

MEMORANDUM TO: Courtney Brower
Focus

FROM: Javier Millan
Principal

Michael Werthmann, PE, PTOE
Principal

DATE: January 29, 2021

SUBJECT: Summary Parking Evaluation
203 South Marion Street Apartment Development
Oak Park, Illinois

This memorandum summarizes the findings of a summary parking evaluation conducted by Kenig, Lindgren, O'Hara Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located in Oak Park, Illinois. The site is located in the southwest quadrant of the intersection of Marion Street with Pleasant Street. As proposed, the development is to contain an apartment building with 153 dwelling units, six maisonettes, approximately 1,127 square feet of retail space, and a 123-space parking garage.

The purpose of this evaluation is to determine the adequacy of the proposed 123 parking spaces to be provided by the development to accommodate the residential parking demand. Parking requirements for the residential portion of the development was based on the Village zoning ordinance as well as area Census data and the Institute of Transportation (ITE) parking rates.

Transit Oriented Development Parking Characteristics

It should be noted that given the site's proximity to public transportation and alternative modes of transportation and its location within downtown Oak Park and its mix of land uses, the proposed development 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

Parking demand/requirements at a TOD development are typically lower than the parking demand of developments that are not located within close proximity to public transportation and/or within a downtown area. 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 car and own almost half the number of cars of other households.

Parking Evaluation

As previously indicated, the proposed development will have approximately 153 apartments units and six maisonettes and will provide a total of 123 parking spaces for a parking ratio of 0.77 parking spaces per unit.

Parking Requirements Village Code Zoning Ordinance

The Village of Oak Park Zoning Ordinance requires that multi-unit residential developments provide one parking space per unit. As such, the proposed development is required to provide 159 parking spaces, which is 36 parking spaces more than what is proposed to be provided. However, it is important to note that Village parking requirements do not consider the fact that the development is considered a TOD given its location in downtown Oak Park and its proximity to the train stations, PACE/CTA bus routes, and other modes of transportation.

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 (see Appendix), the following is a breakdown of the vehicle ownership within close proximity to the Harlem Green Line station and other vehicle ownership characteristics.

- Auto ownership of owned homes within ¼ mile of train station = 1.37 vehicles
- Auto ownership of rental units within ¼ mile of train station = 0.70 vehicles
- Seventy-nine (79) percent of the areas' renter households within ¼ mile of the train station have one vehicle or no vehicle at all.

Based on the above information, it can be seen that the 0.77 residential parking ratio to be provided by the development is higher than the auto ownership for rental units in the area. Additionally, the provision of car sharing services coupled with the proximity of the site to the train stations, PACE/CTA bus routes, and other modes of transportation will further enhance the transportation sustainability of the site and have a positive impact on reducing the parking demand of the proposed residential development.

Institute of Transportation Engineers Parking Rates

While the proposed parking ratio of 0.77 spaces per unit does not meet the Village code requirement, based on a review of survey data published by the Institute of Transportation Engineers (ITE) in the *Parking Generation Manual*, 5th Edition for Land-Use Code 221 (Multifamily Housing - Mid-Rise) and Land Use Code 220 (Multifamily Housing – Low Rise), the following was determined:

- The average peak parking demand ratio is 0.71 spaces per dwelling unit in a multi-dense urban area located less than half a mile to rail transit (Land-Use Code 221 – Multifamily Housing – Mid Rise). As such, the 153 apartment units are estimated to have a peak parking demand of 109 vehicles.
- The average peak parking demand ratio is 0.58 spaces per dwelling unit in a multi-dense urban area located less than half a mile to rail transit. (Land-Use Code 220 – Multifamily Housing – Low Rise). As such, the six maisonettes are projected to have a peak parking demand of four vehicles.

Therefore, based on ITE rates, the residential portion of the development is estimated to have a peak parking demand of approximately 113 vehicles, which results in a surplus of 10 parking spaces. As can be seen, the proposed residential parking ratio of 0.77 spaces per unit exceeds the ITE's parking rates. The ITE parking rates are included in the Appendix.

