

## **Land Use: 252**

### **Senior Adult Housing—Attached**

#### **Description**

Senior adult housing consists of attached independent living developments, including retirement communities, age-restricted housing, and active adult communities. These developments may include limited social or recreational services. However, they generally lack centralized dining and onsite medical facilities. Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired. Senior adult housing—detached (Land Use 251), congregate care facility (Land Use 253), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related uses.

#### **Additional Data**

Time-of-day distribution data for this land use are presented in Appendix A. For the one general urban/suburban site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:00 and 1:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, and the 2000s in Alberta (CAN), California, Illinois, New Hampshire, New Jersey, New York, and Pennsylvania.

#### **Source Numbers**

272, 501, 576, 602, 703, 734, 741, 902, 970

# Senior Adult Housing - Attached (252)

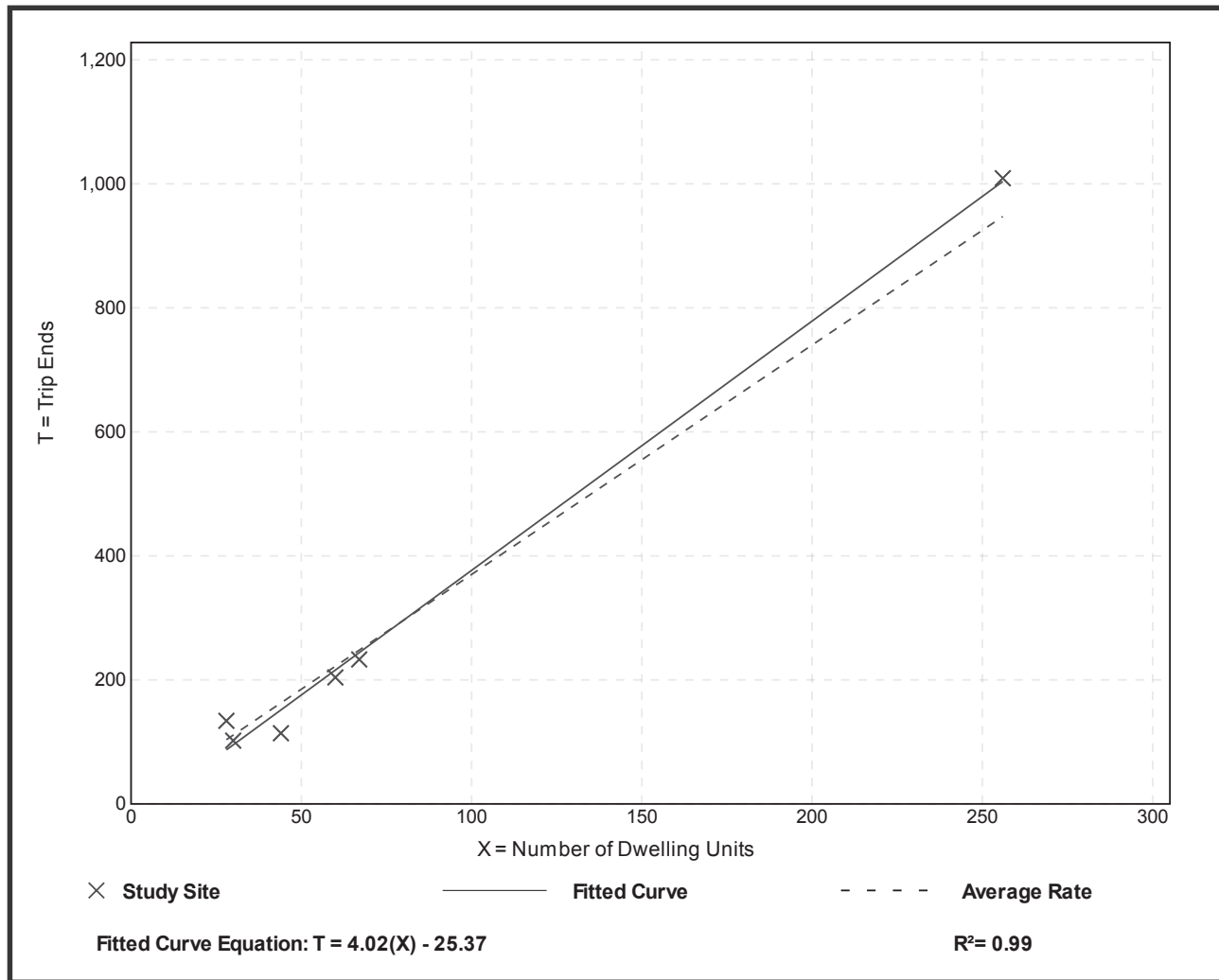
**Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 6  
Avg. Num. of Dwelling Units: 81  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.70	2.59 - 4.79	0.53

