

# Memo

To: Job Itzkowitz, Old City District

From: Peter Angelides, Carlos Bonilla and Ethan Conner-Ross; Econsult Solutions, Inc.

Date: October 20, 2017

Re: Parking Availability and Occupancy in Old City

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## **SUMMARY**

The Old City District commissioned Econsult Solutions, Inc. (ESI) to assess off-street public parking availability in and near the District. This study updates and expands upon a 2015 Philadelphia City Planning Commission (PCPC) study, which measured capacity and occupancy within Center City and Old City as part of a broader study of parking availability.<sup>1</sup> The current study area includes 15 public parking facilities, with more than 3,100 spaces in total. This study can serve as a baseline against which future parking studies can compare. Recent development has removed several parking facilities with a total of nearly 650 spaces (including public and private spaces) from service, without significant new public parking construction, so the overall supply of public parking has diminished since 2015. We analyzed the number of public parking spaces, and measured occupancy of each facility at three separate times. There were numerous available spaces at all times, though some lots were observed to be filled. Further, traffic counts in Old City have decreased over time, suggesting that the customer base is less car dependent than in previous times.

## **PARKING SUPPLY**

The study area used in this analysis includes:

- Callowhill Street to Walnut Street (northern and southern boundaries)
- 6<sup>th</sup> Street to Columbus Boulevard (western and eastern boundaries)

The study area roughly follows the boundaries of the Old City District, but extends beyond that actual District in some instances to capture parking that likely serves the District.

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<sup>1</sup> Philadelphia City Planning Commission, "Center City Philadelphia Parking Inventory" (2015), <https://goo.gl/uaFrAv>.

The study area includes 15 public parking facilities, including eight garages and seven surface lots (see Table 1). These lots have a total capacity of 3,119 spaces, with 2,729 spaces in garages and 390 in surface lots. The average price for the first hour of parking is \$11. In addition to daily customers, the majority of lots offer monthly contracts. The public parking inventory does not include small lots of less than 20 spaces.

