

MEMORANDUM TO: Alex Milanoski
Ravine Park Partners

FROM: Brendan S. May, PE, PTOE
Senior Consultant

Luay R. Aboona, PE, PTOE
Principal

DATE: November 22, 2023

SUBJECT: Parking Evaluation
3950 N. Damen Avenue
Chicago, Illinois

This memorandum presents the findings of a parking evaluation prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed mixed-use development located at 3950 North Damen Avenue in Chicago, Illinois. As proposed, the development is to provide 170 residential units with 85 residential parking spaces and 5,000 square feet of ground floor retail space with 15 commercial parking spaces. The site of the subject development is located within one-quarter mile of the Irving Park Road CTA Brown Line Station, qualifying it as a transit oriented development (TOD).

The purpose of this study was twofold, (1) to assess the adequacy of the proposed parking ratio of the residential portion of the proposed mixed-use development and (2) to determine the occupancy on the on-street parking within the vicinity of the development.

Proposed Parking Supply Evaluation

As proposed, the building at 3950 North Damen Avenue is proposed to provide 170 residential units with 85 residential parking spaces which results in a residential parking ratio of 0.5 parking spaces per unit. Furthermore, the development is proposed to have a unit mix of 56 studio units, 81 one-bedroom units, and 37 two/three-bedroom units. The adequacy of the proposed residential parking ratio was based on the following parking requirements and data:

- City of Chicago TOD parking requirements
- Parking ratios of similar area residential developments
- Parking information available for transit-oriented developments

City of Chicago Parking Requirements

Per the City of Chicago zoning ordinance, the residential portion of the development is required to provide 0.5 parking spaces per unit. With 0.5 parking spaces provided per unit, the proposed parking supply meets the City of Chicago parking requirements.

Parking Supply of Area Residential Developments

Table 1 summarizes the unit count, parking supply, and parking ratio of six area residential developments. All tables and figures are included in the Appendix. As can be seen from Table 1, the residential developments on average provide parking at a ratio of 0.26 spaces per unit. As such, the proposed parking ratio of 0.5 spaces per residential unit exceeds the average of the area residential developments and exceeds the parking ratio for all but one of the area residential developments.

Parking Demand Statistics for Transit Oriented Developments

While the proposed residential portion of the development meets the City of Chicago parking requirements and is higher than the average of area residential developments, it is anticipated that the peak parking demand of the residential portion of the development will be lower than the City of Chicago requirements as summarized below:

- *Stalled Out: How Empty Parking Spaces Diminish Neighborhood Affordability*, published by the Center for Neighborhood Technology (CNT), has shown that the parking demand for rental units is lower than the 0.5 parking spaces per unit required by the City of Chicago. The results and findings of the study, which is based on parking surveys performed at 40 residential developments in the City, revealed that the average peak parking demand for rental buildings is one space for every three units (0.33 parking ratio).
- Numerous studies have shown that TODs have a lower parking demand than typical developments. *Empty Parking Spaces: Real Parking Needs at Five TODs*, published by Smart Growth America, found that the parking demand of the five TODs were 55 to 80 percent lower than what would be estimated based on parking generation rates published by ITE. The lower parking demand of TODs is due in part to the proximity of TODs to public transportation and alternative modes of transportation. As summarized in the traffic impact study prepared by KLOA, Inc for the subject development, the area is served by several modes of transportation and it is anticipated that a minimum of 50 percent of the residents will commute to work via alternative modes of transportation.
- Further reducing the car ownership at TODs is the growth of ride hailing and car sharing services over the past decade. The reliability and affordability of these services has greatly reduced the need to own a vehicle, particularly considering the costs of the vehicle, gas, maintenance, and parking. It should be noted that the costs for parking at the development will be extra and not included in the base rent for the unit.

- Only 37 of the 170 units will consist of two-bedroom/three-bedroom units. *Stalled Out: How Empty Parking Spaces Diminish Neighborhood Affordability*, revealed that the parking demand for buildings comprised entirely of studios and one-bedroom units was approximately one-half the parking demand of buildings comprised entirely of two- and three-bedroom units.

