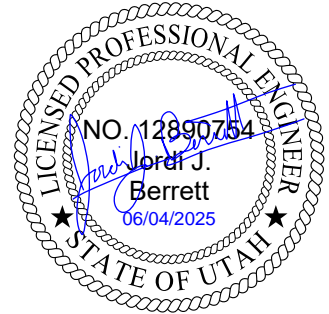


MEMORANDUM

Date: June 4, 2025
To: Sandy City
From: Hales Engineering



Subject: Sandy Jordan Credit Union Parking Study

UT25-3018

Introduction

This memorandum discusses the parking study completed for the proposed Jordan Credit Union development located in Sandy, Utah. The study identifies the City parking supply rates and parking demand rates identified by the Institute of Transportation Engineers (ITE). The proposed development is located on the northwest corner of 9300 South / 300 East in Sandy, Utah. A vicinity map of the project site is shown in Figure 1.



Figure 1: Site vicinity map of the project in Sandy, Utah

Project Description

The development consists of a 10,526 sq. ft. drive-in bank. A supply of 36 stalls is currently planned for the project. It is anticipated that the changes to the existing Jordan Credit Union site will not generate additional parking demand as the square footage of the building will remain the same. A site plan is provided in Appendix A.

City Parking Code

The Sandy City code specifies parking rates for various land use types. The City parking rate for Drive-In Bank land use is 4.0 stalls / 1,000 sq. ft. The calculations for the parking required by the City are shown in Table 1. As shown, it is anticipated that the City would require 43 stalls for the proposed development without any reductions applied.

Table 1: City Parking Calculations

City Parking Calculations Sandy - Jordan Credit Union						
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Stalls	% Red.	Total Stalls
Business or Financial Services	10.53	KSF	4.00	43	20%	35

Source: Sandy City code, 2021.

The Sandy City code includes provision for up to a 20% reduction in parking for three of the approved reduction criteria being met. With this reduction, only 35 stalls would be required. The following approved reduction criteria are applicable to the study site:

- Parking Demand Analysis
- Walkability and Multi-Modal Design
- Proximity to Transit

Parking Reduction

Parking Demand Analysis:

Hales Engineering counted the current parking supply and the peak parking demand at the Sandy Jordan Credit Union site on Thursday, May 22, 2025, from 12:00 pm to 4:00 pm. The time of the counts was determined from data for peak parking demand for drive-in banks as published in the Institute of Transportation Engineers (ITE) *Parking Generation*, 6th edition (2023).

The existing site provides 60 parking stalls for customers. It was determined that during the hours, the parking lot never exceeded 30% capacity. The highest number of stalls in use at one time was 19 parking stalls, as seen in Table 2.

Based on local data, 20 parking stalls is estimated conservatively as the peak parking for the existing 10,526 sq. ft building. To accommodate occasional surges in demand, it is recommended that a 10% increase in parking stalls above the anticipated demand be provided. Therefore, a minimum parking supply rate of 2.09 stalls / KSF is recommended for the project. This would equate to 22 stalls for the reconfigured study site.

Table 2: Local Parking Count

Local Parking Count Sandy - Jordan Credit Union			
Time of Day	# of Stalls	Demand	%
12:00 PM	60	17	28%
1:00 PM		16	27%
2:00 PM		17	28%
3:00 PM		17	28%
4:00 PM		19	32%
Source: Hales Engineering, 2025			

Walkability and Multimodal Design:

The site plan has sidewalk access on the east and south sides of the project fronting 300 East and 9300 South, respectively. Additionally, there are accessibility ramps for ADA parking and a striped crosswalk to promote safety for pedestrians going across the parking lot.

Proximity to Transit:

It was determined that the credit union is located approximately 2,050 feet from the Sandy Expo TRAX transit station. That distance places the credit union within a half mile from the station at 9375 South 150 East in Sandy, Utah, which may result in a small reduction in demand.

From the analysis of these three requirements, a reduction to the required 43 stalls can be justified.

