

## MEMORANDUM

To: Ms. Beth Demes – Housing Opportunity Development Corporation (HODC)

From: Justin Opitz, AICP – Kimley-Horn

Date: August 23, 2024

RE: Parking Evaluation – Senior Affordable Housing Development  
750-764 Arlington Heights Road  
Elk Grove Village, Illinois

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### Introduction

On behalf of Housing Opportunity Development Corporation (HODC), Kimley-Horn has prepared a parking evaluation for the proposed 30-unit senior affordable housing development to be located at 750-764 Arlington Heights Road in Elk Grove Village, Illinois. This memorandum outlines the number of parking spaces required for the development based on the Elk Grove Village zoning ordinances and the anticipated future parking demand based on national industry resources.

As currently proposed, the existing vacant professional/medical office building will be razed and replaced by a two-story senior affordable housing building that provides 30 total dwelling units, including 7 two-bedroom units and 23 one-bedrooms units. The development would provide 34 parking spaces, including 6 accessible parking spaces. One full access driveway is planned along Arlington Heights Road. **Attachment 1** depicts the site plan.

### Municipal Parking Requirements

Elk Grove Village requires a designated amount of off-street parking depending on the land use and size (square footage, dwelling unit, etc.) of a given development. **Table 1** outlines the Village requirements for the proposed 30-unit senior affordable housing development.

**Table 1. Municipal Parking Requirements**

Land Use	Village Requirement	Size	Required Spaces	Proposed Spaces	Surplus/Deficit
Senior Independent Living <sup>1</sup>	2 spaces per Dwelling Unit	30 Dwelling Units	60	34	-26

<sup>1</sup> Senior Independent Living was chosen as it most closely resembles the proposed land use. Multi-Family Dwellings could also be considered; however, the requirement is the same as Senior Independent Living.

Based on the zoning code, the proposed 34 parking spaces provided by the senior affordable housing development does not meet the Village’s 60-space requirement with a deficit of 26 spaces.

### Parking Demand Review

Site generated parking demand was estimated using data referenced from the Institute of Transportation Engineers (ITE) Parking Generation Manual, 6<sup>th</sup> Edition, an industry resource that references parking data collected across the country for a myriad of land uses. For this evaluation,

ITE Land-Use Code 223 (Affordable Housing – Senior) is used to represent the proposed senior affordable housing development.

**Table 2** summarizes parking demand projections based on ITE data for weekdays and weekends. For each day, data is available to represent both average peak demand and 85<sup>th</sup> percentile peak demand. In other words, the 85<sup>th</sup> percentile data reflects a great likelihood that parking demand will be at or below the projection. Based on ITE parking demand data, the proposed parking supply of 34 spaces accommodates the projected 85<sup>th</sup> percentile peak parking demand of 24 spaces during the weekday (Monday-Friday), and 18 spaces during the weekend (Saturday) for a fully occupied 30-unit senior affordable housing building. The maximum anticipated demand of 24 spaces during the weekday peak period results in an estimated surplus of 10 available spaces and peak utilization of approximately 71%. A copy of the ITE data is provided as **Attachment 2**.

**Table 2. ITE Parking Demand Projections**

ITE Land Use	Size	Average Peak Demand		85 <sup>th</sup> Percentile Peak Demand	
Affordable Housing – Senior	30 Dwelling Units	Weekday (Monday-Friday)			
		ITE Rate	Projection	ITE Rate	Projection
		S = 0.44(X)	13 spaces	S = 0.80(X)	24 spaces
		Weekend (Saturday)			
		ITE Rate	Projection	ITE Rate	Projection
		S = 0.48(X)	14 spaces	S = 0.60(X)	18 spaces
Maximum Projected Peak Parking Demand		14 spaces		24 spaces	

X – Number of Dwelling Units

## Conclusion

Kimley-Horn has prepared a parking evaluation for the proposed 30-unit senior affordable housing development to be located at 750-764 Arlington Heights Road in Elk Grove Village, Illinois. As currently proposed, the development would provide 34 parking spaces, including 6 accessible spaces.

