



7200 Wisconsin Avenue,  
Suite 500,  
Bethesda, MD 20814  
301-448-1333

[WellsandAssociates.com](http://WellsandAssociates.com)

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**Corso Chevy Chase  
Residential Care Facility  
Parking Demand Analysis**

**OVERVIEW**

Corso DC, LLC is redeveloping the property located at 7100 Connecticut Avenue in Chevy Chase, Maryland. The proposed Residential Care Facility, Corso Chevy Chase, is a senior living community containing up to 287 Senior Adult Housing, 190 Assisted Living dwelling units/beds, 30 Memory Care dwelling units/beds, and up to 5,000 gross square feet (gsf) of convenience retail use. The convenience retail use is intended to serve project residents and staff but will also be made available to the surrounding community. The overall project would supply 458 standard garage parking spaces with 48 tandem spaces and 10 surface parking spaces for a total of 516 parking spaces.

This document provides a review and analysis of the project's parking demands to verify that sufficient parking supply will be provided on-site and ensure there are no adverse off-site parking demands on the surrounding community streets. The review and analysis include operational inputs of Corso Chevy Chase, an evaluation of Montgomery County's Zoning Ordinance parking requirements, and national parking demand data as provided by the Institute of Traffic Engineers (ITE). Each analysis includes additional accommodation for holiday/special event visitors parking demands.

**CORSO CHEVY CHASE OPERATIONAL INPUTS**

Based upon Corso Chevy Chase's proposed program and historical data obtained from other similar Corso properties, approximately thirty percent (30%) of Corso Chevy Chase Assisted Living units/beds (exclusive of memory care beds) residents will own and need storage for automobiles.

In addition, approximately one hundred and twenty (120) total staff will be utilized on a daily basis in various shifts (typically, one shift of 9:00 AM to 5:00 PM for management, three shifts of 6:00 AM to 2:00 PM, 2:00 PM to 10:00 PM and 10:00 PM to 6:00 AM for care providers, two shifts of 7:00 AM to 7:00 PM and 7:00 PM to 7:00 AM for security, three shifts of 7:00 AM to 4:00 PM, 4:00 PM to 9:00 PM and 9:00 PM to 7:00 AM for front desk and support providers, and two shifts of 5:00 AM to 1:00 PM and 1:00 PM to 9:00 PM for food and beverage). As such, not all staff will

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be on-site at the same time with a maximum of 42 parking spaces needed during the peak hour (See Appendix A, Anticipated Shift Schedules, Corso Chevy Chase Site Access Study).

Additional operational features of the parking program are intended to include daily valet parking for residents and visitors and several property-owned SUV, vans, and sedans available 24 hours for group or individual rides to doctor appointments, church, and/or to run errands and planned outings to restaurants, shows, museums, shopping, and other various excursions.

These operational inputs, including multiple staffing shifts, valet parking, and on-site private vehicle sharing services, are typical of high-end senior housing/care facilities and consistent with ITE national parking demand data. Based upon these factors, approximately 57 spaces will be needed for assisted living residents, 42 spaces for staff, seven (7) spaces for convenience retail, 201 spaces for senior adult residents, and 30 spaces available at any one time for short term visitors and deliveries for a total parking demand of 337 spaces, approximately 35-percent less than the 516 total number of spaces being provided.

## PARKING REQUIREMENTS AND DEMAND

### Parking Requirements (Montgomery County Zoning)

Section 6.2.4 of the Montgomery County Zoning Ordinance generally requires minimum and maximum parking spaces for various uses. For Memory Care and Assisted Living dwellings, the minimum number of parking spaces required is 0.5 spaces per dwelling unit or 0.25 parking spaces per bed plus 0.5 spaces per employee. Employee parking is calculated at maximum staffing levels at any one time. The maximum number of parking spaces required is 1.0 space per dwelling “unit/bed” and “employee rates” the same as the minimum requirement. One hundred and twenty (120) employees have been estimated by Corso Chevy Chase at any one time based on historical activity at similar properties.

Senior Adult Housing requires a minimum and maximum of 0.5 spaces per dwelling unit when a permitted adjustment factor of 0.5 spaces is applied for Restricted Housing Types per Section 6.2.3.I.

The minimum and maximum parking rates for a Retail/Service Establishment per 1,000 gross square feet (gsf) is 3.5 spaces and 6.0 spaces, respectively. The retail use will primarily serve project residents and staff, parking demands from off-site users is estimated to be a maximum of 35%.

Zoning rates typically represent the peak hour of the use during a typical day and depending on the type of use, includes a circulation factor to provide additional parking to limit the search for

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parking spaces. A circulation factor is common for retail and employment type uses and can be 5% to 10% of the parking spaces used for this evaluation.

Using the Montgomery County zoning rates shown on Table A, the minimum number of parking spaces that would be required is 320 spaces with a maximum of 435 parking spaces. Considering the parking supply without tandem spaces, approximately 33 to 148 excess parking spaces would be available and approximately 81 to 196 excess spaces would be available with the use of tandem spaces.

## Parking Demands (ITE)

An additional review of the project's parking demands was completed using national parking demand data as provided by the Institute of Traffic Engineers (ITE), in the Parking Generation Manual, 5<sup>th</sup> Edition.

ITE's Parking Generation Manual includes parking demands for Assisted Living-Memory Care, Senior Adult Housing facilities and Retail uses. Assisted Living-Memory Care land use (LU 254) parking demand data includes a range of parking rates of 0.24 to 0.74 spaces per dwelling for a typical weekday condition. Weekday data contains the highest parking rates for each of the uses. To ensure a conservative evaluation, the maximum parking rates were used for the parking demand analysis. The 85<sup>th</sup> percentile rate (shown as 0.58 spaces per dwelling) represents a "design" rate for a facility, which suggests the rates would be exceeded only 15-percent of the time and typically during high demand periods like holidays and special functions. For the Assisted Living-Memory Care use, the high range rate of 0.74 spaces per dwelling unit was selected to provide a conservative average parking rate.

