



Lutheran Home
A Lutheran Life Community

June 6, 2011

Via Federal Express

Illinois Health Facilities and Services Review Board
Illinois Department of Public Health
525 West Jefferson Street, 2nd Floor
Springfield, Illinois 62761

RECEIVED

JUN 07 2011

HEALTH FACILITIES &
SERVICES REVIEW BOARD

To Whom It May Concern:

Please accept this letter as our supplemental written comments with respect to the following project:

Project 11-006, Transitional Care Center of Arlington Heights. Applicants: Transitional Care Center of Arlington Heights, LLC, and Transitional Care Management. The applicants propose to establish a 120-bed short-term skilled rehabilitation facility in 71,600 GSF of space located at 1200 North Arlington Heights Road, Arlington Heights. Project cost: \$22,275,873.

In connection with the Project, Transitional Care Center of Arlington Heights, LLC and Transitional Care Management (collectively, the "Applicants") submitted an application (the "Zoning Application") to the Village of Arlington Heights requesting approval of the rezoning of the property on which the Project will be located, approval of the preliminary Planned Unit Development, and an amendment to the Village of Arlington Heights' Comprehensive Plan to change the location's land use designation. The Zoning Application contains information which is directly contrary to the information submitted by the Applicants to the Illinois Health Facilities and Services Review Board (the "Board") in its Application for Permit received by the Board on January 10, 2011 ("HFSRB Application"). For your convenience and reference, we have enclosed a copy of the relevant pages of the Zoning Application that are referenced below.

The Parking Assessment dated March 25, 2011 submitted to the Village of Arlington Heights as part of the Zoning Application states that the parking demand is based on a total number of 40 employees from 8 a.m. to 4 p.m., 15 employees from 4 p.m. to 12 a.m., and 15 employees from 12 a.m. to 8 a.m., for a total of 70 full time employees ("FTEs"). On page 153 of the Applicants' HFSRB Application, the Applicants state that they will have 176.43 FTEs.

Using the 70 FTE figure in their Zoning Application was advantageous to the Applicants because the lower figure skews both their traffic and parking studies to appear as if there will be a minimal impact. One of the primary concerns raised by one of the plan commissioners in the minutes of the Proceeding of the Plat and Subdivision Committee of November 11, 2010 was parking and impact on abutting homes and a lower FTE figure reduces the apparent traffic and parking impact.

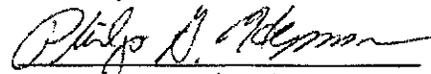
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The Applicants have also attempted to claim that the license they are seeking from the Illinois Department of Health is not the same as a license for a nursing home. In the March 25, 2011 Parking Assessment, the Applicants claim that "Since the transitional care facility is not specifically listed in the Village's Municipal Code, it was assumed that the required number of parking spaces for the care facility is cumulative and accounts for the individual uses within the facility". Contrary to the assertion of the Applicants, the category of "nursing home" is listed in the Village Municipal Code. The minutes of the Proceeding of the Plat and Subdivision Committee of November 11, 2010 also state that the Applicants "mentioned that this is a new niche in which patients do not have to endure with the environment that is normally associated with a nursing home facility." The Applicants are seeking the same skilled nursing facility license which all nursing homes are required to obtain when providing skilled nursing care.

The discrepancies in the Zoning Application and the HFSRB Application raise serious concerns about the credibility of the information submitted by the Applicants. Accordingly, we respectfully ask the Illinois Health Facilities and Services Review Board to deny the HFSRB Application submitted by the Applicants.

Sincerely,



Administrator

PETITIONER

A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 11-007
 Petitioner: Transitional Care Management
1603 Fairway Court
Geneva, Illinois 60134
 Owner: AT & T Services, Inc. d/b/a AT & T Illinois
675 West Peachtree Street NW
Atlanta, Georgia 30375
 Contact Person: David Schuetz
 Address: 1603 Fairway Court
Geneva, Illinois 60134
 Phone #: (630) 740-3875
 Fax #: (630) 845-0514

P.I.N.# 03-20-305-048
 Location: 1200 Arlington Heights Road
 Rezoning: X Current: O-R Proposed: I
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: Amend/New For: Skilled Nursing Care
 Special Use: _____ For: _____ Facility
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: Office
 Proposed: Skilled Nursing
 Site Gross Area: 4.202 Acres Care Facility
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

 1/26/2011
 PETITIONER SIGNATURE DATE

OWNER (BENEFICIAL) DATE

The petitioner must fill out the top section of this page and each of the attached pages (1-7). The various Village Departments will put their comments on the lower half of these forms. The petitioner and owner must sign this page on the signature line provided above prior to submitting the completed application.