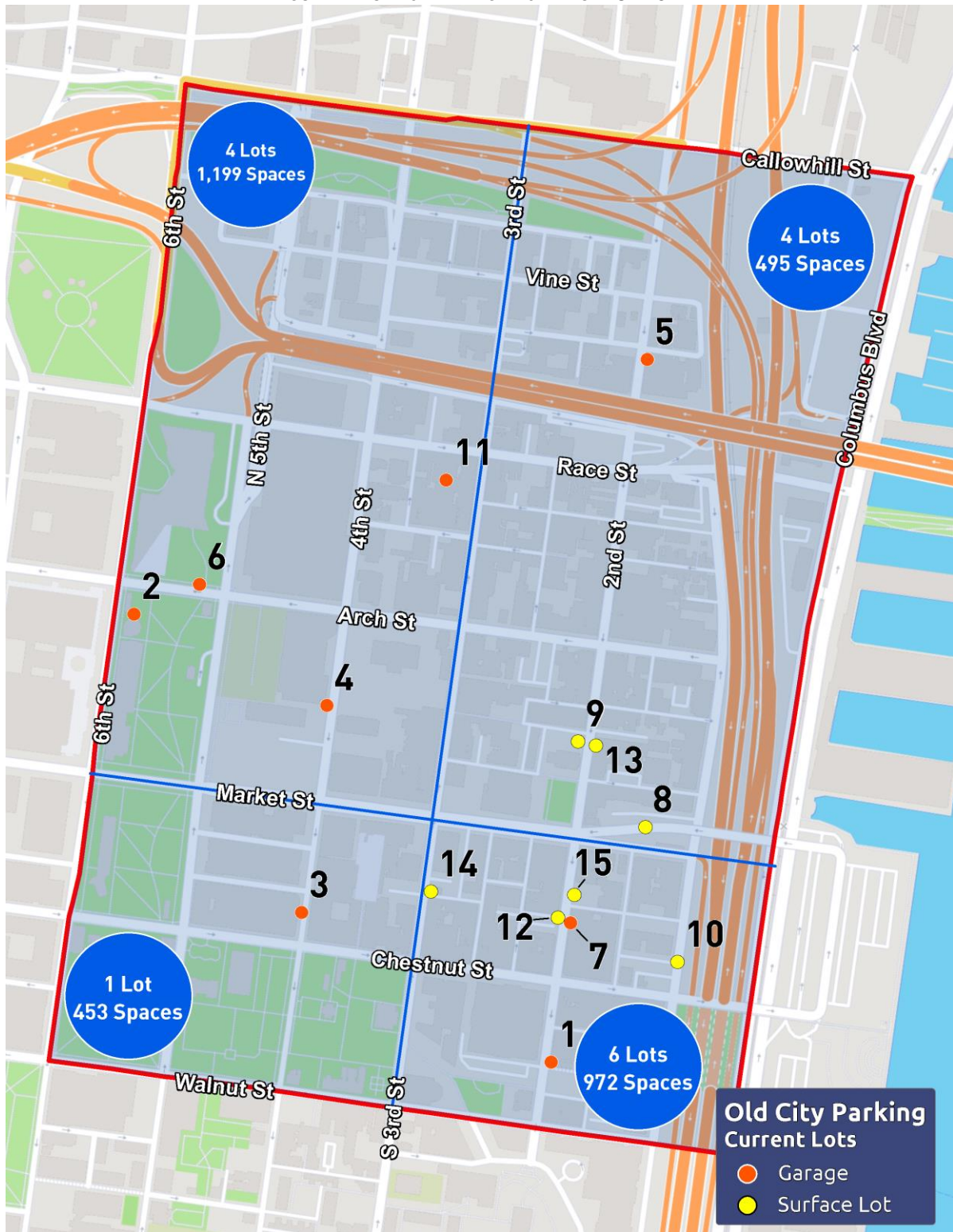
**TABLE 1: PUBLIC PARKING FACILITIES IN OLD CITY**

Map	Address	Operator	Type	Capacity	Pricing		Monthly Customers
					First Hour (weekday)	Flat Rate (weekend)	
1	125 S 2nd St.	PPA	Garage	650	\$8	\$8	Yes
2	41 N. 6th St.	PPA	Garage	600	\$8	\$11	Yes
3	401 Chestnut St.	Bourse	Garage	453	\$9	\$9	Yes
4	50 N. 4th St.	Wyndham	Garage	354	\$12	\$12	Yes
5	231 N. 2nd St.	Old City Parkominium	Garage	280	\$8	\$7	Yes
6	525 Arch St.	Central Parking	Garage	170	\$8	\$8	Unknown
7	37 S. 2nd St.	Sky Parking	Garage	147	\$16	\$16	Yes
8	101 Market St.	Patriot Parking Inc.	Lot	105	\$7	\$20	Yes
9	210 Filbert St.	Park America	Lot	80	\$11	\$15	Yes
10	36 S. Front St.	EZ Park	Lot	79	\$12	\$25	Yes
11	304 Race St.	SafeParc	Garage	75	\$8	\$8	Unknown
12	38 S. 2nd St.	Parkway	Lot	39	\$10	\$25	Yes
13	35 N. 2nd St.	Independence Parking	Lot	30	\$25	\$25	Yes
14	27 S. 3rd St.	Classic Parking	Lot	29	\$18	\$10	Yes
15	21 S. 2nd St.	Parkway	Lot	28	\$11	\$26	Yes
<b>Total / Average</b>				<b>3,119</b>	<b>\$11</b>	<b>\$15</b>	

Source: Econsult Solutions (2017), Philadelphia City Planning Commission (2015)

The study area was divided into four quadrants by 3<sup>rd</sup> Street and by Market Street. The two quadrants south of Market Street cover a smaller area, but they have nearly as many spaces as those north of Market Street (see Figure 1).

