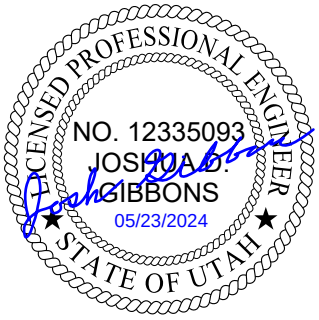
MEMORANDUM



Date: May 23, 2024

To: Salt Lake City

From: Hales Engineering

Subject: Salt Lake City Sunrise Metro Expansion Parking Study

UT24-2752

Introduction

This memorandum discusses the parking study completed for the proposed sunrise Metro Expansion located in Salt Lake City, Utah. The study identifies the City parking supply rates and parking demand rates observed at the current site and identified by the Institute of Transportation Engineers (ITE). The proposed development is located northwest of the 500 West / 600 South intersection in Salt Lake City, Utah. A vicinity map of the project site is shown in Figure 1.

Figure 1: Site vicinity map of the project in Salt Lake City, Utah

Project Description

The current development consists of 100 affordable housing units. The planned expansion will add 116 units for a total of 216 units. It is anticipated that all of these units will be either studio or 1-bedroom units. There are approximately 99 existing parking stalls on site, but an agreement has been made to ensure 36 of those stalls are reserved for residents of Pamela's Place located across the street. Therefore, the findings and recommendations of this study assume that Sunrise Metro will continue to reserve 36 stalls for Pamela's Place.

In addition to the housing units, it is anticipated that there will be a clinic hosted on-site by Sacred Circle Healthcare to provide services to residents and other members of the community. The details of the clinic including the amount of floor area it will occupy are still unknown. However, it was assumed that the clinic would have approximately 12 full-time equivalent (FTE) employees between the hours of 8:00 AM and 6:00 PM. While the City code does not specify parking requirements per employee for a clinic, the potential parking demand for the clinic is addressed in a later section of this memo.

City Parking Code

The Salt Lake City code specifies parking rates for various land use types. The study property is currently located within the General Commercial District (CG) zone. The required parking rates found in the City code for the residential units are shown in Table 1. The calculations for the parking required by the City are shown in Table 2. The City code allows a 25% reduction in parking stalls for affordable housing developments (Subsection 21A.44.050.D). As shown, it is anticipated that the City would require 162 stalls with the proposed expansion. When adding the 36 reserved stalls for Pamela's Place on top of this requirement, 198 parking stalls would be needed in total.

Table 1: City Parking Rates

Land Use	Unit Type	Rate (stalls per unit)
Multifamily Residential	DU (Studio or 1- Bedroom)	1.0

Source: Salt Lake City code, 2024

Table 2: City Parking Calculations

City Parking Calculations Salt Lake City - Sunrise Metro						
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Stalls	% Red.	Total Stalls
Multifamily Residential	216	DU	1.00	216	25%	162
TOTAL				**216**		**162**

Source: Salt Lake City code, 2024.

Local Parking Demand

Hales Engineering collected parking demand data at the site to understand what actual parking demand of the expanded project would be. Sunrise Metro and Pamela's Place are on the same street and have the same land use. Because Pamela's Place uses some of the Sunrise Metro parking stalls, parking data were collected at both locations.

Parking counts were collected after midnight on Friday, April 26, 2024, to identify peak parking demand. 22 parked vehicles were counted at Sunrise Metro, three (3) parked vehicles were counted at Pamela's Place, and 10 parked vehicles were counted in on-street parking locations along 500 West. Because these are the only two residential buildings on the street, cars parked in the street overnight were assumed to belong to residents. According to apartment management, Sunrise Metro had 72 occupied units and Pamela's Place had 84 occupied units at the time of the parking count. With a total of 35 parked cars and 156 occupied units, the observed parking demand rate was 0.22 vehicles per occupied unit.

Per the project team, it is anticipated that the Sunrise Metro expansion will typically be 92% occupied. It is common to provide a parking supply beyond what the anticipated demand is to accommodate occasional surges in demand and to reduce the need for drivers to circle the parking lot to find an open stall. Hales Engineering recommends providing 5% additional stalls beyond the anticipated demand of 0.22 parked vehicles per occupied unit. This would result in a recommended supply of 47 stalls for 199 occupied units in the expanded Sunrise Metro site. When adding the 36 reserved stalls for Pamela's Place on top of this supply, it is recommended that at least 83 parking stalls be provided on the Sunrise Metro site.

ITE Parking Demand

Hales Engineering referred to the Institute of Transportation Engineers (ITE) *Parking Generation* (6th Edition, 2023) to identify parking demand rates for the proposed affordable housing units. ITE has gathered actual parking demand counts at various land uses nationwide. Per ITE, the average parking demand rate for affordable housing in Center City Core areas is approximately 0.22 vehicles per unit. Some sites have less or more than this amount. However, this average rate verifies the parking demand observations at the current site as a valid parking demand for this land use.

Medical Clinic Time-of-Day Parking Demand

As discussed, it is anticipated that there will be a clinic on-site hosted by Sacred Circle Healthcare, which offers healthcare services for low-income individuals and families. The clinic will offer transportation to and from the site for those that need it. Therefore, it is anticipated that the parking demand will be limited to the employees on site. As discussed, it was assumed that there will be approximately 12 FTE employees on-site for the clinic.