DIRECTIONS TO COMPLETE FORMS:

- Petition # - Will be provided to you by staff.
- Petitioner - Individual who is requesting approval from Village. (Provide name, address & phone # for each).
- Owner - Owner of the subject property. (Provide name, address & phone # for each).
- Contact Person - If different from petitioner. (Provide name, address & phone # for each).
- P.I.N.# - Tax Identification Number.
- Location - Address.
- Zoning - The current zoning classification and proposed if applicable.
- Use - The current land use (vacant, house, etc.) and proposed.
- Site Gross Area - Total land area involved in petition.
- No. Lots - Number of lots involved in petition.
- No. Units - Number of size of individual units proposed, if applicable.

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FEB - 8 2011

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

VILLAGE OF ARLINGTON HEIGHTS - 33 SOUTH ARLINGTON HEIGHTS ROAD
 DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
 ARLINGTON HEIGHTS, ILLINOIS 60005
 Phone: (847) 388-5200
 Fax: (847) 388-5988

PETITIONER

A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: <u>P.C.</u>	P.I.N.# <u>03-20-305-048</u>
Petitioner: <u>Transitional Care Management</u> <u>1603 Fairway Court</u> <u>Geneva, Illinois 60134</u>	Location: <u>1200 Arlington Heights Road</u>
Owner: <u>AT & T Services, Inc. d/b/a AT & T Illinois</u> <u>675 West Peachtree Street NW</u> <u>Atlanta, Georgia 30375</u>	Rezoning: <u>X</u> Current: <u>O-R</u> Proposed: <u>I</u>
Contact Person: <u>David Schuetz</u>	Subdivision: _____
Address: <u>1603 Fairway Court</u> <u>Geneva, Illinois 60134</u>	# of Lots: _____ Current: _____ Proposed: _____
Phone #: <u>(630) 740-3875</u>	PUD: <u>Amend/New</u> For: <u>Skilled Nursing Care</u>
Fax #: <u>(630) 845-0514</u>	Special Use: _____ For: _____ Facility
	Land Use Variation: _____ For: _____
	Land Use: _____ Current: <u>Office</u>
	Proposed: <u>Skilled Nursing</u>
	Site Gross Area: <u>4.202 Acres</u> Care Facility
	# of Units Total: _____
	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

PETITIONER SIGNATURE

DATE

[Signature]

OWNER (BENEFICIAL)

DATE

The petitioner must fill out the top section of this page and each of the attached pages (1-7). The various Village Departments will put their comments on the lower half of these forms. The petitioner and owner must sign this page on the signature line provided above prior to submitting the completed application.

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PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

VILLAGE OF ARLINGTON HEIGHTS - 33 SOUTH ARLINGTON HEIGHTS ROAD
DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS 60005
Phone: (847) 388-5200
Fax: (847) 388-5988

**REPORT OF THE PROCEEDINGS OF
THE PLAT & SUBDIVISION COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:**

November 11, 2010

Project Title: Transitional Care Management
Address: 1200 N. Arlington Heights Road
Petitioner: David Schuetz
1603 Fairway Court
Geneva, Illinois 601354

Requested Action:

1. A rezoning from O-R, Office Research to I, Institutional
2. An amendment to Planned Unit Development Ordinance 99-012 to allow the construction of a 29,857 square foot intermediate care facility.
3. An amendment to the Village's Comprehensive Plan to change the land use designation from Offices Only to Institutional.

Variations Required:

1. A variation from Chapter 28, Section 5.1-8.6, Required Minimum Yards, to allow a reduction to the front (east) yard setback from 25 to 20 feet.
2. A variation from Chapter 28, Section 5.1-8.6, Required Minimum Yards, to allow a reduction to the side (north) yard setback from 25 to 15 feet.
3. A variation from Chapter 28, Section 11.7, Schedule of Loading Requirement to waive the requirement for one, 10-foot by 35-foot loading berth.