Based on the Elk Grove Village zoning code, the proposed 34 parking spaces does not meet the 60-space requirement with a deficit of 26 spaces. However, based on the ITE Parking Generation Manual, 6<sup>th</sup> Edition, an industry resource that references parking data collected across the country, the projected peak parking demand for the senior affordable housing development ranges between:

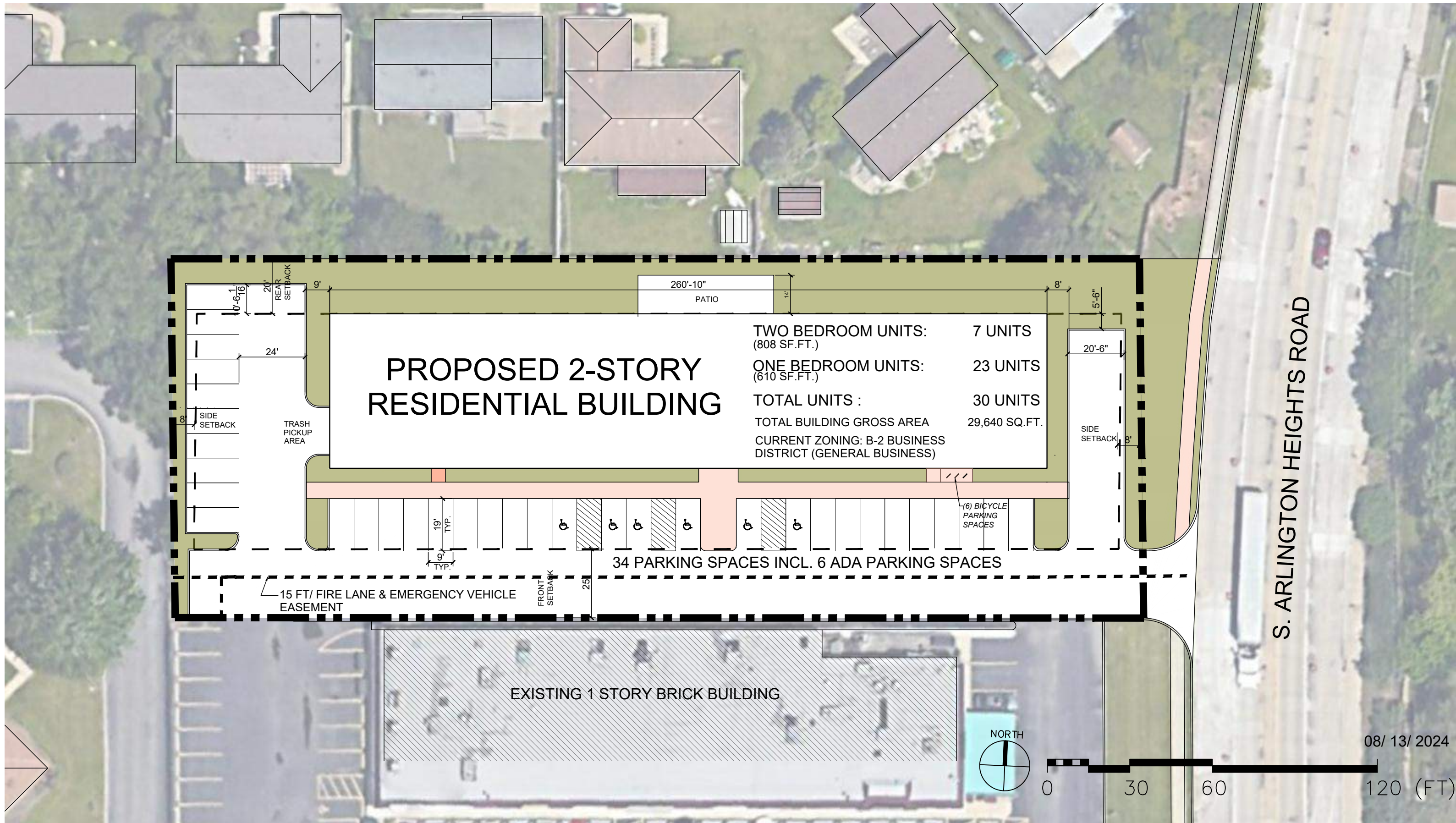
- 13 to 24 parking spaces during the weekday (Monday-Friday)
- 14 to 18 parking spaces during the weekend (Saturday)

As such, the anticipated parking demand generated by the 30-unit affordable housing development is expected to be adequately accommodated by the provided 34 parking spaces.