FIGURE 1: PUBLIC PARKING FACILITIES IN OLD CITY



Source: Econsult Solutions (2017), Mapbox (2017)

## RECENT CHANGES IN SUPPLY

In recent years, more than twenty parking lots have closed due to development in Old City. In total, we estimate the closed lots contained approximately 650 spaces. Many of the closed lots were small or were private, and hence not available for public use. Lots A-E, which contained 278 spaces, were included in the 2015 PCPC parking study. The other lots were not included, and are primarily smaller lots compared to the PCPC identified lots. The average capacity of surface lots was around 30 spaces (see Table 2). The majority of closed lots are clustered in the northeastern portion of the study area (see Figure 2).

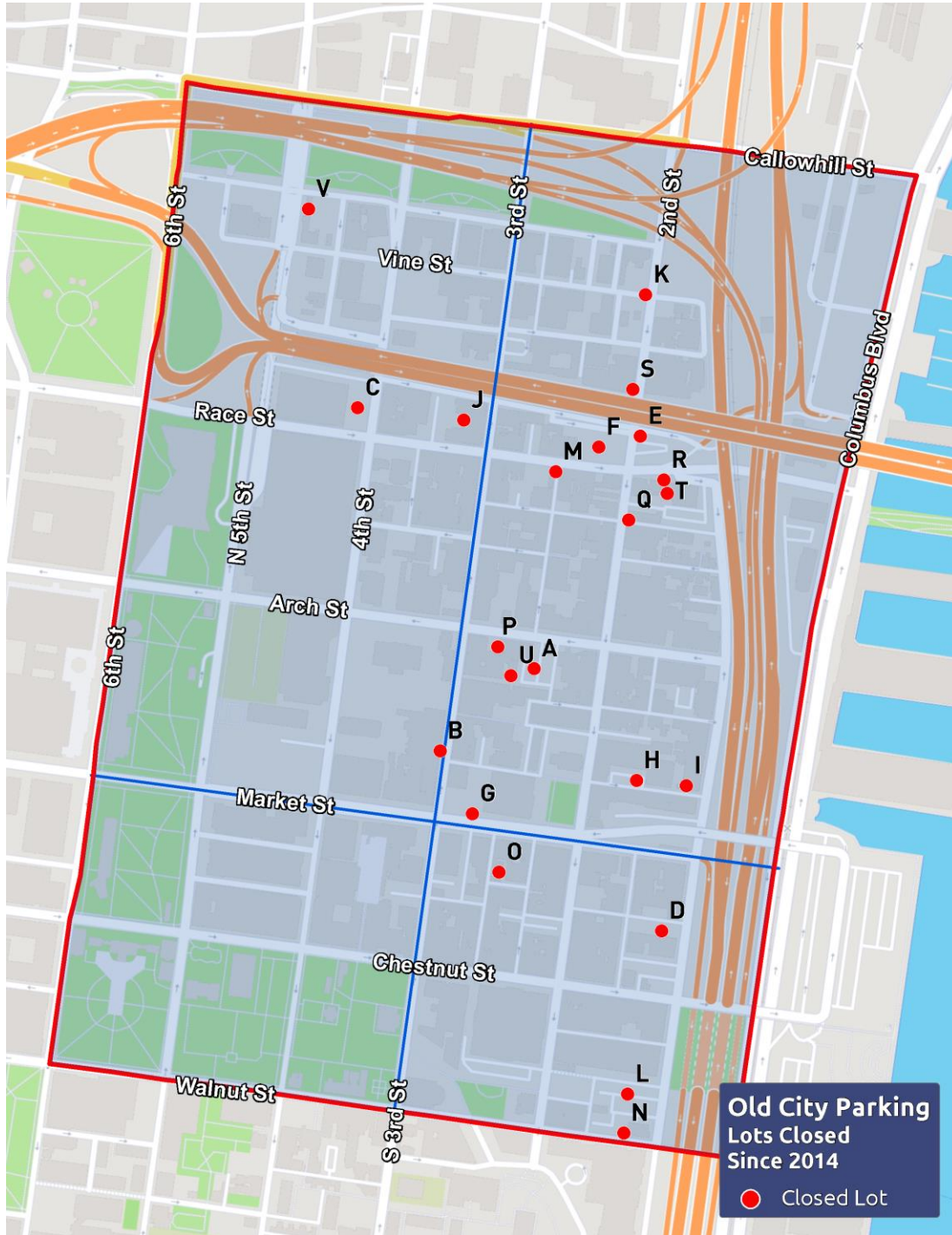
**TABLE 2 – LOTS CLOSED SINCE 2014**

Map	Address	Operator	Type	Capacity
A	218 Arch St.	Central Parking	Lot	75
B	38 N. 3 <sup>rd</sup> St.	E-Z Park	Lot	70
C	401 Race St.	E-Z Park	Lot	60
D	26 S. Front St.	Parkway	Lot	41
E	2 <sup>nd</sup> St. & Florist St.	Patriot Park	Lot	32
F	205 Race Street	- <sup>2</sup>	Lot	50
G	241-259 Market Street	-	Lot	40
H	113-121 Church Street	-	Lot	40
I	22-28 S. Front Street	-	Lot	40
J	313 Race Street	-	Lot	35
K	300-308 N. Second Street	-	Lot	30
L	130 S. Front Street	-	Lot	30
M	230-238 Race Street	-	Lot	25
N	105-109 Walnut Street	-	Lot	25
O	1-7 Bank Street	-	Lot	15
P	240-244 Arch Street	-	Lot	10
Q	151 N. Second Street	-	Lot	10
R	120-24 Race Street	-	Lot	8
S	240 N. Second Street	-	Lot	6
T	138 Race Street	-	Lot	5
U	159 N.2nd-117 Quarry	-	Lot	5
V	418-420 Wood Street	-	Lot	5
<b>Total</b>				<b>647</b>

