EDITION

According to the ITE, *Parking Generation* (2010), the land use that matches the Avenida at Naperville project is "252, Senior Adult Housing — Attached." An average parking supply ratio of 1.0 parking spaces per dwelling unit was observed based on three reported study sites. *Parking Generation* (2010) observed a peak period during the hours of 11:00 pm – 5:00 am. During the peak time, an average of 0.59 occupied spaces per dwelling unit were observed. The range for this sample is 0.45 - 0.67 vehicles per dwelling unit. The 85th percentile for this three-site sample is 0.66 vehicles per dwelling unit.²

NATIONAL PARKING ASSOCIATION RECOMMENDED ZONING ORDINANCE PROVISIONS

In *Recommended Zoning Ordinance Provisions* (2012) The National Parking Association defines elderly housing as "any multifamily dwelling occupied 90% or more by active persons 60 years of age or older who live independently, requiring little or no medical supervision or assistance," (2012). They've recommended a base parking ratio of 0.5 spaces per dwelling unit for elderly housing.³

APA PLANNING AND URBAN DESIGN STANDARDS

The American Planning Association (APA), *Planning and Urban Design Standards* (2006), provides recommended parking ratio requirements for Elderly Housing, Independent Living of 0.6 spaces per dwelling unit.⁴

² Institute of Transportation Engineers. (2010). *Parking Generation* (4th ed.)

³ National Parking Association. (2012). *Recommended Zoning Ordinance Provisions: Your guide to planning, designing, constructing and managing facilities, including off-street parking spaces.*

⁴ American Planning Association. *Planning and Urban Design Standards*. (2006).

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DATA COLLECTION RESULTS

Twenty age-restricted (55+) rental communities were researched for the purposes of gathering data to inform parking supply and demand at these properties. These samples were selected based on multiple variables including the following:

- Only offering independent living services
- Age-restricted (55+)
- No centralized dining
- Not included within a Continuing Care Retirement Center (CCRC) or joined with other services such as on-site assisted living or nursing care

To complete our primary research, we performed the following steps:

- Identified 20 stand-alone age-restricted (55+) rental communities located throughout the United States.
- Researched the following variables for each age-restricted (55+) rental community:
 - Number of dwelling units
 - Number of parking spaces
 - Current apartment and parking occupancy rates
- Counted the number of parked vehicles during the peak time of a weekday (unless access was not reasonably possible or withheld by owner)
- Determined the number of parking spaces supplied per dwelling unit
- Determined the number of parked vehicles per dwelling unit
- Determined the number of parked vehicles per occupied dwelling unit

Communities were identified on a collaborative effort between Avenida Partners and Walker. Walker verified all data points and visited each of the 20 properties featured within this study. For this study, an age-restricted (55) rental community is defined as an age-restricted apartment complex, not offering centralized food services, not a part of a larger CCRC, and not offering assisted living or skilled nursing care.

The search for properties comparable to the proposed development focused on metropolitan areas where Walker has offices, including the following: Indianapolis, Chicago, Denver, Los Angeles, Seattle and Houston. These geographic areas were selected because of the convenient proximity offered to Walker staff members who then performed field visits to collect the following information, when possible: a) verification of supplied parking spaces; and b) count the number of on-site parked cars sometime between the hours of 10:00 pm – 5:00 am on a weekday. The peak was determined based on Walker's experience and secondary research.

Twenty age-restricted (55+) rental communities are included within this study. The communities range in size from 82 dwelling units to 340 dwelling units and are in various states across the country including California (8), Colorado (3), Illinois (3), Indiana (2), Texas (3), and Washington (1).