Based on the above information, it is anticipated that the proposed residential parking ratio of 0.5 spaces per unit will be adequate in accommodating the projected parking demand.

Parking Occupancy Surveys

In order to determine the inventory and occupancy of the public parking within the vicinity of the development, parking inventory and occupancy surveys were conducted on Friday, October 20, 2023 and on Saturday, October 21, 2023. The parking surveys were performed during the early morning (6:00 A.M.), mid-morning (10:00 A.M.), mid-afternoon (2:00 P.M.), evening (6:00 P.M.) and late evening (10:00 P.M.) periods. The study area included the on-street parking bounded by Iring Park Road on the north, Wolcott Avenue on the east, Byron Street on the south, and Hoyne Avenue. **Figure 1** (included in the appendix) shows an aerial view of the study area. **Table 2** and **3**, summarize the results of the parking occupancy surveys by-subarea for Friday and Saturday, respectively. **Tables 4** and **5**, summarize the results of the parking occupancy surveys by block and by side of street, as conducted.

Parking Occupancy Survey Results Summary

As can be seen from Table 2, the study area has a peak parking demand of 248 vehicles occurring at 10:00 P.M. on Friday and a peak parking demand of 243 vehicles occurring at 6:00 P.M. on Saturday. With a total of approximately 329 spaces, the study area had a peak parking occupancy of 75 percent on Friday and 74 percent on Saturday. A minimum of 81 spaces were available in the study area on Friday and Saturday. Looking at the three separate subareas, the following was determined:

- On Friday, the free parking spaces located west of Lincoln Avenue have a peak parking demand of 136 spaces occurring at 10:00 P.M. resulting in a parking occupancy of 84 percent, with a surplus of 26 spaces.
- On Saturday, the free parking spaces located west of Lincoln Avenue have a peak parking demand of 141 spaces occurring at 6:00 P.M. resulting in a parking occupancy of 87 percent, with a surplus of 21 spaces.
- On Friday, the paybox parking spaces within the study area have a peak parking demand of 43 spaces occurring at 10:00 P.M. on Friday resulting in a parking occupancy of 51 percent, with a surplus of 42 spaces.
- On Saturday the paybox parking spaces within the study area have a peak parking demand of 38 spaces occurring at 2:00 P.M. resulting in a parking occupancy of 45 percent, with a surplus of 47 spaces.

- On Friday, the free parking spaces located east of Lincoln Avenue have a peak parking demand of 72 spaces occurring at 10:00 A.M. and 6:00 P.M. on a Friday resulting in a parking occupancy of 88 percent, with a surplus of 10 spaces.
- On Saturday, the free parking spaces located east of Lincoln Avenue have a peak parking demand of 70 spaces occurring at 6:00 P.M. and 10:00 P.M. resulting in a parking occupancy of 85 percent, with a surplus of 12 spaces.

As such, the existing parking on-street parking supply within the study area is adequate in accommodating the existing parking demand with sufficient surplus available to accommodate any additional parking demand. Particularly the pay-box parking spaces along Damen Avenue and Lincoln Avenue that can accommodate parking for commercial patrons or guests of the residential units.

Conclusions

Based on the preceding evaluation and based on a review of the parking occupancy surveys conducted for the area, the following was determined:

