



Memorandum

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Interforum Holdings, Inc.

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From: Bill Grieve, P.E., PTOE

Date: January 29, 2025

Subject: **Parking Management Plan**
Cantera Riverview West – Phase III
Warrenville, Illinois

Introduction

Fish Transportation Group, Inc. (FTG) in conjunction with BLA, Inc. (BLA) has prepared a Parking Management Plan for the multi-phased Cantera Riverview West mixed-use development.

The purpose of the Parking Management Plan is to identify the existing parking serving the site, the anticipated parking demand with the full development of the site, identify strategies to manage the parking demand and provide actions to implement the recommended strategies.

Existing Conditions

Development Summary

Phase I and Phase II of the development have been completed. Phase I included the construction of a four-story multi-family building (Arden of Warrenville), containing 364 rental units. The multi-family building is served by 760 parking spaces (400 garage spaces and 360 outdoor spaces), including 22 accessible spaces (15 garage and 7 outdoor). Phase II included the construction of 13 buildings, containing a total of 60 townhomes, each providing garage and driveway parking spaces.

Phase III of the development was approved to include three buildings containing a total of approximately 31,000 square-feet of commercial space, served by 64 parking spaces, including 6 accessible spaces. It also includes the construction of two commercial outlots: an approximately 1,950 square-foot building served by 22 parking spaces, including 2 accessible spaces and an 1,800 square-foot building, served by 31 parking spaces, including 2 accessible spaces. *Phase III of the development has not been constructed.*

Existing Parking Demand

Kimley-Horn (K-H) performed a Parking Study, dated May 10, 2023, that included a parking utilization survey of the existing parking supply serving the multi-family residential building. The occupancy of the existing 364-unit residential building was over 95% occupied at the time of the study. The results of the study indicated that a maximum of 428 of the existing 760 parking spaces supplied were occupied (approximately 56 percent). There was always a minimum of 332 parking spaces available. The resulting parking demand rate (occupied spaces per number of units) for the existing multi-family residential development is 1.18.

Planned Development

Phase III of the development has been modified to include the construction of a six-story building containing 149 active adult (age 55+) rental units. The unit mix is anticipated to include 30 studios, 74 one-bedroom, 35 two-

bedroom and 10 three-bedroom units. It also includes the construction of the two commercial outlots, totaling 3,750 square-feet.

The proposed six-story active adult residential building will be located to the east of the existing (non-age targeted or restricted) four-story residential building, currently consisting of outdoor parking (275 spaces). The proposed active adult building is to be served by 179 parking spaces (93 garage and 86 outdoor spaces), including six accessible spaces.

An additional 24 outdoor spaces will be provided in the lot between the existing and proposed residential buildings that will be shared.

The previously proposed, approximately 31,000 square-foot commercial building, will be eliminated and replaced with outdoor parking (relocated from the east lot), serving the existing multi-family building. The existing multi-family building will be served by a total of 645 parking spaces (400 existing garage and 245 outdoor spaces), including 22 accessible spaces. *This is a reduction of 115 spaces serving the existing residential use.*

Accordingly, a total of 901 spaces (179 active adult, 645 existing residential, 24 shared spaces and 53 commercial spaces) will serve the existing and proposed residential and commercial uses. These spaces are color coded on the Site Plan for easy reference.

Development Parking

Proposed Active Adult Residential

There are 179 parking spaces, or 1.20 spaces per unit, planned for the 149-unit active adult rental apartment building.

The ITE Parking Generation, 6th Edition publication provides a compilation of parking demand surveys from across the country for a wide variety of land uses. ITE LUC 252, Senior Adult Housing - Multifamily was referenced for the proposed development. **Table 1** presents a summary of the projected peak parking demand for the proposed senior housing component of the development. As shown, the projected peak parking demand is anticipated to be 100 spaces, which can be adequately accommodated with the proposed parking supply (179 spaces).