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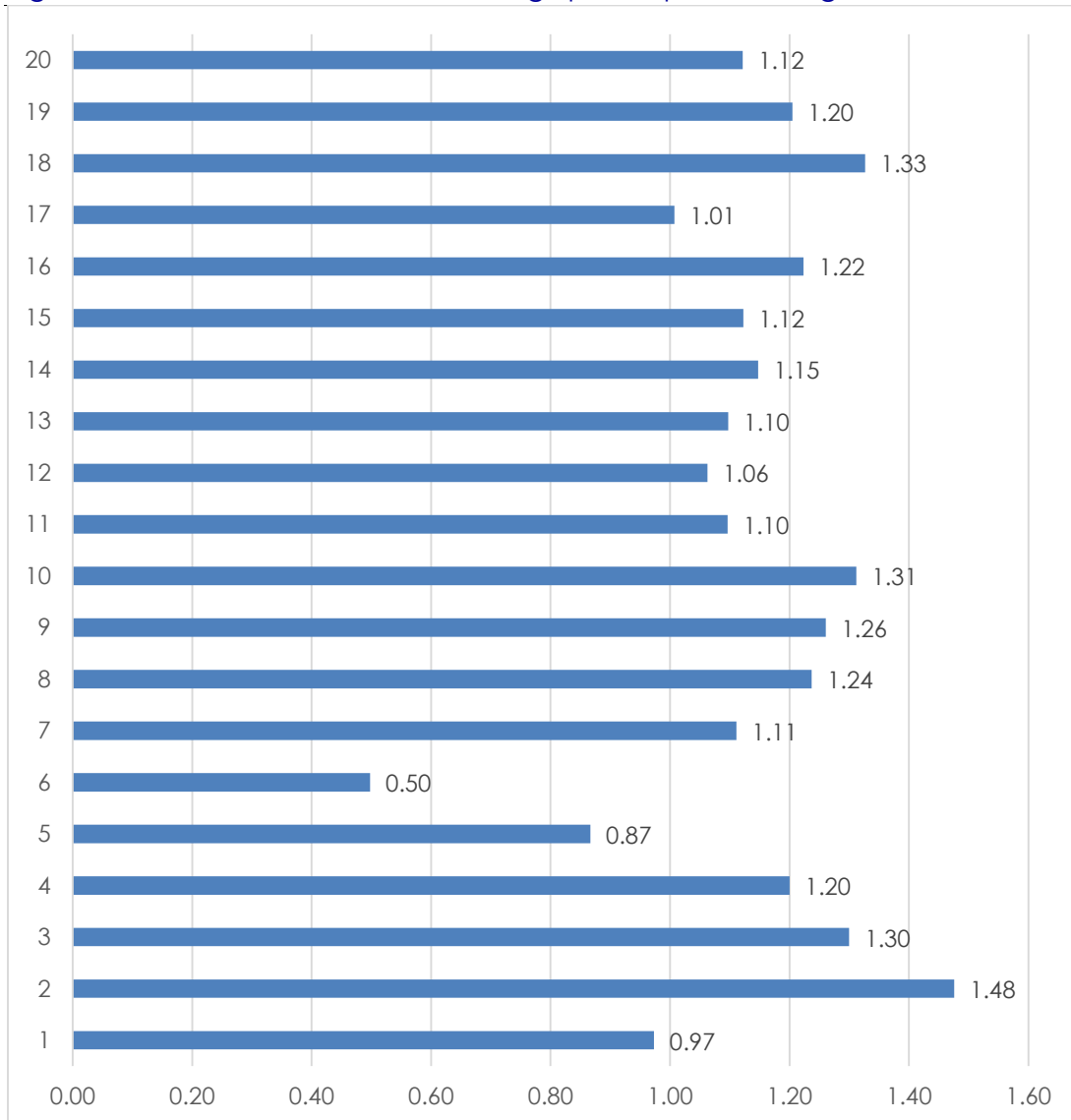
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PARKING SUPPLY

Each individual age-restricted (55+) rental community parking supply was inventoried through data collection, phone calls with the property management, and examining satellite imagery. The mean, median, and 85th percentile number of parking spaces supplied per dwelling unit is 1.13, 1.14, and 1.31, respectively.