Hales Engineering completed a time-of-day parking demand analysis to identify if sufficient parking is provided during the daytime when the clinic operates and while residential demand is

less. Time-of-day parking demand percentages published by ITE were used to identify the hour-by-hour demand for the residential use at Sunrise Metro. It was assumed that the clinic would need 12 stalls for employees between 8:00 AM and 6:00 PM and that all 36 of Pamela's Place stalls would be reserved throughout the day.

The time-of-day parking demand for the site is summarized in Figure 2. As shown, it is anticipated that there will be sufficient stalls during the operating hours of the clinic for the employees that need to drive to the site. Though not specified here, it is anticipated that there will also be a surplus of stalls available within Pamela's Place portion of stalls during the middle of the day to handle any surge in parking demand for normal operations.

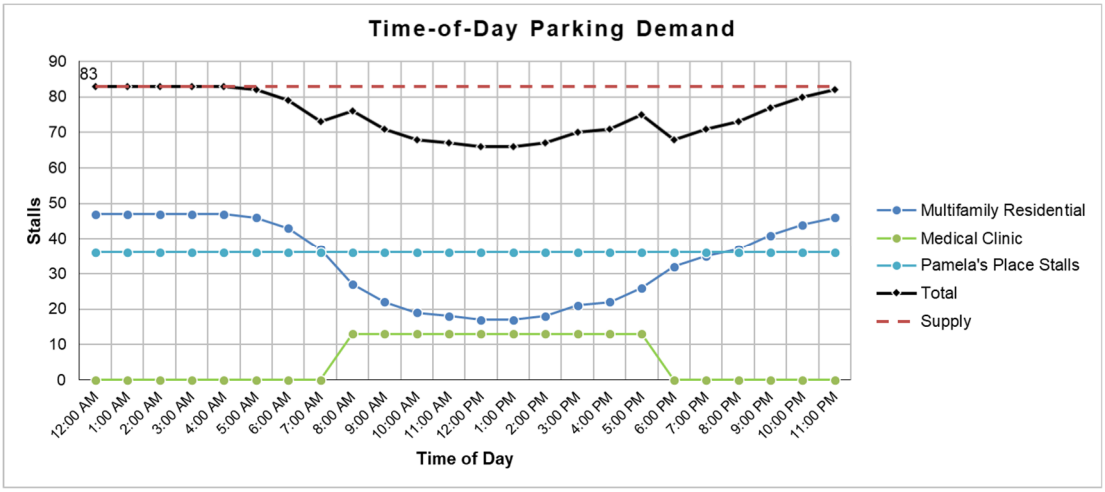


Figure 2: Time-of-day Parking Demand

Comparison and Recommendation

A comparison of the current supply, the City parking requirement, and the recommended supply based on local parking demand is shown in Table 3. Based on the provided information, Hales Engineering recommends that at least 83 parking stalls per provided.

Table 3: Parking Comparison

Source	# of Stalls
Current Supply (before expansion)	99
City Requirement + 36 Stalls	198
Recommended Supply Based on Local Demand + 36 Stalls	83

Transportation Demand Management Plan

The following sections outline TDM strategies that are planned to be implemented for the expanded Sunrise Metro development, which are anticipated to reduce the parking demand:

Proximity to public transit: The project site is located within 0.6 miles of walking distance from Salt Lake Central Station. This station provides access to the FrontRunner commuter rail, Trax light rail, and multiple bus routes. Besides Salt Lake Central Station, there are other bus stops less than a mile from the project site. UTA provides discounted passes to residents. In addition, Sunrise Metro will likely apply for future grants to fund transit passes for residents.

Proximity to GreenBike station: There are GreenBike stations throughout Salt Lake City. The closest GreenBike station is on 500 West directly across the street from the building. Another GreenBike station is found at Salt Lake Central Station. These close stations will give residents the option of biking to public transit options.

In addition to the GreenBike facilities nearby, it is anticipated the planned Green Loop linear park system will be built along 500 West adjacent to the project, which will provide an excellent walking and biking connection from the project to several destinations in downtown Salt Lake City.

Secure bike parking: The project plans to have secure bike parking in covered locations within the project. Though the details of this secure bike parking is unknown at this time, it is anticipated that space will be provided for bikes to be parked in separate locked-off covered bike areas and/or secure bike racks to hang bikes within the residential units themselves.

Educational material and trained staff: Staff will be trained to help guests navigate a car-free lifestyle. Materials will be provided to educate residents on how to use the car-free services provided by the facility.

Assuming the implementation of the proposed TDM strategies, it is anticipated that the recommended parking supply of at least 83 stalls will be appropriate for the development.

Conclusions

The key findings of this study are as follows:

- The planned expansion consists of 216 total housing units
- Based on observations of the current site, it is anticipated that the project will have a parking demand of approximately 0.22 vehicles per occupied unit
- National data from ITE shows an average parking demand rate of 0.22 vehicles per unit for affordable housing units in City Center Core areas
- It is anticipated that 83 stalls will be sufficient for the anticipated demand at the project site and the extra parking supplied to Pamela's Place
- The project is proposing several Transportation Demand Management (TDM) strategies that are anticipated to reduce parking demand

If you have any questions regarding this memorandum, please contact us at 801.766.4343.