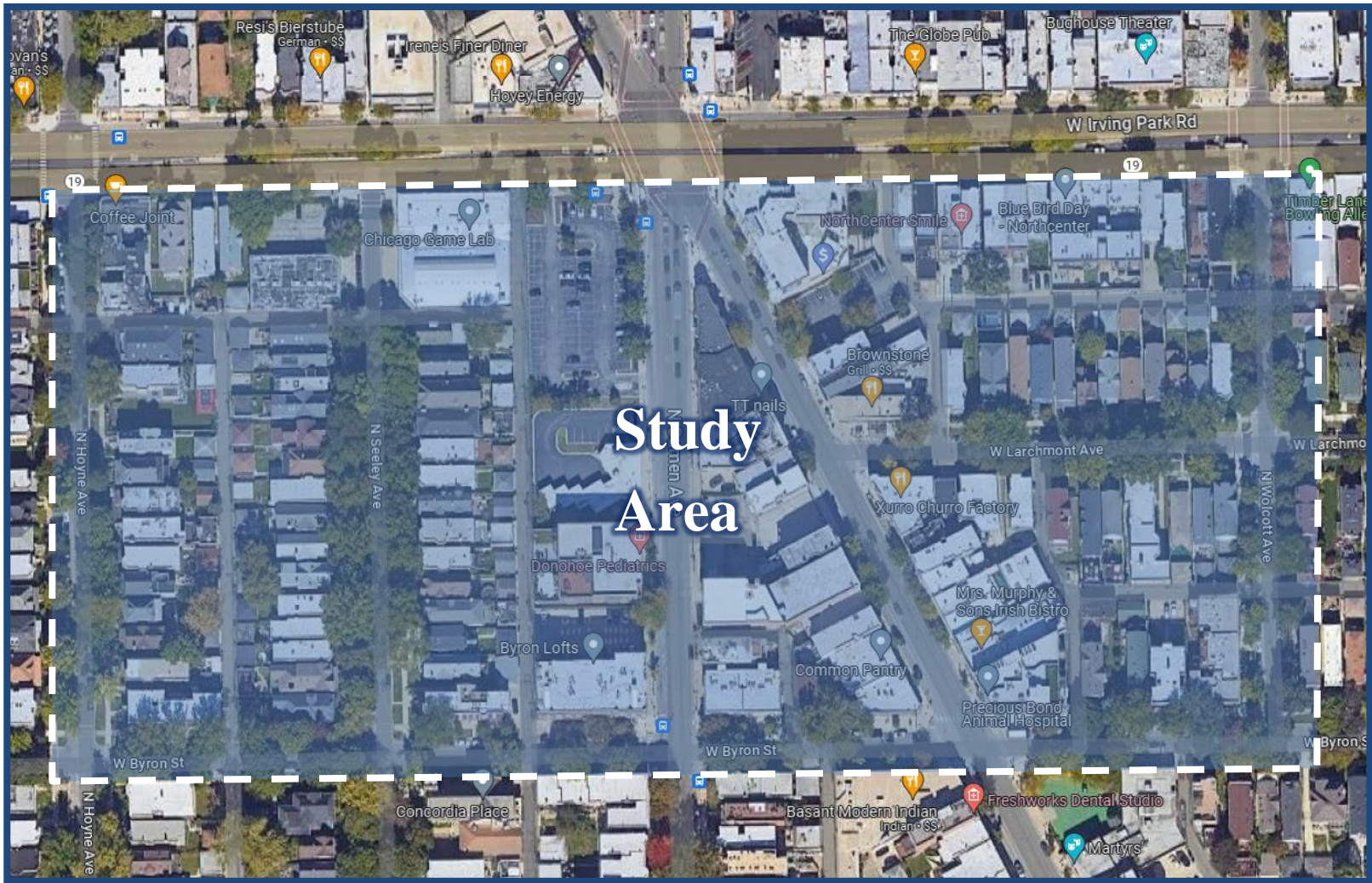
- The proposed parking ratio of 0.5 spaces per unit will be adequate in accommodating the residential parking demand.
- The proposed residential parking ratio meets the City of Chicago requirements, is higher than the average parking ratio for other residential developments in the area, and exceed the anticipated parking demand based on available information for transit-oriented developments.
- The existing on-street parking spaces within the identified study area are adequate in accommodating the existing parking demand for the study area on both a weekday and Saturday, with surplus parking available for commercial patrons and residential guests.

