

Mr. Andrew Bodewes
Park Grove Realty, LLC
46 Prince Street
Rochester, New York 14607

May 3, 2022

RE: Proposed Auburn Cancer Treatment Center, City of Auburn, NY
Parking Demand Assessment Letter

Dear Mr. Bodewes:

The purpose of this technical letter is to provide a Parking Demand Assessment related to the proposed Auburn Cancer Treatment Center project located at the existing Auburn Community Hospital. When evaluating the parking supply needs for the proposed project, our firm projected the parking demand using nationally accepted methodology developed by the Institute of Transportation Engineers (ITE) for similar developments, as documented by the ITE Parking Generation Manual (5th Edition).

Additionally, this letter describes an existing parking space occupancy survey performed of the Auburn Community Hospital to determine the existing parking demands and potential future parking impacts associated with the proposed project.

PROJECT DESCRIPTION

As shown on the attached Site Plan, the proposed project consists of constructing a ±12,000 square foot (SF) cancer treatment center. There will be eight full time equivalent employees. Up to 24 patients per day are projected to use the facility.

The existing hospital has 99 inpatient beds and 80 nursing beds for a total of 179 beds.

PARKING SPACE OCCUPANCY COUNT SURVEY

The project study area analyzed for this survey includes 742 existing spaces available for parking (see **Map 1**). There were nine lots included in the survey. **Map 2** illustrates each of the lots by number designation. Our firm performed the survey of the project site on Wednesday, March 30, 2022, during the peak period of 10:00 AM-4:00 PM. This period was chosen based on peak hours of parking generation for similar sites, as determined by the Urban Land Institute (ULI) Shared Parking Model 3rd Edition (2020) and the Institute of Transportation Engineers (ITE) Parking Generation Manual 5th Edition (2019) handbook.

The survey inventoried the number of occupied spaces every hour throughout the study period. This information was then used to determine the hourly occupancy rate during.

The peak occupancy rate by hour for the entire site is shown in **Table 1**.

TABLE 1: PARKING OCCUPANCY RATES BY HOUR

TIME	OCCUPIED	CAPACITY	OCCUPANCY RATE
10:00 AM	650	742	87.6%
11:00 AM	653	742	88.0%
12:00 PM	633	742	85.3%
1:00 PM	633	742	85.3%
2:00 PM	597	742	80.5%
3:00 PM	497	742	67.0%
4:00 PM	349	742	47.0%

It is noted that during the day of study, Lot 9 was partially used by 15 contractor vehicles and not associated with full time employees of the hospital. Under full development of the project, these vehicles will not be present.

The peak occupancy for the entire Auburn Community Hospital is 88.0% at 11:00 AM.

Table 2 depicts the peak parking occupancy by lot. It is noted that the project site is planned for construction in Lot 1.

TABLE 2: PEAK PARKING OCCUPANCY RATES BY LOT

TIME	LOT	OCCUPIED	CAPACITY	OCCUPANCY RATE
10:00 AM	1	146	150	97.3%
11:00 AM	2	195	236	82.6%
11:00 AM	3	174	181	96.1%
11:00 AM	4	17	17	100%
10:00 AM	5	16	19	84.2%
1:00 PM	6	41	38	107.9%
1:00 PM	7	44	51	86.3%
12:00 PM, 1:00 PM	8	5	6	83.3%
10:00 AM, 1:00 PM	9	39	44	88.6%

Lot 3 is the visitor parking garage. All other lots are designated as employee parking. As noted, Lot 9 was partially occupied by 15 contractor vehicles.

The peak parking generally occurred at 10:00 AM, 11:00 AM, and 1:00 PM. It is noted that several vehicles were parked in unmarked spaces in Lot 6 during its peak time.

PARKING DEMAND ANALYSIS

The proposed project is planned for construction on Lot 1 (150 existing spaces). The project will provide 45 parking spaces. There is a planned difference of 105 fewer parking spaces.

It is noted that additional parking will be provided via development of a parcel adjacent to Lot 7. Under full development, Lot 7 will have a total of 88 spaces. This is an increase of 37 parking spaces. Therefore, the total parking capacity at full development will be 674 spaces. This is illustrated in the attached site plan.

Parking generation rates published by the ITE Parking Generation Manual (5th Edition) were consulted to project the parking demand for the proposed project.

The ITE Parking Generation Manual states that the 85th percentile parking demand for a medical office building (Land Use #720) is 2.0 spaces per employee. This statistic is based on the point at which 85 percent of the value fall at or below and 15 percent of the values are above. The rate was developed for sites in general urban/suburban settings throughout the United States. The average number of employees in the dataset are 43 employees.