Attendees: David Schuetz, Petitioner
Nick Pepper, Attorney for Petitioner
Bruce Green, Plan Commissioner
Terry Ennes, Plan Commissioner
Robin LaBedz, Plan Commissioner
Joe Lorenzini, Plan Commissioner
John Sigalos, Plan Commissioner
Lynn Jenson, Plan Commissioner
Susan Dawson, Plan Commission
Matthew Dabrowski, Development Planner

PROPOSAL:

The proposed action, if approved would allow Transitional Care Management (TCM) to demolish the existing building and redevelop the site with a two-story, 29,857 square foot post operative rehabilitation facility. This facility would have a total of 100 beds set within individual private suites on the first (49 rooms) and second (51 rooms) floors of the building. Moreover, this facility would have an administrative office component and a physical/occupational therapy room on the first floor, as well as a patient dining/activity room on the second floor. The basement level would include a laundry room, storage rooms, and a kitchen facility where patient meals are prepared.

The proposed facility will not include outpatient physical/occupational rehabilitation programs or an assisted living component. Instead, patients arrive directly from the hospital via an ambulance service. The average length of stay for patients is between 22 and 30 days. TCM anticipates a maximum of 60 employees with at least 30 employees on site at any given time. Physical therapy sessions are expected to occur daily between 8:00 AM and 5:00 PM, while patient visiting hours are between 5:00 PM and 9:00 PM.

DISCUSSION:

Mr. Peppers gave an overview of the proposed development, which will have a total of 120 beds and will be for short term skilled care only. Mr. Peppers indicated that there will be no longer term care at this facility and the average length of stay is approximately 22 days. Mr. Peppers indicated that the layout will be modified to comply with all applicable building setback requirements. Mr. Peppers discuss the possibility of a cross access easement agreement with the existing church to the north to enhance access to the site and to possible allow for shared parking. Mr. Peppers stated that TCM has met with some of the immediate neighbors to discuss the project and that a larger neighborhood meeting will take place prior to a public hearing of the Plan Commission. Mr. Peppers concluded his presentation and had introduced Mr. David Schuetz, who represents TCM. Mr. Schuetz gave a brief overview of the TCM concept and had indicated that they are in the process of submitting for their Certificate of Need through the State of Illinois.

Mr. Dabrowski gave an overview of the Staff report.

Commissioner Sigalos asked if there would be any outpatient facility or assisted living. Mr. Schuetz indicated that these aspects, which are typical of nursing homes, would not be provided at this facility.

Commissioner LaBedz asked if TCM is a new company. Mr. Schuetz responded that this is a new company, but that the owner also owns several skilled nursing and senior assisted living facilities. Mr. Schuetz mentioned that this is a new niche in which patients do not have to endure with the environment that is normally associated with a nursing home facility. Commissioner LaBedz thought it was an interesting concept and indicated that her main concerns are parking and potential impacts to the abutting homes.

Commissioner Sigalos asked if there was a similar facility at Northwest Community Hospital. Mr. Schuetz indicated no. Commissioner Sigalos indicated that he liked the cross access approach and encouraged the Petitioner to comply with all Village code requirements. Commissioner Sigalos asked if patients could eat in their rooms. Mr. Schuetz stated patients could eat either in their rooms or in the public dining areas that will be provided on each level.

Commissioner Ennes asked about visiting hours. Mr. Schuetz indicated that there will be 24 hour visiting hours. Commissioner Ennes asked about the Petitioner development schedule. Mr. Schuetz indicated that the Certificate of Need will require a 90 day review period. Mr. Schuetz also noted that if everything goes well that they would like to begin construction in September or October of 2011.

Commissioner Lorenzini indicated that he did not like the dead end rows of parking and they the site plan should be modified to provide continuous flow. In addition, Commissioner Lorenzini agreed with Commissioner Sigalos that the project needs to comply with the building setbacks.

Commissioner Dawson indicated that many of her questions had been asked and answered and that she will reserve comment until she hears from the surrounding residents.

Commissioner Green agreed with his fellow Commissioners and had indicated that it seemed to be a good use for the site. Commissioner Green also commented on the design of the building, which he thought was attractive and presented a fresh new look for the corridor. Commissioner Green concluded his presentation and encouraged the Petitioner to meet with the surrounding property owners before the public hearing.

RECOMMENDATION

Plat & Sub Committee concurred with Staff and encouraged the Petitioner to move forward. Commissioner Green adjourned the meeting at 7:35 PM.

**Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Matthew S. Dabrowski, Development Planner**



PARKING ASSEMENT

RECEIVED

MAR 26 2011

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

DATE: March 25, 2011
TO: Transitional Care Management
FROM: Michael J. Rechterik, P.E., PTOE
CC: V3 File
RE: Transitional Care Facility
Arlington Heights, IL

Transitional Care Management (TCM) is planning to redevelop a site located on the west side of Arlington Heights Road south of Olive Street in Arlington Heights, Illinois. The site is approximately 4.2 acres and will consist of a Transitional Care Facility with 120 beds and 108 proposed parking spaces (103 standard spaces and 5 handicap spaces). It is our understanding that TCM is exploring a shared parking agreement with the adjacent church property directly to the north.

This assessment has been prepared to determine the adequacy of the proposed number of parking spaces. Provided in this assessment is a summary of the proposed site use, parking generation analysis, and a summary of our findings.

Proposed Site Use:

It is our understanding that the care facility offers short-term rehabilitation services for in-patient care only and operates twenty-four hours a day, seven days a week year-round. The anticipated length of stay for patients is approximately 14 – 17 days. TCM has indicated that patients will be delivered to the care facility by private ambulance and estimates that there will be approximately 10 ambulance trips per day and approximately 50 trips per week. The times of the ambulance arrivals are not scheduled and will vary from day to day and week to week.

Parking demand for the site is primarily generated by employees and visitors. According to information provided by TCM, the following is a breakdown of the three staff shift changes for the facility and the corresponding total number of employees:

- 8:00 a.m. – 4:00 p.m. (40 employees)
- 4:00 p.m. – 12:00 a.m. (15 employees)

- 12:00 a.m. – 8:00 a.m. (15 employees)

Typical visiting hours are from 8:00 a.m. to 8:00 p.m., seven days per week. TCM has indicated that a maximum of 20 visitors are anticipated during weekday and weekend peak visitation hours.

Parking Generation Analysis:

The objective of a parking generation analysis is to estimate the parking demand during peak times for a site and determine if the proposed parking spaces are adequate to serve that peak demand. Typically, parking for a site is determined using parking ratios found in a municipal code. Parking ratios have also been compiled in the Institute of Transportation Engineers' (ITE) *Parking Generation*, 4th Edition manual. This manual contains data based on parking studies completed throughout the United States. An additional publication with parking generation information is the Urban Land Institute's (ULI) *Shared Parking*, 2nd Edition manual. This manual focuses on the concept of shared parking meaning "the use of a parking space to serve two or more individual land uses without conflict or encroachment." The ability to share parking spaces results from the variations of peak parking demand by individual land uses. Therefore, the parking demand can be less than the cumulative parking requirement for each individual land use. The effect of shared parking is typically not considered by local municipalities according to *Shared Parking*.

For this assessment, three parking generation methods were used to estimate the number of parking spaces needed for the site. First, parking requirements were calculated based on the Village of Arlington Height's Municipal Code. Next, parking generation data from ITE was used. Finally, a shared parking analysis between the proposed Transitional Care Facility and the church property to the north was performed utilizing the ULI methodology.

In addition to the parking generation methods, parking surveys were performed at three similar care facilities in Arlington Heights to determine parking demand ratios for this type of use. The results of the survey were used as a check against the parking generation methods and to estimate a rough number of parking spaces to assist with the planning and layout of the proposed care facility. The chosen sites were identified as competitive operating facilities (both in services and amenities) in the Market Feasibility Study prepared for the project.

Parking Requirements per Village of Arlington Height's Municipal Code

The Village of Arlington Height's Municipal Code, Section 28-11 provides a schedule of off-street parking ratios to determine the required number of parking spaces corresponding to its



specified land use. Table 1 provides a breakdown of the required parking spaces for the proposed site.

Table 1: Required Parking Spaces per Village Code

Type of Use	Independent Variable	Code Requirement	No. of / Area of Parking Spaces
Nursing Home	120 beds	1 parking space per 2 beds	60
Physical Therapy	3,000 sq ft	1 parking space per 250 square feet	12
Medical Office	2,000 sq ft	1 parking space per 200 square feet	10
Nursing Station	958 sq ft	1 parking space per 200 square feet	5
Lounges	120 beds	30% of capacity	36
Dining	3,000 sq ft	1 parking space per 45 square feet	67
Total Required Parking Spaces:			189

Since the transitional care facility is not specifically listed in the Village's Municipal Code, it was assumed that the required number of parking spaces for the care facility is cumulative and accounts for the individual uses within the facility. A review of Table 1 indicates that 189 parking spaces are required for the care facility. Based on this analysis, the required number of parking spaces per the Village code exceeds the proposed number of parking spaces. It is important to note that the individual uses within the facility will only be used by patients and staff. This is not taken into consideration by the code. The inclusion of these areas in the parking calculation would result in an overestimation of parking demand.

