

MEMORANDUM TO: Katie Kreifels  
Parkview Dunton, LLC

FROM: Michael A. Werthmann, PE, PTOE  
Principal

DATE: August 7, 2014

SUBJECT: Parking Evaluation  
Dunton Avenue and Eastman Street Development  
Arlington Heights, Illinois

This memorandum summarizes the results of a parking evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed apartment development to be located in Arlington Heights, Illinois. The site is located in the southwest corner of the intersection of Dunton Avenue with Eastman Street. As proposed, the current development is to contain 45 apartments, 1,254 square feet of retail space and 60 parking spaces. **Figure 1** shows an aerial view of the site area.

The purpose of this study was to determine the appropriate parking ratio in accommodating the projected demand of the development taking into account the site's proximity to the Metra train station and downtown Arlington Heights.

### **Site Location**

The site is located in the southwest corner of the intersection of Dunton Avenue with Eastman Street within downtown Arlington Heights. Land uses in the area generally consist of mixture of residential, commercial and office uses. The three parking garages serving downtown Arlington Heights are located within one block (North Garage) to approximately ¼ of mile (Vail Avenue and Evergreen Avenue parking garages) of the site. In addition, the Arlington Heights Metra train station is located approximately 600 feet south of the site.

It should be noted that given the site's proximity to public transportation and its location within the Arlington Heights downtown area as well as the mix of land uses surrounding the site, the proposed land use fits the characteristics of a Transit Oriented Development (TOD). A TOD is, by definition, a type of development that has mixed-uses integrated within a walkable neighborhood and located within ¼ mile from public transportation. Typically, a TOD is characterized by:

- A mix of uses
- Moderate to high density
- Pedestrian orientation/connectivity
- Transportation choices
- Reduced parking



Site Location

Figure 1

## **Public Transportation**

The area is served by two modes of public transportation: The Metra commuter rail and the Pace Bus line. The following summarizes the services provided by both modes to the area.

- *Union Pacific/Northwest Metra Train Line* provides service from Harvard to the Ogilvie Transportation Center train station in Chicago. The line provides 12 inbound trains and 12 outbound trains daily with all of the trains stopping at the Arlington Heights train station. The first inbound train departs Crystal Lake at 6:15 A.M. and the last outbound train departs Chicago at 12:30 A.M.
- *Pace Bus Route 696 - Randhurst/Woodfield/ Harper College* extends between Randhurst Mall in Mount Prospect and Harper College in Palatine with stops at the Arlington Heights Metra trains station, Cook County Courthouse, Motorola Headquarters, Schaumburg Convention Center, Woodfield Mall and Pace Northwest Transportation Center. The line operates on weekdays.

## **Proposed Development Plan**

As proposed, the development is to contain 45 apartments, 1,254 square feet of retail space and 60 parking spaces with 54 parking spaces reserved for the residents of the development and six parking spaces reserved for overnight guest parking. The development is to contain 16 one-bedroom units, 24 two-bedroom units and five three-bedroom units. It is important to note that parking within the development will not be included as part of the leases for the apartments. An additional monthly fee will be charged to any tenant that desires to park within the development. In addition, bike storage will be provided within the development. Finally, the developer is willing to designate a parking space in the garage for a carsharing vehicle provided a company is willing to place such as a vehicle in the development.

## **Resident Parking**

Fifty four of the 60 parking spaces will be provided for residents of the development. In addition, the Village has committed to provide 15 additional permit parking spaces at the Vail Avenue parking garage. The garage is located three blocks south and one block east of the site or an approximate seven to eight minute walk. If necessary, residents of the proposed development will be able to purchase monthly permits at the parking garage. The following summarizes the parking to be provided for the residents.

- A total of 54 parking spaces will be reserved for residents within the development which calculates to a parking ratio of 1.20 spaces per unit.
- With the additional 15 parking spaces in the off-site parking garage, the residents will have access to a total of 69 reserve parking spaces which calculates to a 1.53 ratio of parking spaces per units.