Senior Adult Housing land use (LU 252) parking demand data includes a range of parking rates of 0.45 to 0.67 spaces per dwelling unit for a typical weekday condition. The higher range rate of 0.67 was selected for Senior Adult Housing as well.

Convenience Retail land use (LU 820) parking demand data includes a range of parking rates of 1.15 to 4.72 spaces per 1,000 gsf for a typical weekend condition. The 85<sup>th</sup> percentile rate of 3.74 space per 1,000 gsf is deemed typical for convenience retail and is appropriate for the use. As with the zoning rates, the retail use will primarily serve project residents and staff, however the analysis also includes parking demand from external users at thirty-five percent (35%).

As noted above, when a use includes visitors, patrons, and/or employees, a circulation factor is typically applied to the ITE design rate. As such, a five percent (5%) circulation factor has been applied to each of the project uses to provide another layer of conservative estimation of the project's parking demands.

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Using the ITE parking demand rates, the number of parking spaces recommended for the site uses would be 380 spaces. Considering the parking supply without the tandem spaces, approximately 88 excess parking spaces would be available and approximately 136 excess spaces would be available with the tandem spaces. In comparison to the Montgomery County Zoning Ordinance parking requirements, the ITE parking demand rates results fall between the minimum and maximum parking requirements (See Table A).

## Holiday Parking Demands

In addition to the typical parking demands for the proposed uses, based on historical data obtained from similar Corso properties, Corso Chevy Chase has estimated that a maximum of 30 parking spaces will be needed to accommodate individual holiday and special events parking demands. These spaces are outside the “design” rate for the facility and including them provides an additional conservative layer to the parking need anticipated for the proposed uses.

As shown in Table A, applying the additional 30 parking space demands for both the zoning and ITE parking rates, the minimum number of parking spaces that would be required is 350 spaces with a maximum requirement of 456 parking spaces. Considering the parking supply of 468 spaces without the tandem spaces, approximately 4 to 118 excess parking spaces would be available and approximately 52 to 166 excess spaces would be available with the tandem spaces during a peak holiday/special event scenario.

## CONCLUSION

This review and analysis of Corso Chevy Chase’s operational inputs, Montgomery County’s Zoning Ordinance parking requirements and the Institute of Traffic Engineers (ITE) national parking demand data indicates that adequate and excess on-site parking will be provided for the project, including on peak holidays and special events.

*Attached: Table A: Corso Chevy Chase – Parking Demand Analysis*

**Table A**

Corso Chevy Chase  
Parking Demand Analysis

Land Use	Units	Amount	MoCo <sup>(1)</sup>		ITE <sup>(2)</sup> Rate	Parking Demand Condition			
			Min	Max		A. MoCo <sup>(1)</sup>		B. ITE <sup>(2)</sup>	C. Historic
			Rate	Rate		Min Sp	Max Sp	Spaces	Corso <sup>(4)</sup> Spaces
Memory Care	DU/Bed	30	0.5	1.0	0.78	15	30	24	-
Assisted Living	DU/Bed	190	0.5	1.0	0.78	95	190	148	57
Employees	Each	120	0.5	0.5	-	60	60	-	42
Senior Adult Housing	DU	287	0.5	0.5	0.70	144	144	201	201
General - Convenience Retail	1,000 GSF	5,000	3.5	6.0	4.20	6	11	7	7
Extra Short Term Visitor	-	-	-	-	-	-	-	-	30
<b>Total Parking</b>						<b>320</b>	<b>435</b>	<b>380</b>	<b>337</b>
<b>Parking Supply <sup>(3)</sup></b>						<b>468 (plus 48 Tandem Spaces)</b>			
<b>Excess Spaces Available</b>						<b>148</b>	<b>33</b>	<b>88</b>	<b>131</b>
<b>Excess Spaces Available (+ Tandem Sp.)</b>						<b>196</b>	<b>81</b>	<b>136</b>	<b>179</b>
<b>Peak Holiday Visitor Parking Demand <sup>(4)</sup></b>						<b>30</b>			
<b>Total Parking Demand During Peak Holiday Visitor Period</b>						<b>350</b>	<b>465</b>	<b>410</b>	<b>367</b>
<b>Excess Spaces Available During Holiday Visitor Peak</b>						<b>118</b>	<b>4</b>	<b>58</b>	<b>101</b>
<b>Excess Spaces Available (+ Tandem Sp.) During Holiday Visitor Peak</b>						<b>166</b>	<b>52</b>	<b>106</b>	<b>149</b>

**Notes:**

- 1 Rate based on Section 6.2.4 of the MoCo Zoning Ordinance. Retail rate assumes 65% internal and 35% external use. Maximum staffing at any one time.
- 2 Institute of Transportation Engineers (ITE), Parking Generation Manual, 5th Edition. Memory Care/Assisted Living (LU 254) rate is General Urban/Suburban Category and includes employees, visitors, deliveries, residents, communal transportation, etc., using maximum rate in the category. Senior Adult Housing - Multifamily (LU 252) rate is General Urban/Suburban category. For both LU 252 and LU 254, the highest rate is weekday. The retail (LU 820) rate is General Urban/Suburban category for a weekend peak, non-December condition with 65% internal and 35% external use.
- 3 Includes 458 garaged spaces and 10 surface spaces (468 total regular spaces). 48 tandem spaces are also located in the garage providing a total of 516 available spaces for the project.
- 4 Based on similar Corso properties and added to Total Parking Demands. Includes spaces for Senior Adult Housing based on ITE rate.