Appendix

Table 1

PARKING SUPPLY OF AREA RESIDENTIAL DEVELOPMENTS – CLOSE TO TRANSIT

Development	Number of Units	Number of Parking Spaces	Parking Spaces Available Per Unit
The Henry	38	3	0.08
2150 Lawrence	59	50	0.85
Centrum Lakeview	53	0	0.00
Panorama	140	22	0.16
Halsted Flats	269	50	0.19
Residences at Addison and Clark	148	60	0.41



Aerial View of Study Area

Figure 1

Table 2

PARKING OCCUPANCY SURVEY RESULTS – FRIDAY, OCTOBER 20, 2023

Subarea	6:00 AM	10:00 AM	2:00 PM	6:00 PM	10:00 PM	Inventory
Free Parking West of Lincoln Avenue	116	130	127	130	136	162
Free Parking East of Lincoln Avenue	64	72	70	72	69	82
Paybox Parking	4	19	33	25	43	85
Study Area Total	184	221	230	227	248	329

Table 3

PARKING OCCUPANCY SURVEY RESULTS – SATURDAY, OCTOBER 21, 2023

Subarea	6:00 AM	10:00 AM	2:00 PM	6:00 PM	10:00 PM	Inventory
Free Parking West of Lincoln Avenue	121	128	122	141	119	162
Free Parking East of Lincoln Avenue	63	64	67	70	70	82
Paybox Parking	3	21	38	32	35	85
Study Area Total	187	213	227	243	224	329

Table 4

PARKING OCCUPANCY SURVEYS - FRIDAY, OCTOBER 20, 2023 - BY SIDE OF STREET

Side of Street	Segment	6:00 AM	10:00 AM	2:00 PM	6:00 PM	10:00 PM	Inventory
West Side of Hoyne	Irving Park to Alley	6	6	6	6	6	6
East Side of Hoyne	Irving Park to Alley	5	5	5	5	6	6
West Side of Hoyne	Alley to Byron	18	21	18	17	21	21
East Side of Hoyne	Alley to Byron	11	15	12	13	12	18
West Side of Seeley	Irving Park to Alley	4	4	4	4	4	4
East Side of Seeley	Irving Park to Alley	1	0	1	1	1	2
West Side of Seeley	Alley to Byron	19	14	15	13	15	21
East Side of Seeley	Alley to Byron	12	13	14	14	14	20
North Side of Byron	Hoyne to Alley	5	5	3	4	6	6
South Side of Byron	Hoyne to Alley	3	4	4	5	5	5
North Side of Byron	Alley to Seeley	4	6	6	5	6	6
South Side of Byron	Alley to Seeley	3	1	3	4	4	5
North Side of Byron	Seeley to Alley	5	6	5	5	6	6
South Side of Byron	Seeley to Alley	3	3	2	5	5	5
North Side of Byron	Alley to Damen	5	4	5	4	4	5
South Side of Byron	Alley to Damen	4	5	5	6	5	6
West Side of Damen	Irving Park to Byron	0	3	2	0	5	11
East Side of Damen	Irving Park to Byron	1	1	1	4	2	13
North Side of Byron	Damen to Alley	3	3	3	3	3	3
South Side of Byron	Damen to Alley	1	4	4	4	3	5
North Side of Byron	Alley to Lincoln	2	6	7	7	6	7
South Side of Byron	Alley to Lincoln	2	5	5	5	4	5
West Side of Lincoln	Irving Park to Larchmont	1	6	7	3	9	10
East Side of Lincoln	Irving Park to Larchmont	0	2	3	3	5	11
West Side of Lincoln	Larchmont to Byron	0	1	3	1	9	12
East Side of Lincoln	Larchmont to Byron	0	2	8	7	5	13
North Side of Larchmont	Lincoln to Alley	0	0	1	1	1	3
South Side of Larchmont	Lincoln to Alley	0	0	2	3	2	3
North Side of Larchmont	Alley to Wolcott	11	13	12	14	12	15
South Side of Larchmont	Alley to Wolcott	13	12	11	13	11	14
North Side of Byron	Lincoln to Alley	0	2	2	1	1	3
South Side of Byron	Lincoln to Alley	2	2	2	2	3	3
North Side of Byron	Alley to Alley	3	5	4	5	4	5
South Side of Byron	Alley to Alley	4	4	4	4	5	5
North Side of Byron	Alley to Wolcott	3	3	3	3	3	4
South Side of Byron	Alley to Wolcott	2	2	3	2	2	3
West Side of Wolcott	Irving Park to Alley	2	3	3	1	1	4
East Side of Wolcott	Irving Park to Alley	0	1	3	2	4	5
West Side of Wolcott	Alley to Larchmont	5	5	5	5	5	5
East Side of Wolcott	Alley to Larchmont	4	4	4	4	4	4
West Side of Wolcott	Larchmont to Alley	4	5	4	5	4	5
East Side of Wolcott	Larchmont to Alley	5	5	6	5	5	6
West Side of Wolcott	Alley to Byron	3	5	5	5	5	5
East Side of Wolcott	Alley to Byron	5	5	5	4	5	5

