

Land Use: 252 Senior Adult Housing-Multifamily

Description

Senior adult housing-multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household. Each housing unit shares a floor or ceiling with an adjoining dwelling unit.

Residents in these communities are typically considered active and require little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities.

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit or (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less. There are no study sites in the current database for the “close to rail transit” subcategory.

Time-of-Day Distribution for Parking Demand

The current database for this land use does not have sufficient data to produce a detailed, hour-by-hour distribution of parking demand from which the analyst can determine a peak period of parking demand. Based on the time periods for which data were collected for this land use and on a review of comparable land uses with hour-by-hour parking demand data, the presumed peak period for parking demand for this land use is between late-evening and early-morning.

Additional Data

The average parking supply ratio for the three study sites in a general urban/suburban setting and with parking supply information is 0.93 spaces per dwelling unit. The average peak parking occupancy at these three sites is 66 percent.

The sites were surveyed in the 2000s in Pennsylvania.

Source Number

431

Senior Adult Housing - Multifamily Not Close to Rail Transit (252)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 3

Avg. Num. of Dwelling Units: 58

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.61	0.45 - 0.67	0.51 / 0.67	***	0.11 (18%)

Data Plot and Equation