Best Parking Practices

As it was previously mentioned, the proximity of the Oak Park Green Line and Metra train stations and the numerous Pace Bus Route stops close to the site as well as its location within downtown Oak Park qualifies the project as a TOD.

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 car-sharing services
- Allow for parking to be shared by multiple uses
- 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

Car-sharing programs provide participants with convenient and flexible access to centrally owned and maintained vehicles. Car-sharing offers an alternative to individual car 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 car-sharing member surveys, each car-sharing vehicle removes an average of 15 privately-owned cars 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.

Based on the above, the proposed TOD will provide a sufficient number of parking spaces to accommodate the projected residential parking demand of the development. Further, sufficient public parking is located within the vicinity of the site to accommodate any surplus in retail parking demand that may be generated by the proposed commercial space within the proposed development.

Conclusions

Based on the preceding evaluation, the following conclusions have been made:

- Given its location in close proximity to public transportation, the proposed development meets the characteristics of a TOD Development.
- The Village zoning ordinance requires the residential portion of the development to provide 159 parking spaces, which is 36 parking spaces more than what is to be provided by the development. However, Village parking requirements does not consider the fact that the development is considered a TOD.
- Based on the Census data and ITE parking rates, the proposed 123 parking spaces to be provided by the development will be adequate in meeting the projected residential peak parking demand.

Appendix

Chicago

Data Geographies Close Report

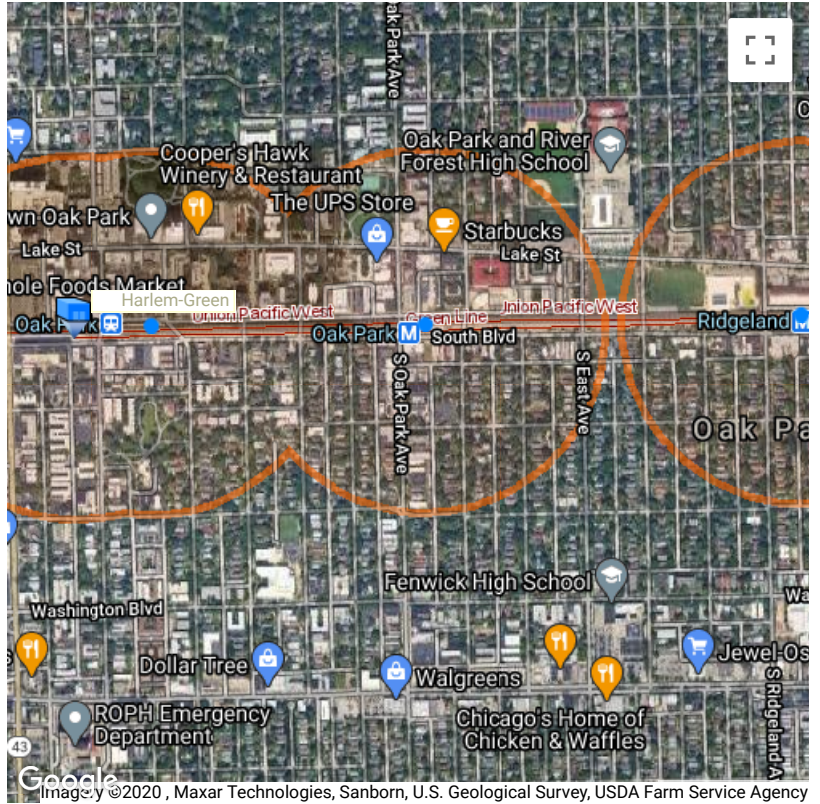
Transit Zone: .25 mile .5 mile Smart Zoom