Parking Requirements per ITE's Parking Generation, 4th Edition Manual

The ITE Parking Generation, 4th Edition manual provides an average peak parking demand rate based on data collected at various study sites across the U.S for a specified land use. The average peak parking demand is defined as the observed number of parked vehicles during the peak hour divided by the quantity of the independent variable, expressed as a rate. Table 2 provides the parking demand generations for the weekday and Sunday peak hour for the proposed use. Parking demand on a Sunday was also included in Table 2 for use in the shared parking analysis provided later in the study.

Table 2: Parking Generation Estimates per ITE Parking Generation Manual, 4th Edition

Type of Use	Independent Variable	Avg. Peak Period Parking Demand			No. of Parking Spaces	
		Weekday	Sunday	Unit	Weekday	Sunday
Nursing Home - 620	120 beds	0.35	0.28	veh/bed	42	31

As shown in Table 2, the peak parking demand results in 42 and 31 parking spaces needed for the transitional care facility during the weekday and Sunday peak hour, respectively. The ITE methodology may be a good estimate of the needed parking, but the data does not specifically indicate if employee parking was part of the studies. To be conservative and for purposes of this analysis, it is assumed that employee parking was not included. Based on information



provided by TCM, a maximum of 40 employees are expected to be at the transitional care facility at any given time of the day. Therefore, an additional 40 parking spaces, to account for the maximum number of employees, would also be needed. This results in a total of 82 and 71 parking spaces for the transitional care facility, on a weekday and Sunday, respectively. Based on this analysis, the number of proposed parking spaces is adequate.

Parking Requirements per ULI's Shared Parking, 2nd Edition Manual

As previously stated, TCM is exploring a shared parking agreement with the adjacent church property directly to the north. The ULI Shared Parking, 2nd Edition manual focuses on the concept of shared parking and peak time variations among different land uses. It provides recommended time-of-day factors for both the weekday and weekend. The factors are based on the percent accumulation of the independent variable for each hour of the weekday and weekend, from 6 a.m. to midnight. Although the care facility and church are not specifically listed in Shared Parking, the analysis presented in this section follows the methodology of the shared parking concept. Since the peak parking demand for the church occurs on Sundays, only the Sunday peak hour was considered in the shared parking analysis.

The parking requirement from the ITE Parking Generation is used as a starting point for the analysis of the care facility. The sample studies do not indicate if employee parking was part of the study nor the operating hours and staff shift change hours. According to information provided by TCM, the number of employees associated with each of the three staff shift changes are also incorporated into the shared parking demand to provide a conservative analysis. Since the time-of-day factors for the church are not provided in Shared Parking, the ratio of occupied parking spaces to available parking spaces was obtained from a parking count at the church and incorporated in the shared parking demand. Provided in Exhibit A is a summary of the parking count. It is anticipated that 4 parking spaces at the church will be eliminated to accommodate the shared-road access. Therefore, the total number of available parking spaces for the church is 181 (168 stalls, 13 on-street).



Table 3 summarizes the shared parking demand between the care facility and church.

Table 3: Parking Demand per ULI Shared Parking Analysis (Sunday)

Time	Transitional Care Facility			Church		Total Shared Parking Required Parking Spaces
	Beds	Required Parking Spaces	Employees	Accumulation	Required Parking Spaces	
6:00 AM	5%	2	100%	15	5%	26
7:00 AM	5%	2	100%	15	50%	107
8:00 AM	10%	3	100%	55	50%	149
9:00 AM	10%	3	100%	40	112%	245
10:00 AM	30%	9	100%	40	112%	291
11:00 AM	40%	12	85%	38	108%	242
12:00 PM	50%	18	86%	38	108%	248
1:00 PM	75%	23	100%	40	40%	136
2:00 PM	100%	31	100%	40	20%	107
3:00 PM	100%	31	100%	40	20%	107
4:00 PM	75%	23	100%	55	5%	87
5:00 PM	60%	18	100%	15	5%	40
6:00 PM	60%	18	100%	15	5%	40
7:00 PM	50%	18	86%	14	0%	30
8:00 PM	30%	9	100%	15	0%	24
9:00 PM	5%	2	100%	15	0%	17
10:00 PM	5%	2	100%	15	0%	17
11:00 PM	5%	2	100%	15	0%	17
12:00 AM	0%	0	100%	15	0%	15
1:00 AM	0%	0	100%	15	0%	15
2:00 AM	0%	0	100%	15	0%	15
3:00 AM	0%	0	100%	15	0%	15
4:00 AM	0%	0	100%	15	0%	15
5:00 AM	0%	0	100%	15	0%	15