## ATTACHMENTS

1. Site Plan
2. ITE 6<sup>th</sup> Edition Parking Generation Manual Excerpts

**1. SITE PLAN**



2. ITE 6TH EDITION PARKING GENERATION MANUAL EXCERPTS

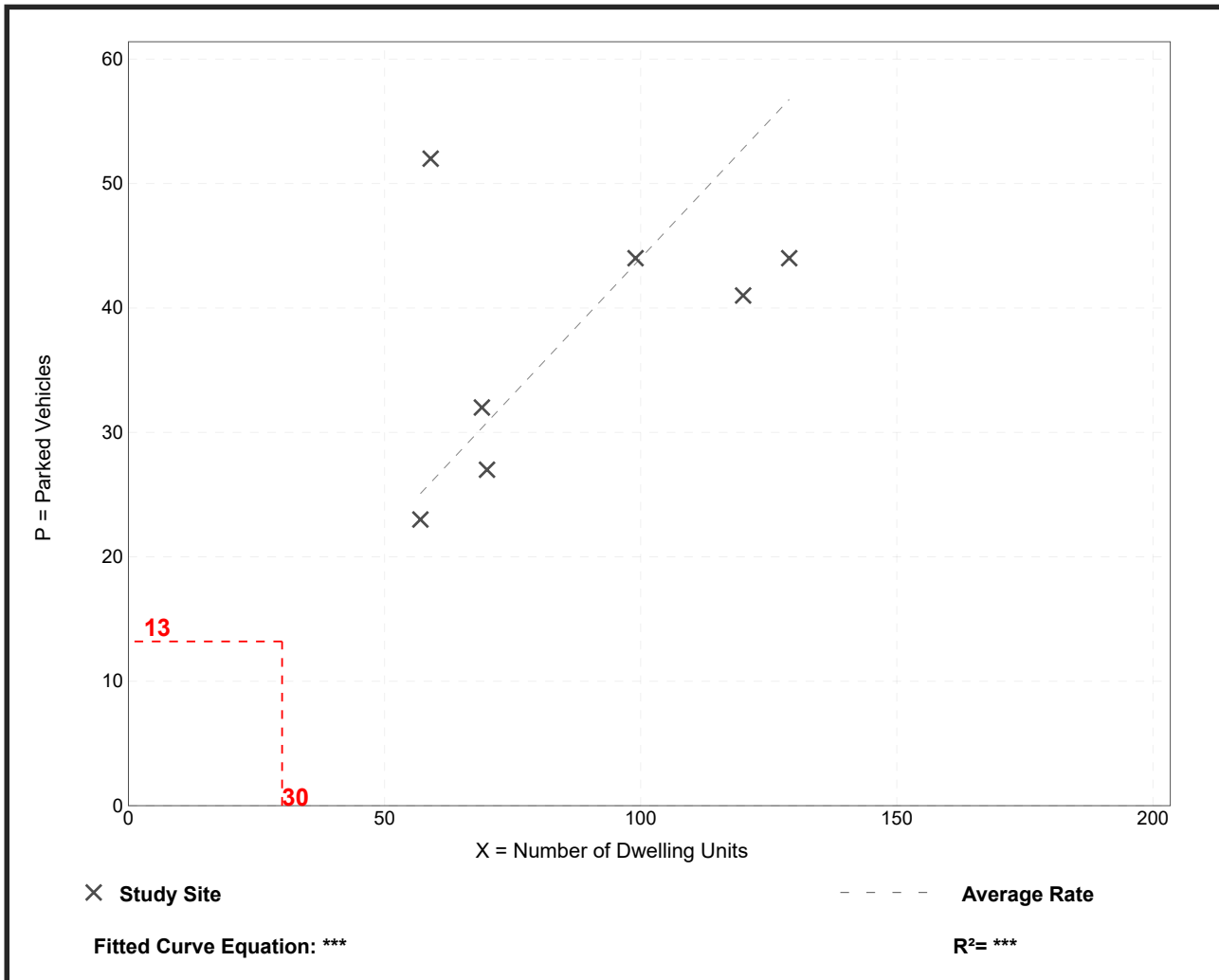
# Affordable Housing - Senior (223)

**Peak Period Parking Demand vs: Dwelling Units**  
**On a: Weekday (Monday - Friday)**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 7  
 Avg. Num. of Dwelling Units: 86

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.44	0.34 - 0.88	0.37 / 0.80	***	0.17 (39%)

## Data Plot and Equation



# Affordable Housing - Senior (223)

**Peak Period Parking Demand vs: Dwelling Units**  
**On a: Saturday**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 5  
 Avg. Num. of Dwelling Units: 103

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.48	0.36 - 0.60	0.41 / 0.60	***	0.11 (23%)

## Data Plot and Equation

*Caution – Small Sample Size*