Figure 1: Observed Number of Parking Spaces per Dwelling Unit*



* See table 3 for community details.

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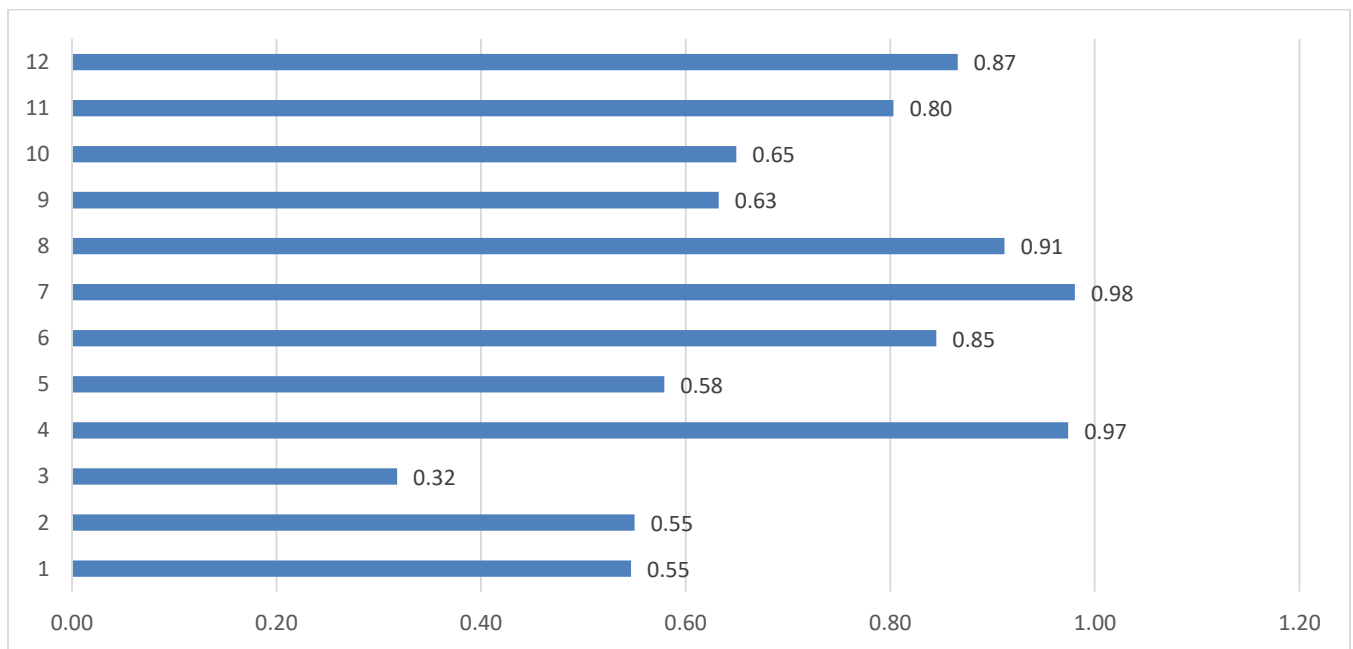
PARKING DEMAND

PARKED CARS PER DWELLING UNITS

Parking occupancy counts were performed and recorded for the age-restricted (55+) rental communities to determine parking utilization during the peak period of 10:00 pm – 5:00 am. These counts were compared to the number of total dwelling units. A total of 12 samples of the original 20 were collected.

Observed peak hour parking demand for the sample ranged from 0.32 to 0.98 per dwelling unit. The observed mean and median peak hour parking demand rates were 0.72 and 0.73. The 85th percentile rate was 0.97 spaces per dwelling unit.

Figure 2: Observed Number of Parked Cars per Dwelling Unit*



* See table 3 for community details.