## **Guest/Employee/Patron Parking**

Parking for residential guests and/or retail employees and patrons is to be provided via the on-street parking surrounding the development and the North parking garage located one block east of the site. Currently, two-hour parking is generally permitted on both sides of Dunton Avenue and Eastman Street within the vicinity of the site. Approximately 34 parking spaces are provided on Dunton Avenue between James Street and Northwest Highway and 22 on-street parking spaces are provided on Eastman Street between Evergreen Avenue and Vail Avenue. In addition, 47 four-hour parking spaces are provided on the first floor of the North parking garage. As such, over 100 parking spaces (both two-hour and four-hour parking) are provided within one to two blocks of the development. According to Village officials, reserve parking capacity is available along the area roadways and within the parking garage to accommodate the daytime guest/employee/patron parking demand and the loss of three to four on-street parking spaces that are required to accommodate the development's access drive.

Six of the 60 parking spaces will be reserved for overnight guest parking. Further, if necessary, additional overnight parking for guests will be provided via either the Vail Avenue parking garage or the Evergreen Avenue parking garage. Both of these parking garages are located several blocks south of the subject site or an approximate seven to eight minute walk. The Village offers overnight guest parking permits, up to eight at a time, to downtown residents at both of the parking garages.

## **Parking Requirements per Village Code**

A review of the Village of Arlington Heights Zoning Ordinance requires residential developments in the Central Business District to provide the following number of parking spaces.

- 1.00 parking space per one-bedroom unit
- 1.25 parking spaces per two-bedroom unit
- 1.50 parking spaces per three-bedroom unit

Based on the Village's requirements, the 16 one-bedroom units require 16 parking spaces, the 24 two-bedroom units require 30 parking spaces and the 5 three-bed room units require 8 parking spaces for a total of 54 parking spaces.

Further the Village of Arlington Heights Zoning Ordinance requires retail stores in the Central Business District to provide one parking space for each 500 square feet of floor space in excess of 1,500 square feet of floor space. At 1,254 square feet of space, the commercial portion of the development does not require any parking.

As such, it can be seen that the 60 parking spaces to be provided within the development exceeds the Village's parking requirements.

## **TOD Parking Characteristics**

Parking demand/requirements at a TOD development are reduced due to proximity to public transportation. Based on a 2008 report titled *Effects of TOD on Housing, Parking and Travel*, published by the Federal Transit Administration (FTA), the Transportation Research Board (TRB) and the Transit Development Corporation, typically TOD residents are almost twice as likely to not own a vehicle and own almost half the number of vehicles of other households.

### **Census Data Information**

Based on a review of the Census 2010 data, as well as on an analysis prepared by the Center for Transit-Oriented Development in cooperation with the Center for Neighborhood Technology, the following is a breakdown of the vehicle ownership within proximity to the Arlington Heights train station and other vehicle ownership characteristics.

- Auto ownership of all households (owner occupied and rental) within ¼ mile of the Arlington Heights train station is 0.97 vehicles per household.
- Auto ownership of rental units within ¼ mile of the Arlington Heights train station is 0.80 vehicles per household.
- Seventy-five percent (75) percent of the total households within ¼ mile of the Arlington Heights train station have no vehicles or only one vehicle.

### **TOD Surveys**

KLOA, Inc. also reviewed previous parking surveys conducted at condominium developments in Evanston within close proximity to transit stations to determine their parking characteristics. Based on these surveys the peak parking demand ranged from 0.90 to 1.05 spaces per dwelling unit with an average peak parking demand of 0.95 parking spaces per unit. KLOA, Inc. also reviewed a study conducted by the University of California Transportation Center of 31 different TOD sites in California and Oregon. The surveys indicated that the average peak parking demand was 1.0 parking space per unit. Therefore, all of this data validates the fact that TOD developments do have lower parking demands than developments located farther away from public transportation.

### **Institute of Transportation Engineers Parking Rates**

In addition to the Census data and the TOD surveys, KLOA, Inc. also reviewed the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 4<sup>th</sup> Edition. Based on the Low/Mid-Rise Apartment (Land-Use Code 221) land use category, apartments have an average peak period parking demand of 1.2 vehicles per unit. It is important to note that the ITE rates include guest parking.



## Future Parking Demand Evaluation

Based on the above, **Table 1** presents a summary of the estimated peak parking demand for the proposed development based on the three aforementioned sources.

Table 1  
ESTIMATED PEAK PARKING DEMAND

Land Use	Estimated Peak Parking Demand		
	2010 Census Data	TOD Surveys	ITE Rates
45 Apartments	37 spaces (0.8 spaces per unit)	45 spaces (1.0 space per unit)	54 spaces (1.2 space per unit)

As can be seen, the projected peak parking demand for the proposed development will range from a low of 37 parking spaces to 54 parking spaces with an average of 45 parking spaces. It should be noted that the estimates based on the TOD Surveys and the ITE rates represent the total parking demand of the development including residents and guest. Therefore, based on the formation data/surveys, the 54 resident parking spaces to be provided within the development are sufficient to meet the peak parking demand of the residents.