Selected Station Station Existing Transit Potential Transit Transit Region

TOD Report

View as: Table | List Download as: Word | Excel | CSV

Chicago Transit Region:	
Average Travel Time to Work: ⁽³⁾	31.34
Median Household Income 2009: ⁽⁴⁾	61,502
Percent who take public transportation 2009: ⁽⁵⁾	12.40
Percent who bicycle 2009: ⁽⁶⁾	0.55
Percent who walk 2009: ⁽⁷⁾	3.16
Percent who take public transportation, bicycle or walk 2009: ⁽⁸⁾	16.10
Average number of vehicles available per household 2009: ⁽⁹⁾	1.62
Average number of vehicles available per household 2009: Owner Occupied: ⁽¹⁰⁾	1.91
Average number of vehicles available per household 2009: Renter Occupied: ⁽¹¹⁾	1.02
Percent of households with 0 or 1 vehicle available 2009: ⁽¹²⁾	47.62
Median Year Structure Built 2009: ⁽¹³⁾	1,965
Station .25 Mile Transit Zone: CTA Green Line; Harlem-Green	
Year Opened: ⁽¹⁾	Pre-2000
Latitude: ⁽²⁾	41.886848
Longitude: ⁽²⁾	-87.803176
Average Travel Time to Work: ⁽³⁾	30.62
Median Household Income 2009: ⁽⁴⁾	50,046
Percent who take public transportation 2009: ⁽⁵⁾	31.17
Percent who bicycle 2009: ⁽⁶⁾	0.71
Percent who walk 2009: ⁽⁷⁾	9.30
Percent who take public transportation, bicycle or walk 2009: ⁽⁸⁾	41.18
Average number of vehicles available per household 2009: ⁽⁹⁾	0.94
Average number of vehicles available per household 2009: Owner Occupied: ⁽¹⁰⁾	1.36
Average number of vehicles available per household 2009: Renter Occupied: ⁽¹¹⁾	0.70
Percent of households with 0 or 1 vehicle available 2009: ⁽¹²⁾	79.12
Median Year Structure Built 2009: ⁽¹³⁾	1,958



¹ The year in which this station opened. This value is intended to inform the analysis of available statistics, and therefore all stations open prior to 2000 report as "Pre-2000", the year of the earliest available statistic.

² Station location, current as of October 1, 2020. Station locations are updated (as necessary) on a quarterly basis which may result in changes in aggregated data.

³ American Community Survey 2005-2009 5-Year Estimates b08013_001 / b08132_001 aggregated from Census 2009 Tracts

⁴ American Community Survey 2005-2009 5-Year Estimates b19013_001 aggregated from Census 2009 Block Groups

⁵ American Community Survey 2005-2009 5-Year Estimates (b08301_010) / (b08301_001) aggregated from Census 2009 Block Groups

⁶ American Community Survey 2005-2009 5-Year Estimates (b08301_018) / (b08301_001) aggregated from Census 2009 Block Groups

⁷ American Community Survey 2005-2009 5-Year Estimates (b08301_019) / (b08301_001) aggregated from Census 2009 Block Groups

⁸ American Community Survey 2005-2009 5-Year Estimates (b08301_010 + b08301_018 + b08301_019) / (b08301_001) aggregated from Census 2009 Block Groups

⁹ American Community Survey 2005-2009 5-Year Estimates b25046_001 / b25044_001 aggregated from Census 2009 Block Groups

¹⁰ American Community Survey 2005-2009 5-Year Estimates b25046_002 / b25044_002 aggregated from Census 2009 Block Groups

¹¹ American Community Survey 2005-2009 5-Year Estimates b25046_003 / b25044_009 aggregated from Census 2009 Block Groups

¹² American Community Survey 2005-2009 5-Year Estimates (b25044_003+b25044_004+b25044_010+b25044_011) / b25044_001 aggregated from Census 2009 Block Groups

¹³ American Community Survey 2005-2009 5-Year Estimates b25035_001 aggregated from Census 2009 Block Groups

Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Dwelling Units

On a: **Weekday (Monday - Friday)**

Setting/Location: Dense Multi-Use Urban (< 1/2 mile to rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 6:00 a.m.