Parking Generating Uses
 Transitional Care Beds
 Transitional Care Employees

31 vehicles
 40 employees
 15 employees
 15 employees
 181 parking spaces

Notes:
 Visiting hours 24/7; peak hours 1 p.m. - 4 p.m.
 1st shift: 8 a.m. - 4 p.m.
 2nd shift: 4 p.m. - 12 a.m.
 3rd shift: 12 a.m. - 8 a.m.
 Service Times: 7:45 a.m., 8 a.m., 10:30 a.m.

Church

As indicated in Table 3, a peak demand of 251 parking spaces is anticipated to occur at 10:00 a.m. The peak hours for the church occur in the morning (9:00 a.m. – 12:00 p.m.), while the peak hours for the care facility coincide with the peak visitation hours (1:00 p.m. – 4:00 p.m.). The offset in peak hours between the two uses allow for better utilization of shared parking. There are 181 parking spaces available at the church (168 stalls, 13 on-street) and 108 proposed parking spaces at the care facility resulting in a total of 289 available parking spaces. Although, the parking count performed at the church indicated that additional parking is required to meet their peak demand, this can be accommodated by the available parking spaces at the care facility.

Parking Survey of Competitive Operating Facilities

In addition to the three parking generation methods presented herein, parking surveys were performed at three similar sites in Arlington Heights. These sites were identified as competitive operating facilities (both in services and amenities) in the Market Feasibility Study prepared for the project. The results of the survey were used as a check against the parking generation methods and to estimate a rough number of parking spaces to assist with the planning and



layout of the proposed care facility. Manual surveys were conducted once every half hour during the hours of 8:00 a.m. – 5:00 p.m. at the following locations on Wednesday, January 25, 2011:

- Manor Care
- The Moorings Health Center
- Church Creek

Detailed information pertaining to each facility could not be obtained. General information for the type of care and number of employees was obtained on HospitalData.com. A summary of the information is provided in Exhibit B. There are amenities provided at these facilities that will not be provided at the proposed care facility. It is likely that these amenities could contribute to a higher parking ratio throughout the day. However, an exact determination could not be made.

The Manor Care facility consists of one building and currently offers short-term rehabilitation and long-term skilled nursing care. It is located across the street from Northwest Community Hospital. It has 151 total beds with 75 total parking spaces (72 regular spaces and 3 handicap spaces).

The Moorings of Arlington Heights is a community located on a 45 acre campus. The Rehab and Nursing building is one of three buildings on the campus and offers short-term rehabilitation and long term skilled nursing care. It has 116 total beds with 69 total parking spaces (66 regular spaces and 3 handicap spaces). Parking for the Rehab and Nursing building is separate from the other buildings.

The Church Creek facility consists of one building located in a retirement community and offers skilled nursing rehabilitation care. It has 56 total beds. The retirement community and the nursing facility have separate entrances but share the same parking lot. There is a clear delineation between the parking areas for each entrance.

The occupancy information for Manor Care, the Moorings Health Center and Church Creek is provided in Table 4. Occupancy data for each site was obtained from the Market Feasibility Study. The actual occupancy at each facility during the parking survey could not be obtained. However, based on our observations at each facility, it is our opinion that the occupancy was consistent with the rates provided in the Market Feasibility Study. For purposes of this study, the rates from the feasibility study have been utilized. Table 4 provides total beds, occupancy rates, and occupied beds for each facility.