## Data Plot and Equation



# Senior Adult Housing - Attached (252)

**Vehicle Trip Ends vs: Dwelling Units**

**On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.**

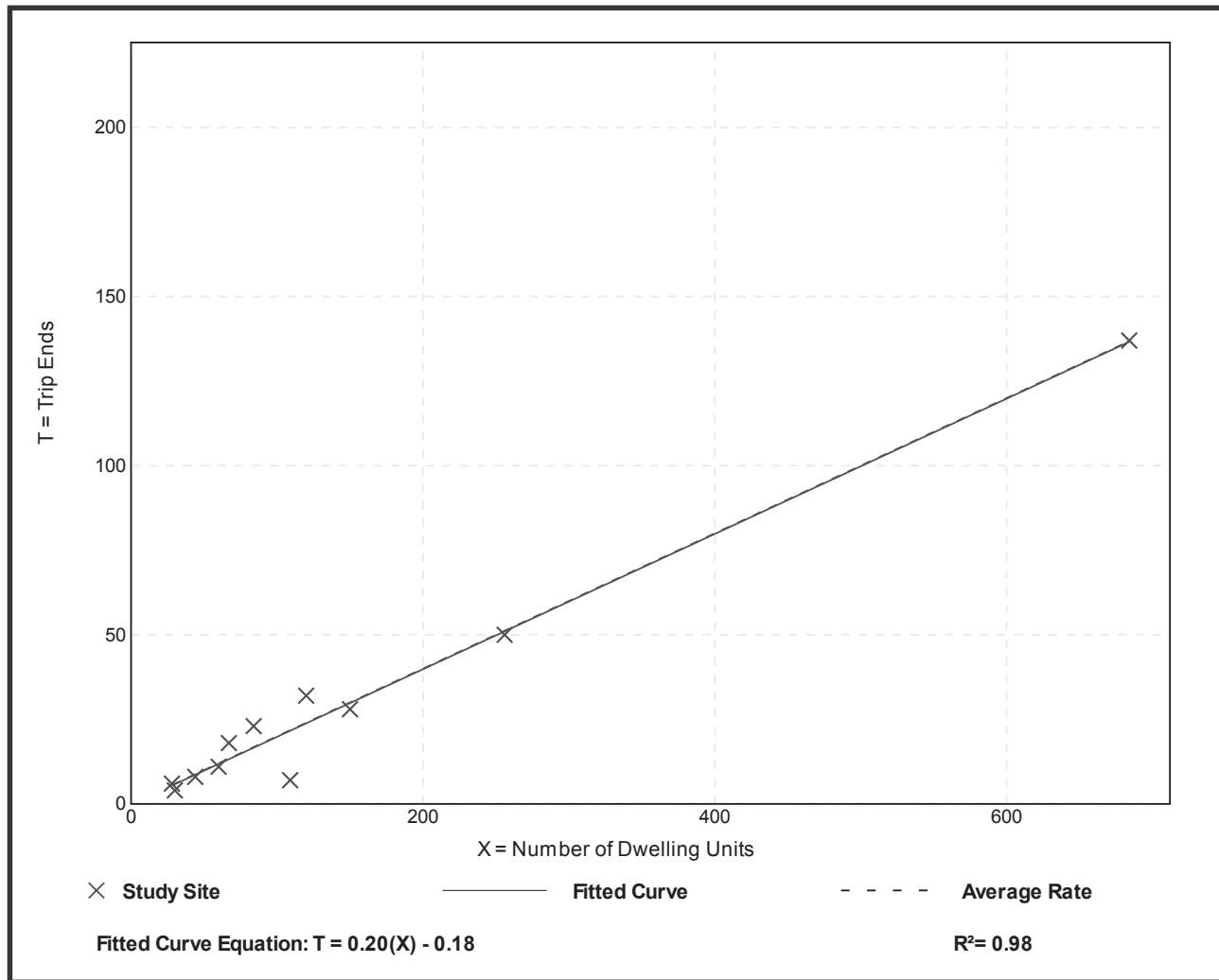
**Setting/Location: General Urban/Suburban**

Number of Studies: 11  
Avg. Num. of Dwelling Units: 148  
Directional Distribution: 35% entering, 65% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.06 - 0.27	0.05

## Data Plot and Equation



# Senior Adult Housing - Attached (252)

**Vehicle Trip Ends vs: Dwelling Units**

**On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 11  
Avg. Num. of Dwelling Units: 148  
Directional Distribution: 55% entering, 45% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.08 - 0.43	0.08

## Data Plot and Equation

