

Memorandum

To: Gabriel Dziekiewicz – DesignBridge
on behalf of Kirk Albinson – Oak Park I Housing Owner, LLC
From: Sara Disney Haufe, PE, PTOE, and Jane Wilberding, AICP
Date: August 31, 2018
Re: Proposed Mixed-Use Development at 801 S. Oak Park Avenue
Project No: 18-03-0380

On behalf of DesignBridge and Oak Park I Housing Owner, *Sam Schwartz* prepared a parking study for the proposed mixed-use development at 801 S. Oak Park Avenue in Oak Park, Illinois. The most recent version of this parking study was submitted to the Village of Oak Park on August 17, 2018. Since that date, *Sam Schwartz* has gained access to data detailing parking demand characteristics specific to affordable housing developments through surveys recently submitted to the Institute of Transportation Engineers (ITE) Parking Standing Committee.

Per the ITE website, the organization's Parking Standing Committee was formed to "identify, educate, and promote effective practices in the planning, design, operations, and management of parking facilities." A current responsibility of this Committee is the compilation, review, and publication of updated information regarding the relationship between land use and parking supply/demand, otherwise referred to as parking generation. This data will be published in the fifth edition of ITE's Parking Generation, which is slated for release in early 2019.

Based on the parking demand data submitted to ITE for the latest edition of Parking Generation, several new Land Use Codes (LUCs) will be included in this reference manual. These LUCs will reflect the further categorization of land use types beyond the more general LUCs used in Parking Generation, Fourth Edition (such as the Low/Mid-Rise Apartment LUC 221 referenced in *Sam Schwartz's* August 2018 parking study) due to the distinct utilization patterns observed in the survey data. The new LUC 223 will provide parking demand information specific to affordable housing developments within the residential land use category. As a result of *Sam Schwartz's* access to this data, we can cite that the average peak parking demand for affordable housing developments in dense, multi-use urban areas¹ is documented as follows:

- Weekday:
 - 0.52 vehicles per dwelling unit
 - 0.36 vehicles per bedroom

¹ "Dense, multi-use urban areas" are defined by ITE as "a fully developed area (or nearly so), with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient and frequent transit." These areas are less dense than those defined by ITE as "Center City Core."

- Saturday:
 - 0.62 vehicles per dwelling unit
 - 0.33 vehicles per bedroom

This information will be included in *Sam Schwartz's* upcoming presentation materials for use in the September 6th Plan Commission meeting to supplement the case studies and analyses provided in the August 2018 parking study.

Please do not hesitate to contact this office with further questions on this matter.