Table 4: Occupancy Information

Total Parking Spaces	Total Beds per Facility	Occupancy Rate of Beds per Facility	Occupied Beds of Facility
Manor Care - Arlington Heights	151	81.4%	123
The Moorings Health Center	116	87.4%	102
Church Creek	56	73.9%	42

The parking survey data for Manor Care, the Moorings Health Center and Church Creek is provided in Tables 5, 6, and 7, respectively. The parking data was comprehensive for each site and included parking for employees, physician visits, visitors, and "walk-in" patients. The tables provide the total number of spaces, the number of unoccupied parking spaces, additional parking spaces (street parking or unmarked parking spaces in the parking lot), the total number of occupied spaces, the ratio of occupied spaces to total spaces, and the ratio of occupied spaces to occupied beds.

A review of Table 5 indicates that the parking demand at Manor Care exceeds the available number of parking spaces between the hours of 8:00 a.m. and 3:00 p.m. Although there were limited numbers of empty spaces present during this time period, additional parking was observed and recorded from available on-street parking spaces and unmarked parking spaces in the parking lot. The parking in unmarked spaces was primarily from the valet services provided at the facility.

The maximum parking demand of 92 occupied parking spaces occurred at 11:30 a.m. with no empty parking spaces in the parking lot and 17 additional parking spaces used. The peak parking demand ratio for the Manor Care facility is 0.75 occupied spaces per occupied bed.



Table 5: Parking Survey - Manor Care

Time Period	Total Parking Spaces	Empty Parking Spaces	Additional Parking (Street or non-spaces)	Occupied Parking Spaces	Ratio of Occupied Spaces/Total Spaces	Ratio of Occupied Spaces/Occupied Beds of Facility
8:00 AM	75	4	5	76	101.3%	0.62
8:30 AM	75	2	5	78	104.0%	0.63
9:00 AM	75	1	7	81	108.0%	0.66
9:30 AM	75	0	12	87	116.0%	0.71
10:00 AM	75	0	14	89	118.7%	0.72
10:30 AM	75	0	11	86	114.7%	0.70
11:00 AM	75	0	11	86	114.7%	0.70
11:30 AM	75	0	17	92	122.7%	0.75
12:00 PM	75	0	16	91	121.3%	0.74
12:30 PM	75	3	13	85	113.3%	0.69
1:00 PM	75	3	12	84	112.0%	0.68
1:30 PM	75	1	9	83	110.7%	0.67
2:00 PM	75	0	12	87	116.0%	0.71
2:30 PM	75	0	15	90	120.0%	0.73
3:00 PM	75	5	15	85	113.3%	0.69
3:30 PM	75	14	11	72	96.0%	0.59
4:00 PM	75	13	7	69	92.0%	0.56
4:30 PM	75	18	6	63	84.0%	0.51
5:00 PM	75	26	2	51	68.0%	0.41

Maximum: 0.75

Table 6: Parking Survey - The Moorings Health Center

Time Period	Total Parking Spaces	Empty Parking Spaces	Additional Parking (Street or non-spaces)	Occupied Parking Spaces	Ratio of Occupied Spaces/Total Spaces	Ratio of Occupied Spaces/Occupied Beds of Facility
8:00 AM	69	17	5	57	82.6%	0.56
8:30 AM	69	16	7	60	87.0%	0.59
9:00 AM	69	11	10	68	98.6%	0.67
9:30 AM	69	8	12	73	105.8%	0.72
10:00 AM	69	8	14	75	108.7%	0.74
10:30 AM	69	5	17	81	117.4%	0.79
11:00 AM	69	5	16	80	115.9%	0.78
11:30 AM	69	7	15	77	111.6%	0.75
12:00 PM	69	2	15	82	118.8%	0.80
12:30 PM	69	6	16	79	114.5%	0.77
1:00 PM	69	3	16	82	118.8%	0.80
1:30 PM	69	3	19	85	123.2%	0.83
2:00 PM	69	2	22	89	129.0%	0.87
2:30 PM	69	4	21	86	124.6%	0.84
3:00 PM	69	1	30	98	142.0%	0.96
3:30 PM	69	7	24	86	124.6%	0.84
4:00 PM	69	10	22	81	117.4%	0.79
4:30 PM	69	17	19	71	102.9%	0.70
5:00 PM	69	19	16	66	95.7%	0.65

Maximum: 0.96



A review of Table 6 indicates that parking demand at the Moorings Health Center Rehab and Nursing building exceeds the available number of parking spaces between the hours of 9:30 a.m. and 4:30 p.m. Although there were limited numbers of empty spaces present during this time period, additional parking was observed and recorded from available on-street parking spaces and unmarked parking spaces in the parking lot.