Comparison and Recommendation

A comparison of the proposed supply, the local parking demand, and the City's parking requirement is shown in Table 3. Based on the information provided, Hales Engineering recommends that a minimum of 22 stalls be provided for the project site. It is anticipated that the 36 proposed number of stalls will be sufficient for the demand generated by the credit union.

Table 3: Parking Comparison

Source	# of Stalls
Proposed Site Plan	36
City Requirement	43
City Requirement w/ 20% Reduction	35
Local Parking Demand + 10%	22

Conclusions

The key findings of this study are as follows:

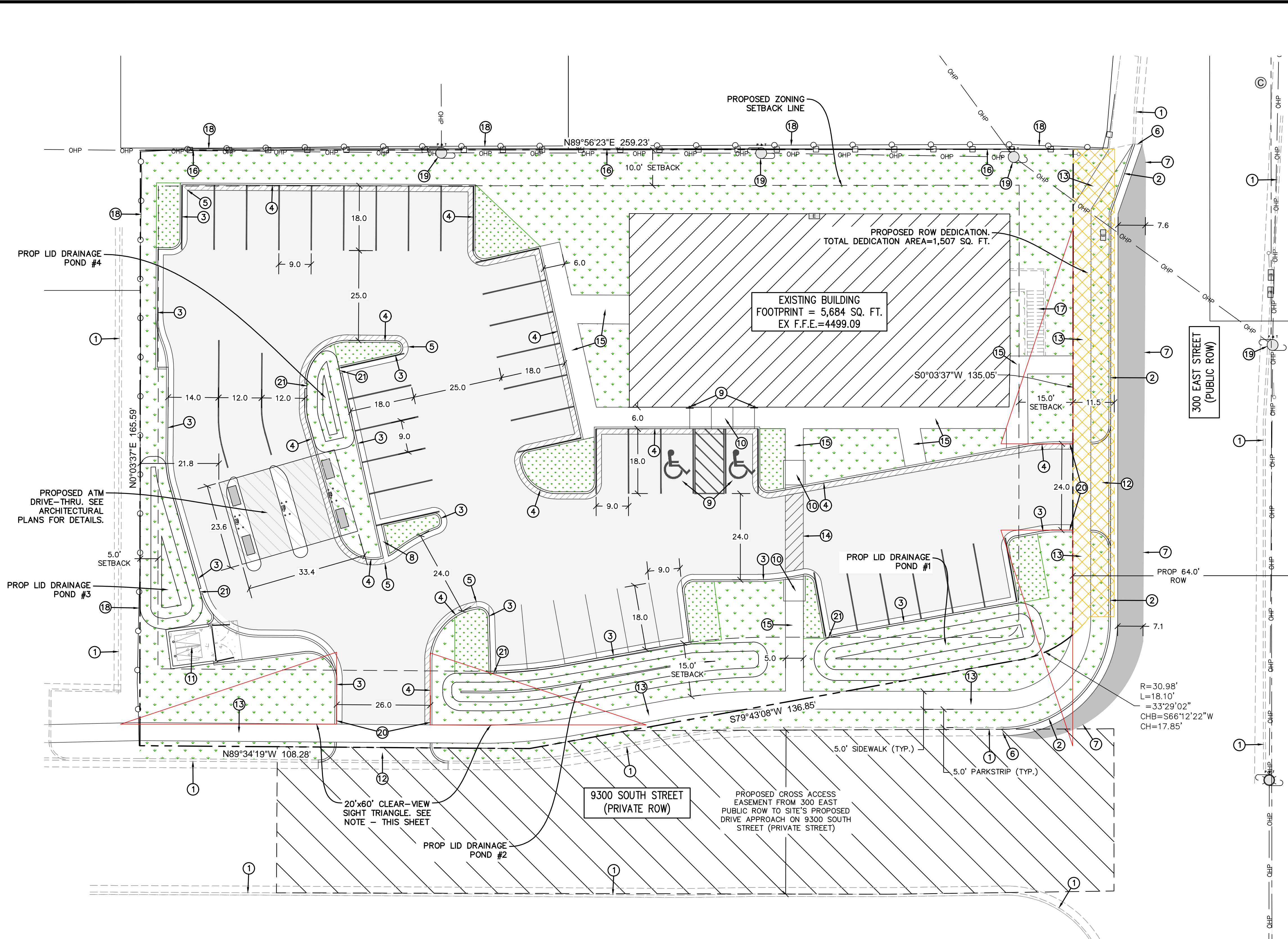
- The proposed project is to reconfigure the parking lot and drive-thru lanes of a 10,526 sq. ft. drive-in bank
- A supply of 36 stalls is currently planned for the project
- The existing site provides 60 parking stalls for customers, only 30% of stalls were used during the times of day when the maximum parking demand occurs
- It is anticipated that the 36 proposed stalls will be sufficient to accommodate the Jordan Credit Union building.

