



MEMORANDUM TO: Alex Pereira
UP Development, LLC

FROM: Michael A. Werthmann, PE, PTOE
Principal

DATE: January 30, 2017
Revised November 13, 2017

SUBJECT: Parking Evaluation
Heart's Place
Arlington Heights, Illinois

This memorandum summarizes the results of a parking evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Heart's Place supportive housing development to be located in Arlington Heights, Illinois. The site of the proposed development is located on the north side of Boeger Place just east of Arlington Heights Road. Heart's Place is proposed to provide a total of 18 apartments units for people who are living with disabilities. As proposed, the development is to provide a total of 33 parking spaces for a parking ratio of 1.83 spaces per unit. In addition, the development will have two offices with a total of 252 square feet that will be used by the property manager, a part-time maintenance person, and one to two case workers that will be at the development at any one time.

Village of Arlington Heights Parking Requirements

The Village of Arlington Heights Zoning Code requires 2.0 parking spaces per dwelling unit for residential developments regardless of the number of units and one space per 200 square feet for office space and medical or dental clinics. With a total of 18 units, the proposed development is required to provide a total of 36 parking spaces for the residential use and two parking spaces for the office use for a total of 38 parking spaces.

Projected Parking Demand

While the 33 parking spaces to be provided as part of the development do not meet the Village's parking requirements, a review of the development's proposed operation as well as previous parking surveys performed at similar developments demonstrate that the 33 parking spaces will be sufficient to meet the peak parking demand of the supportive housing development.

Operational Analyses. Supportive housing developments have greatly different parking characteristics than a typical residential development. The majority of the residents in supportive housing developments do not own a vehicle due to their financial limitations, even though they may have a driver’s license. This is evident in **Table 1** which shows that similar supportive housing developments had a 0.08 to 0.35 vehicle ownership per occupied unit ratio. In addition, supportive housing developments typically have a limited number of employees. The proposed development is expected to have a maximum of two employees working at one time and two case workers at the facility at any one time. As such, it can be seen that the development would have a peak demand of approximately 10 vehicles (six for residents’ vehicles and four for employee/case workers’ vehicles) which is significantly lower than the 33 parking spaces that are proposed to be constructed as part of the supportive housing development.

Table 1
 SURVEY OF RESIDENTS THAT OWN A VEHICLE
 AT OTHER SUPPORTIVE HOUSING DEVELOPMENTS

Development	Occupied Units	Residents With Vehicles	Vehicles Per Occupied Unit
PhilHaven – Wheeling, Illinois	40	14	0.35
Myess Place – Mt. Prospect, Illinois	39	12	0.31
Independence Center – Waukegan, Illinois	44	4	0.091
English Manor – Waukegan, Illinois	14	2	0.143
Grand Apartments – Rockford, Illinois	45	5	0.111
Spaulding and Trumbull Apartments – Chicago, Illinois	25	2	0.080
New Hope Apartment Building – Peoria, Illinois	79	7	0.089

Parking Surveys of Supportive Housing Developments. The following summarizes previous parking surveys performed at several similar supportive housing developments:

- **Table 2** illustrates the results of parking surveys conducted by KLOA, Inc. in 2010 at the Independence Center located in Waukegan, Illinois. The surveys were conducted every two hours from 7:00 A.M. to 7:00 P.M. on a weekday and a Saturday. From Table 2 it can be seen that the development had a peak parking demand of four vehicles or a maximum parking ratio of 0.09 vehicles per unit.

- **Table 3** illustrates the results of the parking surveys conducted by the operators of the Spaulding and Trumbull Apartments in Chicago, Illinois and at the New Hope Apartment Building in Peoria, Illinois. It should be noted that both of these developments also contain office space similar to the proposed development. The surveys were conducted on a Monday and Wednesday in 2010 during the evening (7:00 P.M. to 8:00 P.M.). From Table 3 it can be seen that the developments had an evening parking demand of between 0.08 to 0.13 vehicles per occupied unit.

From Tables 2 and 3 it can be seen that the three existing supportive housing developments had a peak parking demand well below the 33 parking spaces to be provided as part of the proposed supportive housing development.

Table 2

PARKING SURVEYS - INDEPENDENCE CENTER, WAUKEGAN, ILLINOIS

Time	Number of Parked Vehicles	
	Saturday, January 30, 2010	Tuesday, February 2, 2010
7:00 A.M.	4	4
9:00 A.M.	4	2
11:00 A.M.	3	1
1:00 P.M.	3	1
3:00 P.M.	1	1
5:00 P.M.	0	2
7:00 P.M.	1	4

Note: Independence Center has a total of 44 units that are currently all occupied.

Table 3

PARKING SURVEYS - SUPPORTIVE HOUSING DEVELOPMENTS

	Occupied Units	Monday		Wednesday		Vehicles per Occupied Unit (maximum)
		7:00 P.M.	8:00 P.M.	7:00 P.M.	8:00 P.M.	
Spaulding and Trumbull Apartments ¹	25	2	2	0	1	0.080
New Hope Apartment Building ¹	79	8	10	8	10	0.126

¹ = Parking surveys performed by operators of the developments.

Other Parking Surveys. It should be noted that parking rates for supportive housing developments are not provided in either the *Parking Generation Manual*, 4th Edition, published by the Institute of Transportation Engineers (ITE) or the *Shared Parking Manual* published by the Urban Land Institute (ULI). The land use most similar to supportive housing developments that is included in the publications is assisted living facilities. Based on the ITE *Parking Generation Manual*, assisted living facilities have an average peak parking demand of 0.41 vehicles per unit, which is considerably less than the 1.83 parking spaces per unit ratio to be constructed as part of the proposed supportive housing development.

Conclusion

Given the parking characteristics of supportive housing developments, the 33 parking spaces to be provided by Heart's Place will be sufficient to meet the total parking demands of the supportive housing development. This is due to the very low number of residents that own a vehicle and the limited number of employees and case workers (one to two). Further, the parking surveys at similar developments provide further evidence to the limited parking demand experienced at a similar supportive housing development.