Based upon the projected number of employees (8) and parking rate (2.0/employee), the proposed project will generate approximately 16 parking spaces.

It is noted that there are 12 full time staff that will be relocating to an off-site location prior to construction of the proposed project. When considering this condition, as well as the 15 contractor vehicles temporarily using one of the employee parking lots, 27 additional parking spaces will be available under full development.

Table 3 depicts the total future parking demand after construction of the proposed project.

TABLE 3: PROJECTED PARKING DEMAND

DESCRIPTION	PARKING DEMAND
Existing Auburn Community Hospital	653
Proposed Cancer Treatment Center	16
<i>Relocated Staff</i>	<i>-12</i>
<i>Contractor Spaces</i>	<i>-15</i>
Total	642

The projected parking demand for the entire site when considering the proposed project is 642 spaces. Based on the 674 parking spaces provided under full development, there is a surplus of 32 parking spaces (approximately 95% utilization of all parking spaces).

PARKING MANAGEMENT CONSIDERATIONS

Although there is a projected parking surplus, further parking reduction strategies may be considered to alleviate parking impacts. Parking management strategies are classified as Transportation Demand Management (TDM) actions which seek to manage travel demands through incentives, programs, and

infrastructure which encourage a shift from personal vehicle travel to other modes or improved utilization of existing networks.

The City of Buffalo has a municipal TDM policy guide which offers a menu of actions that can be taken by employers and associated credits that can be applied to baseline parking demands. For instance, carpooling programs can achieve a 2% reduction in parking demands. The City also has a Transportation Management Association (TMA), called GO Buffalo Niagara, which works with commuters, employers, and property owners to promote sustainable transportation choices. Through business membership, GO Buffalo Niagara helps employers and find the best strategies for encouraging sustainable transportation options, thus reducing parking demands.

It is noted that there are contextual and operational differences between the City of Buffalo and City of Auburn and can influence the percentage of credit for each strategy. However, for informational purposes, **Table 4** depicts strategies that the project site may utilize to reduce parking demands.

TABLE 4: PARKING MANAGEMENT STRATEGIES

STRATEGY	DESCRIPTION	CREDIT
Carpool	Carpool programs customized to match employees via an online portal.	2%
Satellite Parking/Shuttles	Develop an off-site satellite lot or shuttle service dedicated to transporting employees to the site from another destination.	Up to 10%
Bicycle Facilities	Provide on-site bicycle storage facilities, shower facilities and lockers for bicycle commuters, or a bicycle repair station.	Facilities Up to 4%
		Repair Station 1%

Table 5 depicts the parking demand after implementation of the proposed parking management strategies at varying credit thresholds for informational purposes.

TABLE 5: PARKING DEMAND ADJUSTMENTS

TOTAL PERCENT OF APPLIED CREDITS	TOTAL PERCENT OF APPLIED CREDITS AND ADJUSTED PARKING DEMAND
3%	$642 * 3\% = \mathbf{623 \text{ spaces}}$
5%	$642 * 5\% = \mathbf{610 \text{ spaces}}$
10%	$642 * 10\% = \mathbf{578 \text{ spaces}}$

In addition to the considerations noted, enhanced wayfinding (parking signage) is planned for installation to better direct employees and visitors to the various parking lots throughout the Auburn Community Hospital campus.

CONCLUSIONS AND RECOMMENDATIONS

This detailed analysis supports our professional opinion that the proposed parking supply will be adequate to accommodate the projected parking demands for the proposed project. Parking management strategies can further reduce future parking demands. Additionally, wayfinding enhancements can better direct employees and visitors to available parking lots.

If you have any questions or require additional information, please do not hesitate to contact our office.

Sincerely,
SRF Associates, D.P.C.



David Kruse, AICP, PTP
Senior Transportation Planner

Attachments

ATTACHMENT

May 3, 2022

Letter to
Mr. Andrew Bodewes
Park Grove Realty, LLC

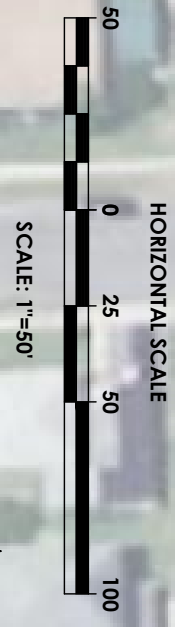
Proposed Auburn Cancer Treatment Center **Auburn Community Hospital**