Source: Econsult Solutions (2017), Philadelphia City Planning Commission (2015), Old City Area Development (2017)

<sup>2</sup> These former lots were not listed in the 2015 parking inventory study. Data on these lots were provided by a resident formerly involved in the Old City Civic Association.

FIGURE 2: PARKING FACILITIES CLOSED SINCE 2014



Source: Econsult Solutions (2017), Mapbox (2017)

## OCCUPANCY

ESI staff conducted parking inventories of the 15 identified lots throughout June and July 2017 to determine their occupancy levels at three different points in the week (see Table 3). We visited each facility three times, confirmed the number of spaces, recorded the number of empty spaces, and calculated occupancy. Monthly parking spaces were also included in this total. Parking occupancy was recorded at the following times, which are intended to reflect peak demand for weekday evenings, weekend days and weekend evenings:

- *Thursday night (Jun 22, 2017)*, for which overall occupancy was 64% and one lot was at full capacity;
- *Saturday afternoon (Jun 24, 2017)*, for which overall occupancy was 79% and two lots were at full capacity;
- *Saturday night (Jul 15, 2017)*, for which overall occupancy was 71% and three lots were at full capacity

In each observed period, there were parking spaces available during peak times. All of the larger facilities had some availability at all times, though some of the smaller lots were fully occupied at some times. We received independent confirmation from Parkway that our occupancy estimates were on target or greater than actual occupancy.

