Request for Reduction of Normal Minimum Off-street Parking Space Quantity 7/21/26

The applicant is requesting approval of a parking reduction in accordance with Section 15.07(4) of the Village Zoning Ordinance.

The proposed senior living community contains 114 Independent Living and Assisted Living units, together with 24 Memory Care units. Based on the anticipated staffing model, the maximum staffing level during the busiest shift is expected to be 25 employees.

The applicant recognizes that the ordinance-based parking calculation exceeds the number of parking spaces currently proposed. However, the parking demand generated by senior living communities is substantially lower than that generated by conventional multifamily residential developments.

Several characteristics of the proposed development support a reduced parking demand:

- Very few Assisted Living residents maintain personal vehicles, as residents typically rely on family members, facility transportation, or medical transportation providers for travel outside the facility.
- Independent Living residents generally represent the primary source of resident vehicle ownership.
- Visitor traffic is distributed throughout the day and is generally concentrated during evenings, weekends, and holidays, while employee shift changes occur at scheduled intervals that minimize parking demand.
- Employee parking demand is limited by staggered work schedules and multiple shifts throughout a 24-hour operating period.

Industry experience with comparable suburban senior living communities has consistently demonstrated that actual parking demand is substantially below ordinance minimums because resident vehicle ownership declines significantly as the level of care increases. Independent Living residents typically have the highest vehicle ownership rates and Assisted Living residents have very limited vehicle ownership.

To accommodate any future parking demand, the site plan has been revised to identify 18 potential future parking spaces along the western-most driveway adjacent to the Independent Living wing. These spaces have been dashed and labeled.

The grading, landscaping, and site improvements have been revised to accommodate these future spaces should they ever become necessary.

Based on the operational characteristics of the proposed senior living community, the anticipated resident vehicle ownership, and the provision for future parking if warranted, the applicant respectfully requests approval of the proposed parking reduction.