As indicated previously, daytime guest/employee/patron parking will be available via the on-street parking (two-hour parking) and on the first floor of the North parking garage (four-hour parking). Over 100 parking spaces (both two-hour and four-hour parking) are provided within one to two blocks of the development. According to the Village, reserve parking capacity is available along the area roads and within the parking garage to accommodate the daytime guest/employee/patron parking. Six parking spaces within the development will be reserved for overnight guest parking. Further, if necessary, additional overnight parking for residential guests will be provided via either the Vail Avenue parking garage or the Evergreen Avenue parking garage.

## **Best Parking Practices**

Best practices with respect to parking policies that are supportive of Smart Growth and TOD's include strategies that promote walking, biking and the use of public transit while reducing or eliminating the need for private automobiles. These strategies include the following:

- Incorporate transit-friendly parking design behind street-facing retail
- Manage/limit the amount of parking provided
- Reserve parking space for carsharing services
- Provide enclosed, secured storage facilities for bicycles
- Unbundle parking by separating parking costs from unit leases, which provides economic incentives for tenants to opt out of parking and make better use of alternative travel modes

Carsharing programs provide participants with convenient and flexible access to centrally-owned and maintained vehicles. Carsharing offers an alternative to individual vehicle ownership, which effectively increases the number of users per vehicle and contributes to lower auto ownership rates and reduced parking demand. According to recent North American studies and carsharing member surveys, each carsharing vehicle removes an average of 15 privately-owned vehicles from the community.

The incorporation of the above-noted strategies into a development is recognized by the U.S. Green Building Council in the form of credits towards LEED certification of the project.

## **Loading**

As proposed, the development is not proposing to provide a loading dock. Loading for the commercial space and move-in/move-outs of the development will occur on the roadways fronting the development. Given the size of the commercial space, the number of deliveries will be limited and will likely occur via single-unit trucks as opposed to semi-trailers. As it pertains to the move-ins/move-outs, the Village indicated that they work with the buildings downtown by reserving a few on-street parking spaces, via signage and/or cones, when the building management provides them with proper notification of move-ins/move-outs. According to the developer of the development, they estimate that on average they will have approximately five to six move-ins and five to six move-outs per year.

## Conclusion

Based on the proposed development and preceding evaluation, the following conclusions and recommendations are made.

- The 60 parking spaces to be provided by the developments exceeds the Village of Arlington Heights parking requirements.
- The proposed apartment development is located within 600 feet of the Arlington Heights Metra station and Pace Bus Route 696 stops. As such, given its proximity to public transportation and its location within the downtown Arlington Heights, the development has the characteristics of a TOD.
- TOD's are characterized by lower vehicle ownership thus reducing the parking demand.
- Best practices with respect to parking policies that are supportive of Smart Growth includes strategies that promote walking, biking and the use of public transit while reducing or eliminating the need for private automobiles. Several of these strategies will be incorporated into the development, including managing the amount of parking provided, providing bike storage, unbundling parking cost from unit leases and reserving a parking space for vehicle sharing.
- Based on Census 2010 data, surveys of other TOD's in Illinois, California and Oregon and a review of the ITE *Parking Generation Manual*, the 54 resident parking spaces to be provided within the development will be sufficient to meet the peak demand of the residents of the development.
- To supplement the resident parking supply, the Village has committed to provide 15 additional permit parking spaces at the Vail Avenue parking garage. If necessary, residents of the proposed development will be able to purchase monthly permits at the parking garage. With the additional 15 parking spaces in the off-site parking garage, the residents will have access to a total of 69 reserve parking spaces.
- Daytime guest/employee/patron parking will be available via the on-street parking (two-hour parking) and on the first floor of the North parking garage (four-hour parking). Over 100 parking spaces (both two-hour and four-hour parking) are provided within one to two blocks of the development.
- Six parking spaces will be provided within the development for overnight guest parking. Further, if necessary, additional overnight parking for residential guests will be provided via either the Vail Avenue parking garage or the Evergreen Avenue parking garage. Both of these parking garages are located several blocks south of the subject site or an approximate seven to eight minute walk.