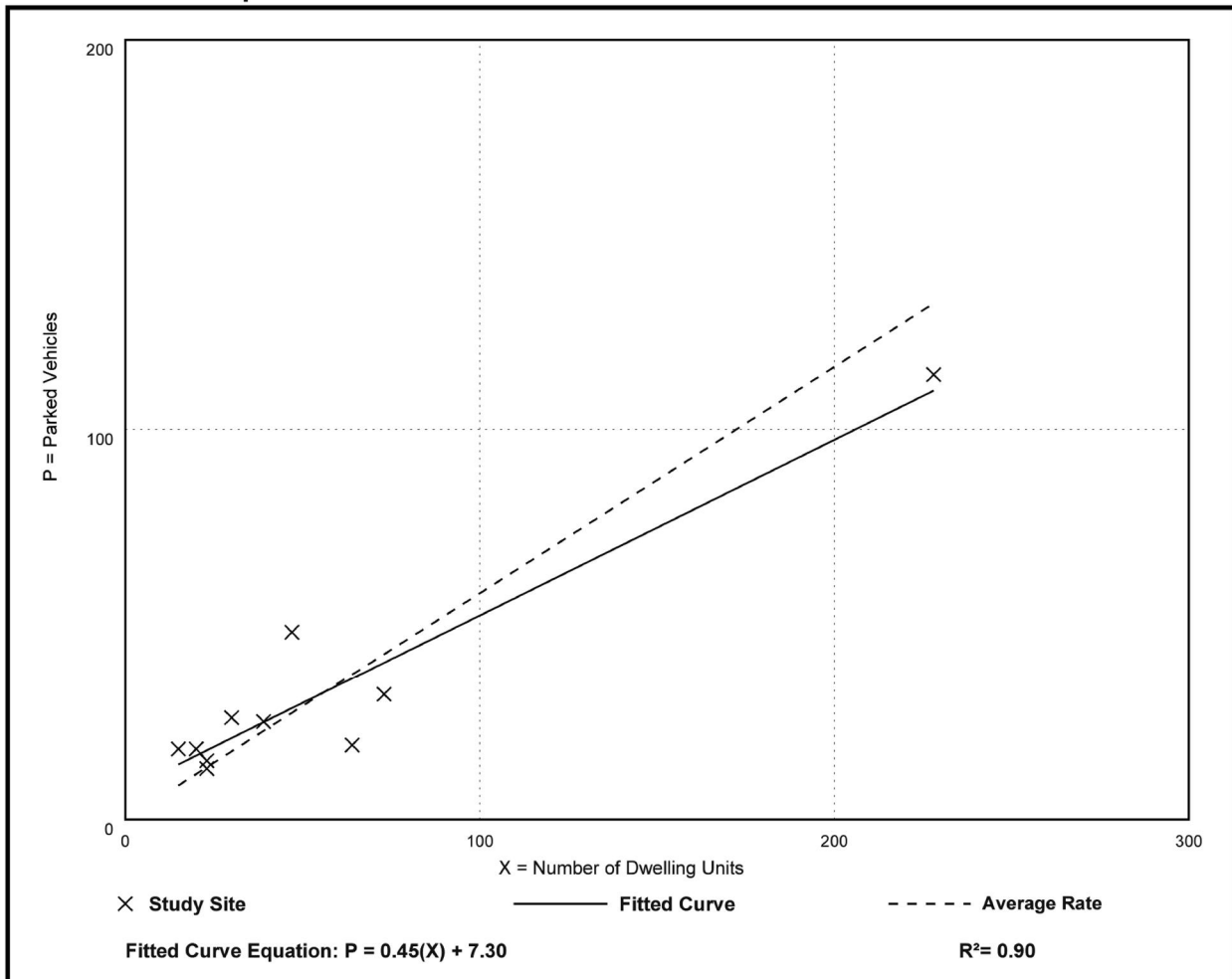
Number of Studies: 10

Avg. Num. of Dwelling Units: 56

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.58	0.30 - 1.20	0.54 / 1.08	***	0.23 (40%)

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban (< 1/2 mile to rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

Number of Studies: 43

Avg. Num. of Dwelling Units: 121

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.71	0.17 - 1.50	0.47 / 1.17	0.61 - 0.81	0.32 (45%)

Data Plot and Equation