Table 5

PARKING OCCUPANCY SURVEYS - SATURDAY, OCTOBER 21, 2023 - BY SIDE OF STREET

Side of Street	Segment	6:00 AM	10:00 AM	2:00 PM	6:00 PM	10:00 PM	Inventory
West Side of Hoyne	Irving Park to Alley	5	6	6	6	6	6
East Side of Hoyne	Irving Park to Alley	5	6	6	5	4	6
West Side of Hoyne	Alley to Byron	18	17	17	20	18	21
East Side of Hoyne	Alley to Byron	12	10	9	14	11	18
West Side of Seeley	Irving Park to Alley	4	4	3	4	2	4
East Side of Seeley	Irving Park to Alley	1	2	2	1	1	2
West Side of Seeley	Alley to Byron	16	16	11	16	17	21
East Side of Seeley	Alley to Byron	15	16	12	18	17	20
North Side of Byron	Hoyne to Alley	5	5	5	6	3	6
South Side of Byron	Hoyne to Alley	5	5	5	4	3	5
North Side of Byron	Alley to Seeley	5	5	6	5	3	6
South Side of Byron	Alley to Seeley	4	4	4	5	2	5
Norht Side of Byron	Seeley to Alley	5	4	4	5	5	6
South Side of Byron	Seeley to Alley	2	3	4	3	3	5
North Side of Byron	Alley to Damen	5	4	5	5	4	5
South Side of Byron	Alley to Damen	4	5	5	4	5	6
West Side of Damen	Irving Park to Byron	1	1	1	1	1	11
East Side of Damen	Irving Park to Byron	1	3	1	2	2	13
North Side of Byron	Damen to Alley	2	3	3	3	2	3
South Side of Byron	Damen to Alley	3	3	3	5	2	5
North Side of Byron	Alley to Lincoln	4	5	7	7	7	7
South Side of Byron	Alley to Lincoln	1	5	5	5	4	5
West Side of Lincoln	Irving Park to Larchmont	0	4	9	2	3	10
East Side of Lincoln	Irving Park to Larchmont	0	2	3	2	2	11
West Side of Lincoln	Larchmont to Byron	0	2	9	6	9	12
East Side of Lincoln	Larchmont to Byron	0	5	7	8	10	13
North Side of Larchmont	Lincoln to Alley	0	0	2	1	2	3
South Side of Larchmont	Lincoln to Alley	0	0	2	1	1	3
North Side of Larchmont	Alley to Wolcott	12	13	14	15	12	15
South Side of Larchmont	Alley to Wolcott	12	12	12	11	14	14
North Side of Byron	Lincoln to Alley	1	2	3	2	2	3
South Side of Byron	Lincoln to Alley	2	2	2	3	3	3
North Side of Byron	Alley to Alley	4	4	5	5	5	5
South Side of Byron	Alley to Alley	4	2	3	4	4	5
North Side of Byron	Alley to Wolcott	3	4	2	3	3	4
South Side of Byron	Alley to Wolcott	2	1	2	1	1	3
West Side of Wolcott	Irving Park to Alley	0	1	2	4	2	4
East Side of Wolcott	Irving Park to Alley	1	3	2	5	3	5
West Side of Wolcott	Alley to Larchmont	5	5	5	5	5	5
East Side of Wolcott	Alley to Larchmont	3	3	4	4	4	4
West Side of Wolcott	Larchmont to Alley	3	3	4	4	4	5
East Side of Wolcott	Larchmont to Alley	3	4	3	4	5	6
West Side of Wolcott	Alley to Byron	5	4	4	4	4	5
East Side of Wolcott	Alley to Byron	4	5	4	5	4	5