The maximum parking demand of 98 occupied parking spaces occurred at 3:00 p.m. with one empty parking space and 30 additional parking spaces used. The peak parking demand ratio for the Moorings Health Care facility is 0.96 occupied spaces per occupied bed.

Table 7: Parking Survey - Church Creek

Time Period	Occupied Parking Spaces	Ratio of Occupied Spaces/Occupied Beds of Facility
8:00 AM	21	0.50
8:30 AM	22	0.52
9:00 AM	24	0.57
9:30 AM	27	0.64
10:00 AM	28	0.67
10:30 AM	24	0.57
11:00 AM	28	0.67
11:30 AM	34	0.81
12:00 PM	34	0.81
12:30 PM	35	0.83
1:00 PM	37	0.88
1:30 PM	37	0.88
2:00 PM	39	0.93
2:30 PM	30	0.71
3:00 PM	31	0.74
3:30 PM	34	0.81
4:00 PM	31	0.74
4:30 PM	26	0.62
5:00 PM	24	0.57

Maximum: 0.93

A review of Table 7 indicates that parking for Church Creek was not fully utilized at any time during the parking survey. At this facility, only the occupied parking spaces were recorded. As previously mentioned, the retirement community and nursing facility share a parking lot but have separate entrances. Even though there is delineation between the two parking areas, the actual number of parking spaces dedicated to the nursing facility could not be obtained.

The maximum parking demand at Church Creek occurred at 2:00 p.m. with 39 total parking spaces occupied during this time period. The peak parking demand ratio for the Church Creek facility is 0.93 occupied spaces per occupied bed.



The ratio of occupied parking spaces per occupied bed determined by the parking surveys at each facility was utilized to estimate the parking demand for the Transitional Care Facility. As previously stated, the new Transitional Care Facility will be similar to these three facilities in terms of operations and amenities as identified in the Market Feasibility Study. Therefore, the average of the peak ratio of occupied spaces per occupied beds at the three facilities was used to estimate parking demand. The average maximum ratio from the sites (as shown in Tables 5, 6, and 7) was calculated at 0.88 occupied spaces per occupied beds.

The Manor Care, Moorings Health Center, and Church Creek facilities are all in close proximity to each other and the proposed Transitional Care Facility. Because of this close proximity, it is expected that the Transitional Care Facility will experience similar occupancy as identified in the Market Feasibility Study. Similar to the peak ratio of occupied spaces per occupied bed described above, the occupancy rates for each of the three facilities surveyed were averaged and utilized to estimate the parking demand. The average occupancy rate calculated from the three sites is 80.9%. Averaging the three occupancy rates was only to provide a rough estimate of parking needs and understand the parking demand throughout the day to assist in the planning and layout of the proposed care facility.

Table 8 shows a summary of the estimated parking demand for the Transitional Care Facility.

Table 8: Proposed Parking Summary - Transitional Care Facility

Total Beds	Average Occupancy Rate	Estimated Occupied Beds	Ratio of Occupied Spaces/Occupied Beds of Facility	Estimated Number of Parking Spaces	Parking Escalation Factor	Escalated Number of Parking Spaces	Proposed Parking Spaces
120	80.9%	98	0.88	87	10%	96	108

As shown in the table, a 10% parking escalation factor was included in the estimate. This percentage is a conservative planning factor used to account for any increase in parking demand that may occur outside the parameters used in this study. The total number of parking spaces estimated for this facility from this analysis is 96 spaces. Based on the current site plan, there are 108 parking spaces proposed with this project that will accommodate the parking demand.

Summary and Conclusions

For this assessment, three parking generation methods were used to determine if the proposed number of parking spaces for the care facility is adequate. In addition, parking surveys were performed to determine a rough estimate of parking spaces for the care facility. The required number of parking spaces determined by the municipal code (189 parking spaces) is likely



conservative since the individual uses within the facility will only be used by patients and staff. This can result in an overestimation of parking. ITE's Parking Generation requirement (82 parking spaces) is less than the proposed number of parking spaces at the facility. ULI's Shared Parking analysis incorporates the parking demand of both the church and care facility and indicates that the number of proposed parking spaces (289) is adequate to accommodate the shared parking needs. Finally, using an average occupancy rate from parking surveys of three similar care facilities in Arlington Heights resulted in a parking demand of 96 spaces.

Based on the information provided herein, it is our opinion that the number of proposed parking spaces for the Transitional Care Facility will be adequate to meet the parking demands.