Parking Demand Assessment

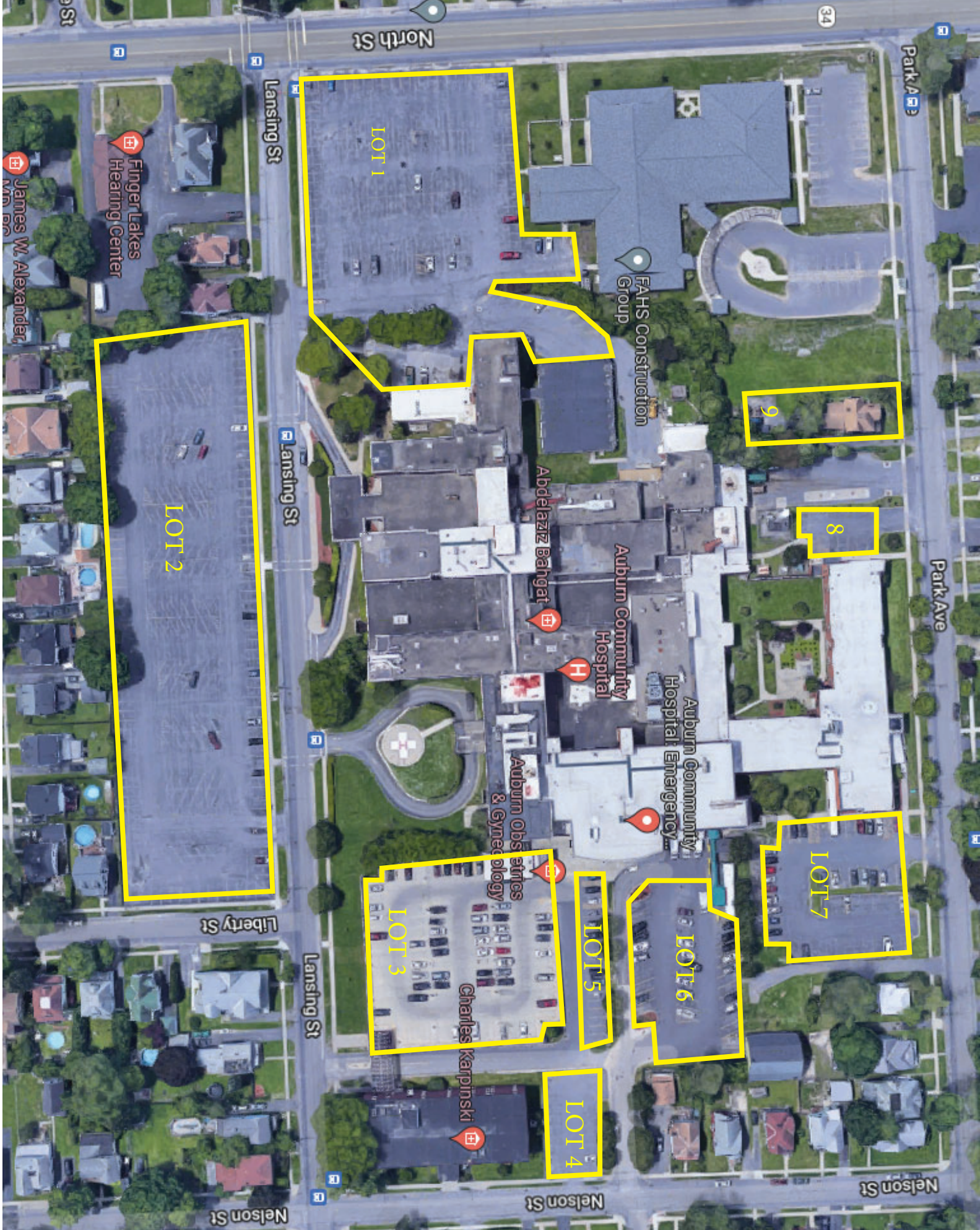
City of Auburn
Cayuga County, New York



3495 Winton Place
Building E, Suite 110
Rochester, NY 14623



Map 1 - Existing Parking Survey



Map 2 - Parking Lot Numbers



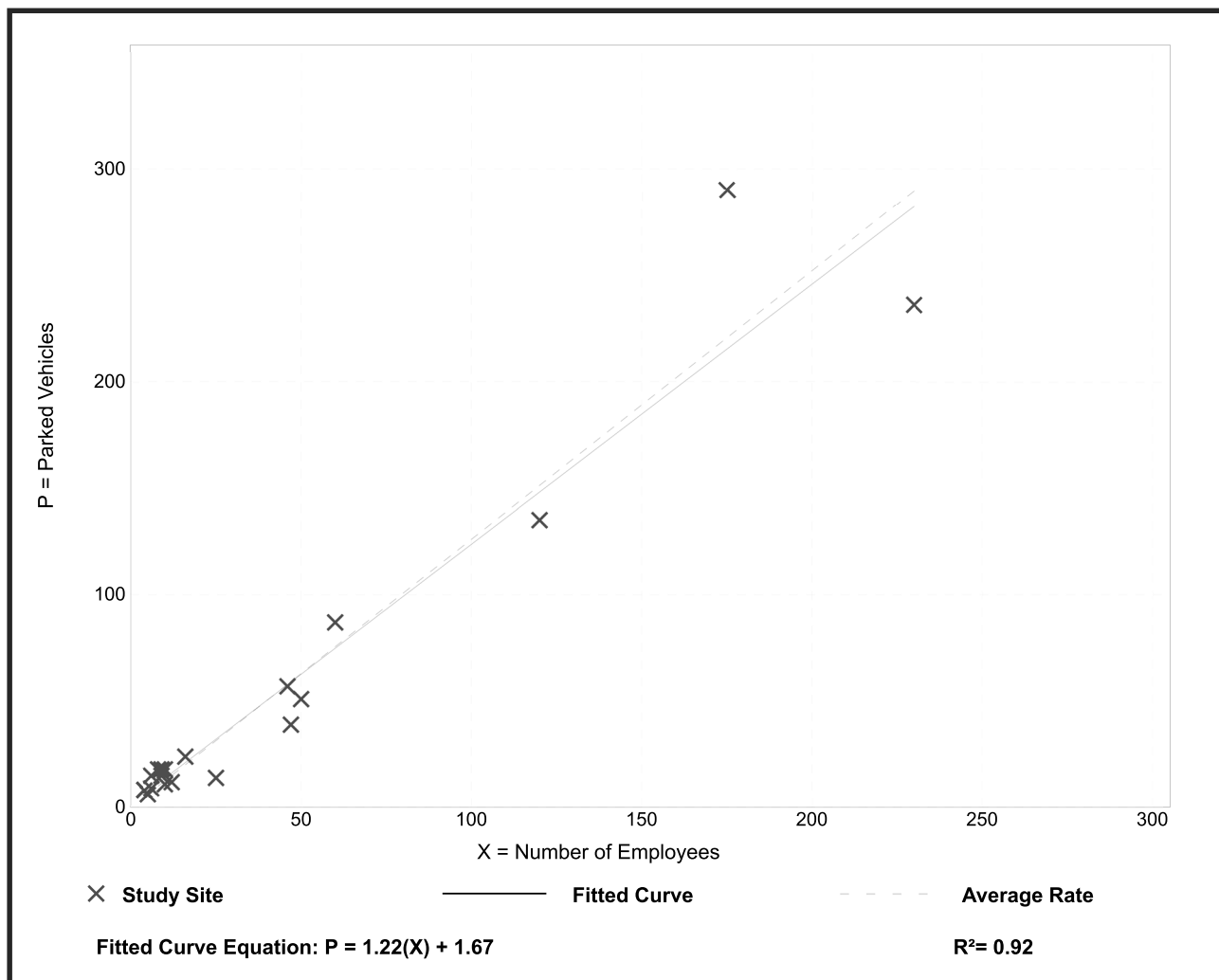
Medical-Dental Office Building (720)

Peak Period Parking Demand vs: **Employees**
 On a: **Weekday (Monday - Friday)**
 Setting/Location: **General Urban/Suburban**
 Peak Period of Parking Demand: **9:00 a.m. - 4:00 p.m.**
 Number of Studies: 20
 Avg. Num. of Employees: 43

Peak Period Parking Demand per Employee

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.26	0.56 - 2.50	1.12 / 2.00	1.11 - 1.41	0.35 (28%)

Data Plot and Equation



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TRAFFIC DATA

Auburn Community Hospital Parking Study										03/30/2022
Time	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	Lot 7	Lot 8	Lot 9	Total
10:00	146	190	161	15	16	40	39	4	39	650
11:00	143	195	174	17	12	40	34	3	35	653
12:00	139	190	153	16	14	40	41	5	35	633
13:00	134	187	157	15	11	41	44	5	39	633
14:00	136	184	132	15	12	38	40	4	36	597
15:00	122	131	123	14	13	36	35	1	22	497
16:00	78	71	107	7	9	39	22	0	16	349