Table 1: Projected Peak Parking Demand: ITE – Parking Generation

Land Use / Size	ITE LUC	Weekday			
		Average Rate		85 th Percentile	
		Rate/Unit	Spaces	Rate/Unit	Spaces
Senior Adult Housing / 149 Units	252	0.61	91	0.67	100

Overall Riverview West Development

There will be 3,750 square feet (SF) of commercial space and the site plan shows that 53 parking spaces will be available for commercial use. A range of possible parking requirements are as follows:

- ✓ At 10.0 spaces required per 1,000 SF, the supply needed would be 38 spaces.
- ✓ At 8.0 spaces per 1,000 SF, 30 spaces would be needed.
- ✓ At 5.0 spaces per 1,000 SF, 19 spaces would be needed.

There are 645 parking spaces, or 1.77 spaces per unit, planned for the existing, 364-unit (non-age-restricted) multi-family residential. This is more than the K-H surveyed ratio of 1.18 spaces / unit. It also exceeds the ITE Parking Generation 85th-percentile ratio of 1.45 spaces / unit, for mid-rise multi-family housing developments (LUC 221).

Adding all three components together results in the following demand versus supply calculations:

- ✓ Existing Apartments = 428 spaces demand versus 645 spaces supply
- ✓ +55 Age Apartments = 100 spaces demand versus 179 spaces supply
- ✓ *24 shared spaces supplied for the existing and proposed residential uses*
- ✓ Commercial = 38 spaces (maximum) versus 53 spaces supply
- ✓ **Totals = 566 spaces demand versus 901 spaces supply**

Based on the above, 566 spaces of the 901-space supply, or only approximately 63% of the available parking spaces will be needed to accommodate all the uses within River West, including the existing apartments, the proposed +55 Age apartments, and the 3,750 square feet of commercial spaces.

Parking Management Plan

In recognition of the existing and future parking demands on-site, parking management actions will be implemented to better manage the site's future parking demand. The following parking strategies are recommended as part of the development:

- ✓ Provide shuttle service for the new 55+ residential building. This will allow potential residents transportation to shopping, doctor's appointments and/or social activities. It will continue their independence while minimizing the need for a personal automobile.
- ✓ Garage parking should be priced to maximize its occupancy. If demand for the garage spaces exceeds the supply, the garage spaces can be unbundled from the property cost. The increase in the cost for parking results in a decrease in vehicle ownership.
- ✓ Provide on-site bicycle facilities. Providing bicycling parking that is easily accessible and protected from the elements, encourages travel by bicycle, minimizes personal auto usage.
- ✓ Provide parking policy information, location of designated parking areas, for new residents, along with information on non-auto travel (public transportation, private shuttles, bicycle maps, etc.).
- ✓ Provide appropriate signage on site designating the parking spaces for specific users.

Parking Management Plan Implementation

To successfully provide the recommended future parking demand strategies, the project building manager will implement the following measures:

- ✓ Designate a parking management coordinator (internal or contracted external). The coordinator will train, educate and inform staff about the parking management strategies.
- ✓ An information package will be shared for new residents upon move in/lease signage that includes the on-site parking policies, along with information on alternative modes of travel (shuttle service, public transportation, bicycle maps, etc.).
- ✓ Regular information sharing to the residential tenants regarding the on-site parking policies and management strategies via newsletter, email and/or text.

Parking Management Plan Monitoring

The following measures shall be implemented to monitor the effectiveness of the parking management strategies:

- ✓ Contact information for the parking management coordinator will be provided to the City of Warrenville.
- ✓ Periodic surveys will be conducted to identify travel related behaviors, as well as to track progress. It will include tenant occupancy, vehicle ownership and acknowledgement of the on-site parking policies and management strategies.
- ✓ Surveys should be performed by the building management team including parking garage occupancy for the designated spaces and outdoor public parking spaces. The survey will be conducted by the building manager at a minimum of once per year (and/or a lesser frequency if adequate parking is established and maintained) and will be shared with the City of Warrenville upon completion.

Conclusions

Briefly concluding, the proposed parking supply is anticipated to adequately accommodate the expected peak demand of the proposed active adult apartments, as well as the entire Riverview West development. Implementation of the recommended strategies will better manage the site's future parking demand.