**TABLE 3: SAMPLED OCCUPANCY OF OLD CITY LOTS**

Map	Address	Operator	Type	Spaces	Occupancy			
					2015	Thursday Night	Saturday Afternoon	Saturday Night
2	41 N. 6th St.	PPA	Garage	600	89%	Unknown <sup>3</sup>	62%	30%
3	401 Chestnut St.	Bourse	Garage	453	97%	71%	Unknown	42%
4	50 N. 4th St.	Wyndham	Garage	354	42%	47%	51%	69%
6	525 Arch St.	Central Parking	Garage	170	89%	74%	82%	Unknown
7	37 S. 2nd St.	Sky Parking <sup>4</sup>	Garage	147	68%	Unknown	Unknown	Unknown
8	101 Market St.	Patriot Parking Inc.	Lot	105	100%	90%	95%	95%
9	210 Filbert St.	Park America	Lot	80	49%	63%	100%	49%
10	36 S. Front St.	EZ Park	Lot	79	100%	44%	54%	94%
12	38 S. 2nd St.	Parkway	Lot	39	85%	46%	87%	87%
13	35 N. 2nd St.	Independence Parking	Lot	30	100%	100%	100%	100%
14	27 S. 3rd St.	Classic Parking	Lot	29	72%	48%	82%	100%
15	21 S. 2nd St.	Parkway	Lot	28	54%	64%	96%	100%
1	125 S 2nd St.	PPA	Garage	650	- <sup>5</sup>	62%	69%	35%
5	231 N. 2nd St.	Old City Parkominium	Garage	280	-	46%	55%	Unknown
11	304 Race St.	SafeParc	Garage	75	-	83%	91%	82%
<b>Total / Average</b>				<b>3,119</b>	<b>79%</b>	<b>64%</b>	<b>79%</b>	<b>74%</b>

Source: Econsult Solutions (2017), Philadelphia City Planning Commission (2015)

<sup>3</sup> Some facilities were unwilling to disclose occupancy numbers during these inventories. Averages are based on measured lots.

<sup>4</sup> Although an occupancy estimate was determined in 2015, the current parking inventory was unable to provide an estimate for any of the surveyed days. This garage was unwilling to disclose occupancy numbers and could not be observed from the street. We note that there are three floors, and the observable first floor was filled at each visit.

<sup>5</sup> Lots 13, 14, and 15 were not included in the 2015 PCPC parking inventory.

## TRAFFIC TRENDS

Traffic counts have been declining in Old City. Based on traffic counts from Delaware Valley Regional Planning Commission (DVRPC), as supplemented by NV5, we observe that the most recent traffic counts at all measured segments are lower than their peaks. We also observe that all peaks occurred in 2008 or earlier.

TABLE 4: TRAFFIC COUNTS, 1998-2017

Daily Traffic Counts	2nd, Market-Chestnut	3rd, Market-Race	5th, Market-Arch	Arch, 2nd-5th	Arch, 5th-7th	Chestnut, 5th-2nd	Front (2-way), Market-Chestnut	Market, 4th-3rd (EB)	Market, 2nd-Front (EB)	Market, 3rd-4th (EB)	Market, 8th-5th (EB)	Market, 8th-5th (WB)	Walnut, 2nd-5th
1997	5,822				7,412			6,114		3,449			5,840
1998						5,633	8,325	9,258	6,687	4,463			
1999		6,794	13,216	6,952									
2000					8,167			10,069		4,847			
2001									6,849				
2002	10,057		12,816	7,361							13,618	13,449	4,449
2003					7,710	3,233	5,729	10,183		4,367			
2004		6,141							8,162				
2005			14,993	4,615							11,012	5,667	
2006					9,304				8,507				7,379
2007	9,269								11,708				
2008			13,127			7,269	4,393				12,064	7,110	
2009		6,430			8,617								
2010				6,706					7,130				
2011			11,215										4,910
2012	6,176				7,872		3,000		6,691		9,756	5,539	
2013				5,484		4,718	3,658		6,997				
2014		5,956											
2015											9,904	4,506	
2016				5,525	6,238	5,299		9,072		4,779			
2017												6,153	

KEY: MAX MIN

Source: NV5

These data suggest a shift in mode preference, away from automobiles and towards other forms. Further, the volumes do not account for the rise of ride-sharing, which would show up as traffic but would not require parking. At the same time, ridership at the 2<sup>nd</sup> & Market station of the Market Frankford line has increased by nearly 30% since 2000.