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

APPENDIX A

Site Plan

3



0 15 30 45

Scale in Feet

SEE COVER SHEET FOR PROJECT LEGEND.

SHEET LEGEND

- PROPOSED ROW DEDICATION
1,507 SQ. FT.
- PROP SITE ASPHALT
- PROP ROADWAY ASPHALT
- CLEAR-VIEW SIGHT TRIANGLE

20'x60' CLEAR-VIEW SIGHT TRIANGLE NOTES:
NO OBSTACLES (INCLUDING VEGETATION) OVER THREE FEET HIGH, AS MEASURED FROM TOP BACK OF CURB, ARE ALLOWED WITHIN THE SIGHT TRIANGLE [SEC. 21-2-12]

LOT AREAS:

LOT	SQ. FT. / ACRES
BUILDING FOOTPRINT	41,041 SQ. FT. / 0.94 ACRES
ASPHALT	5,684 SQ. FT. / 0.13 ACRES
TOTAL LANDSCAPING	16,840 SQ. FT. / 0.39 ACRES
PARKING LANDSCAPING	12,925 SQ. FT. / 0.30 ACRES
REMAINING LANDSCAPING	1,347 SQ. FT. / 0.03 ACRES
CONCRETE	11,577 SQ. FT. / 0.27 ACRES
ROW/ADJ. PROPERTY IMPROVEMENTS	5,020 SQ. FT. / 0.12 ACRES
ASPHALT	1,164 SQ. FT. / 0.03 ACRES
LANDSCAPING	2,143 SQ. FT. / 0.05 ACRES
CONCRETE	1,713 SQ. FT. / 0.04 ACRES

NOTE:
1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

LOT LANDSCAPING AREAS:

	SQ. FT.	CITY REQ'T
PARKING AREA LANDSCAPING	1,347 SQ. FT. (5% PARKING AREA OR 743 SQ. FT.)	
TOTAL LANDSCAPING	12,925 SQ. FT. (31.49% PROVIDED)	

NOTE:
1. PARKING AREA DOES NOT INCLUDE TRUCK MANUEVERING AREA OR LANDSCAPED BUFFER AS DIMENSIONED.
2. LANDSCAPED AREAS DO NOT INCLUDE HARD SURFACE AREAS(WALKWAYS, BIKE RACKS, CURB & GUTTERS).
3. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

LOT PARKING REQUIREMENTS:

	SQ. FT.	CITY REQ'T
OFFICE/FINANCIAL	9,830 SQ. FT.	39.3 (4/1000)
TOTAL REQUIRED:	40	
TOTAL REQUIRED W/TOD REDUCTION:	36 (10% REDUCTION)	
TOTAL PROVIDED:	36	
ACCESSIBLE SPACES	2 (2 REQ'D 26 TO 50)	

NOTES:
1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.
2. PER CITY CODE SECTION 21-24-3-(c)-(1)-d, A SITE THAT IS WITHIN A HALF-MILE ADA ROUTE DISTANCE OF AN EXISTING OR IMMEDIATELY PLANNED LOCAL FIXED MASS TRANSIT STATION (SANDY EXPO TRAX STATION) THAT WOULD HELP REDUCE THE NUMBER OF NEEDED PARKING STALLS AND AUTOMOBILE TRIPS MAY TAKE A 10% REDUCTION TO REQUIRED PARKING STALLS. THE SANDY EXPO TRAX STATION IS APPROXIMATELY 0.40 MILES FROM THE SITE.