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PARKED CARS PER OCCUPIED DWELLING UNITS

Parking occupancy counts were also compared to the number of occupied dwelling units to determine the number of cars parked per occupied dwelling units. A total of 11 samples of the original 20 were collected, based on availability of data.

Observed peak hour parking demand for the sample ranged from 0.32 to 1.20 per occupied dwelling unit. The observed mean, median, and 85th percentile rate was 0.75, 0.66, and 1.06, respectively.

Table 2: Cars Parked per Occupied Dwelling Unit

PER OCCUPIED DWELLING UNIT	NUMBER OF COMMUNITIES
0.00 – 0.25	0
0.26 – 0.50	1
0.51 – 0.75	5
0.76 – 1.00	2
1.01 – 1.25	3

SUMMARY/CONCLUSIONS

Based on our findings, designing parking to accommodate 1.53 parking spaces per dwelling unit should be sufficient to meet the peak hour parking demands of the proposed Avenida at Naperville project. While 17 of the surveyed properties had a parking supply ranging from 1.00 – 1.50 spaces per dwelling unit, all of the communities were observed as having 1.0 or fewer parked cars per dwelling unit, during peak hours. Avenida will assign a minimum of 1 space per unit of covered garage parking.

Based on the research and data collected, the developers proposed number of spaces is consistent with industry standards and projected to meet project needs.

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Table 3: Age-Restricted (55+) Rental Communities Data

	Community Name	City/State	No. of DUs	No. of Occupied DUs	No. of Parking Spaces	Observed Peak Pkg. Occupancy	No. of Parking Spaces per DU	No. of Parked Cars per DU	No. of Parked Cars per Occ. DU
1	Hanover Place	Tinley Park, IL	150	148	146	82	0.97	0.55	0.55
2	Plantation at Quail Valley	Missouri City, TX	124	124	183	*	1.48	*	*
3	Camden Royal Oaks	Houston, TX	340	324	442	*	1.30	*	*
4	Champions Cove Apartments	Duncanville, TX	150	139	180	*	1.20	*	*
5	Affinity at Lafayette	Lafayette, CO	120	120	104	66	0.87	0.55	0.55
6	Concordia on the Lake	Littleton, CO	217	217	108	69	0.50	0.32	0.32
7	Greenways at Stapleton	Denver, CO	108	*	120	*	1.11	*	*
8	Azulon at Mesa Verde	Costa Mesa, CA	215	*	266	*	1.24	*	*
9	Buena Vida at Town Center	Rancho Santa Margarita, CA	115	*	145	*	1.26	*	*
10	Remington Place	Ladera Ranch, CA	154	149	202	150	1.31	0.97	1.01
11	Overlook at Anaheim	Anaheim, CA	259	255	284	150	1.10	0.58	0.59
12	Fountain Glen-Sea Cliff	Huntington Beach, CA	271	*	288	*	1.06	*	*
13	Fountain Glen-Valencia	Valencia, CA	226	*	248	191	1.10	0.85	*
14	Village on the Green	Rancho Cucamonga, CA	264	*	303	*	1.15	*	*
15	Overture Riverwalk	Riverside, CA	204	196	229	200	1.12	0.98	1.02
16	Affinity at Olympia	Olympia, WA	170	170	208	155	1.22	0.91	0.91
17	Nora Commons on the Monon	Indianapolis, IN	272	269	274	172	1.01	0.63	0.64
18	Benjamin Court Apartments	Indianapolis, IN	254	249	337	165	1.33	0.65	0.66
19	Anderson Farms	Montgomery, IL	122	122	147	98	1.20	0.80	0.80
20	Homestead at Morton Grove	Morton Grove, IL	82	59	92	71	1.12	0.87	1.20
* Denotes information unavailable or could not compute.					Minimum		0.50	0.32	0.32
					Maximum		1.48	0.98	1.20
					Average		1.13	0.72	0.75
					Median		1.14	0.73	0.66
					85th Percentile		1.31	0.97	1.06