BASEMENT = 4,797

LEVEL 1 = 5,315

LEVEL 2 = 5,211

10,526 - 4/1000

= 43 STALLS REQUIRED

20% REDUCTION

= -8 STALLS

35 STALLS REQUIRED WITH 20% REDUCTION PROVIDED BY TRAFFIC ENGINEER

SITE PLAN NOTES:

- EXISTING CURB & GUTTER.
- PROPOSED 30" STANDRD CURB & GUTTER PER SANDY CITY STANDARD DETAIL CG-01. SEE SHEET C4.2 FOR DETAILS.
- PROPOSED 24" CURB & GUTTER. SEE DETAIL 1/C4.0.
- PROPOSED 24" REV PAN CURB & GUTTER. SEE DETAIL 2/C4.0.
- CONTRACTOR TO PROVIDE A SMOOTH TRANSITION BETWEEN CATCH CURB & GUTTER AND REV. PAN CURB & GUTTER.
- CONTRACTOR TO SAWCUT EXISTING CURB & GUTTER TO PROVIDE A SMOOTH TRANSITION FOR PROPOSED CURB & GUTTER TO MATCH INTO.
- CONTRACTOR TO SAWCUT EXISTING ASPHALT TO PROVIDE A SMOOTH TRANSITION FOR PROPOSED ASPHALT TO MATCH INTO.
- CONTINUE GUTTER THROUGH PLANTER AREA PROVIDING A WATERWAY TO ALLOW STORM WATER TO FLOW THROUGH. SEE DETAIL 9/C4.0.
- ALL HANDICAP STALLS SHALL HAVE SLOPES OF LESS THAN 2% IN ALL DIRECTIONS. SEE DETAILS 7/C4.0. & 8/C4.0.
- ADA RAMPS ARE TO BE INSTALLED PER CITY AND ADA STANDARDS AND SPECIFICATIONS. SEE DETAILS 3/C4.0 & 4/C4.0.
- PROPOSED TRASH ENCLOSURE. SEE ARCHITECTURAL DRAWINGS FOR DETAILS.
- PROPOSED DRIVE APPROACH TO BE INSTALLED PER SANDY CITY STANDARD DETAIL DA-03. SEE SHEET C4.2 FOR DETAILS.
- PROPOSED 5' WIDE SIDEWALK PER SANDY CITY STANDARD DETAIL SW-03. SEE SHEET C4.2 FOR DETAILS.
- PROPOSED PAINTED PEDESTRIAN CROSSWALK.
- PROPOSED SIDEWALK PER APWA PLAN NO. 231. SEE SHEET C4.2 FOR DETAILS.
- PROPOSED 8' TALL MASONRY SCREENING WALL.
- EXISTING CONCRETE STAIRWELL.
- EXISTING CHAIN LINK FENCE.
- EXISTING POWER POLES AND OVERHEAD POWER LINES.
- CONTRACTOR TO TAPER CURB & GUTTER TO MATCH FLUSH WITH ADJACENT BACK OF SIDEWALK ELEVATIONS.
- INSTALL 2' WIDE CURB CUTS W/RIPRAP EROSION PROTECTION (D50=6"). SEE DETAIL 11/C4.0.



CIVIL ENGINEERING + SURVEYING

CJR

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SOUTH JORDAN, UT 84095 - 801-949-6296

JORDAN CREDIT UNION

9260 SOUTH 300 EAST, SANDY, UTAH 84070

SITE PLAN

SHEET NO. C1.0

PROJECT ID: E25-007
DATE: 04/10/25
FILE NAME: PRJ-JCUS
SCALE: 1"=15'

NO. REVISIONS BY DATE
DESIGNER: SDT PROJECT ENGINEER: SDT