



August 9, 2023

Mr. Jean Krack, Borough Manager
 Borough of Phoenixville
 351 Bridge Street, 2nd Floor
 Phoenixville, PA 19460

RE: Parking Evaluation
 99 Bridge Street Redevelopment
 Borough of Phoenixville, Chester County
 McMahan Project No. 313568

Dear Mr. Krack:

A parking utilization study was conducted for the Ashland Lot located along Ashland Street, which includes the 10 parking spots located against the old bank building (walk-in bank and bank offices), in Phoenixville Borough, Chester County, Pennsylvania. Because this lot is a paid public parking lot, parking data was able to be acquired from the Borough for the month of May 2023 (**Attachment 1**). It is also noted that the Borough has reported that May 2023 has been the busiest month for parking since the implementation of the Passport parking payment app (as of June 2023).

Data given by the Borough showed times individual vehicles were parked in the lot. This data was summarized to determine the number of vehicles parked in each hour, for each day of the month. According to this data, the peak hours for the Ashland lot occur on Fridays between 7 PM and 9 PM and Saturdays between 6 PM and 8 PM. This trend is consistent with peak trends in the Borough’s past *Park Phoenixville* study. While looking through parking data, some outliers were ignored to determine the peak periods that included the first Friday of the month experienced the closure of Bridge Street and Mother’s Day had a large influx of Sunday midday parking. A total of 136 parking spaces are available within the Ashland Lot, which was verified with a field view of the parking lot. The counts were also verified during the field views and were similar to the data provided by the Borough. The average peak hours of both Friday and Saturday parking demand in May are shown in **Table 1**, below.

Table 1. Friday and Saturday Peak Hour Average Parking Demand¹

	Friday			Saturday			
	6:00 PM	7:00 PM	8:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
Average	87	106	103	91	110	112	95

¹ – Existing average parking demand in May 2023 excluding holidays and special events.

The proposed redevelopment of the bank building anticipates 23 apartments, including 9 two-bedroom apartments and 14 one-bedroom apartments, and approximately 5,000 square feet of retail space, which is yet to be determined. According to the developer, the possible tenants include a marijuana dispensary, a bank, medical clinic, or a barber shop/salon.

The peak Friday and peak Saturday hourly counts from the Borough were used to determine hourly parking demand with the proposed apartments and retail space. The hourly parking demand calculations for the apartments and the various retail uses are in **Attachment 2**, as well as the total hourly parking demand.

Apartments

Parking demand for the apartments was calculated using ITE *Parking Generation, 5th Edition*, with Multifamily Housing (Mid-Rise) (Land Use Code 221), as well as McMahon's Parking Evaluation. The peak demand for a 32-bedroom apartment building is 26 spaces, and it reaches its peak demands overnight from 12:00 AM to 4:00 AM on weekdays and weekends. The lowest demands are seen from 1:00 PM to 3:00 PM.

The total hourly parking demands of the apartments were added to the existing hourly parking data from the busiest Friday and busiest Saturday in May. With the ITE hourly parking percentages, it is estimated that the Ashland Lot demand would exceed the current supply on Saturdays from 6:00 PM to 8:00 PM by two to eight parking spaces.

Apartments and Marijuana Dispensary

According to ITE *Parking Generation, 5th Edition*, a 5,000 square foot marijuana dispensary would need 36 spaces to fulfill its parking demands. The expected peak hours of parking demand occur from 1:00 PM to 3:00 PM on a typical weekday. The lowest demands are seen before 6:00 AM and after 9:00 PM on a typical weekday. Weekend information was not available.

The total hourly parking demands of the apartments and the marijuana dispensary were combined and added to the existing hourly parking data from the busiest Friday in May. With the ITE hourly parking percentages, it is estimated that the Ashland Lot demand would exceed the current supply on Fridays from 7:00 PM to 8:00 PM by five parking spaces. Because no Saturday data is available, it is estimated that the Ashland Lot demand would exceed the current supply on Saturdays from 6:00 PM to 8:00 PM due solely to the apartments (as noted above). Combined parking demands could exceed the available supply during other hours on a Saturday as well.

Apartments and Bank

According to ITE *Parking Generation, 5th Edition*, a 5,000 square foot bank would need 19 spaces to fulfill its parking demands. It is noted that parking data was only available for bank facilities with drive through aisles. The expected peak hours of parking demand occur from 2:00 PM to 4:00 PM on a typical weekday. The lowest demands are seen before 7:00 AM and after 7:00 PM on a typical weekday. Weekend information was not available.

The total hourly parking demands of the apartments and the bank were combined and added to the existing hourly parking data from the busiest Friday in May. With the ITE hourly parking percentages, it is estimated that the Ashland Lot demand would not exceed the current supply on Fridays based on the available data. Because no Saturday data is available, it is estimated that the Ashland Lot demand would exceed the current

supply on Saturdays from 6:00 PM to 8:00 PM due solely to the apartments (as shown above). However, it is noted that banks are typically not open late on Saturdays (and closed on Sundays) so that the additional/combined bank parking demands would likely not coincide with the existing peak Saturday parking demands or the residential parking demands.

Apartments and Medical Clinic

According to *ITE Parking Generation, 5th Edition*, a 5,000 square foot medical clinic would need 19 spaces to fulfill its parking demands. The expected peak hours of parking demand occur from 10:00 AM to 12:00 PM on a typical weekday. The lowest demands are seen before 8:00 AM and after 6:00 PM on a typical weekday. Weekend information was not available.

The total hourly parking demands of the apartments and the medical clinic were combined and added to the existing hourly parking data from the busiest Friday in May. With the ITE hourly parking percentages, it is estimated that the Ashland Lot demand would not exceed the current supply on Fridays. Because no Saturday data is available, it is estimated that the Ashland Lot demand would exceed the current supply on Saturdays from 6:00 PM to 8:00 PM due solely to the apartments (as shown above). The combined parking demands could exceed the available supply during other hours depending on the hours of operation of the clinic.

Apartments and Barber Shop/Salon

There is no parking demand data currently available according to *ITE Parking Generation, 5th Edition* for a barber shop or salon. If in the future, this land use is seen as a more probable tenant to fill the available retail space. More research will need to be done to determine parking demand and hourly parking rates of this land use, to see how the Ashland Lot parking demand will be affected. The parking characteristics may also be affected by the type of barber shop/salon that is proposed and whether it is focused on high-end or high-turnover service as well as hours of operations.

Conclusions and Recommendations

Based on parking demand calculations and the hourly parking counts of the Friday and Saturday with the highest demand, there would be two separate peak hours that the Ashland Lot would have parking demand that exceeds the available supply based on the parking demands of the proposed apartments. These residential parking demands would exceed available supply during the Saturday evening peak from 6:00 PM to 8:00 PM.

There is limited parking data for the proposed retail uses and more research/study may be needed to fully evaluate the exact parking impacts. However, based on the limited parking data available for the potential retail uses and in reviewing the existing parking demand trends, we can preliminarily conclude the following:

- Apartment/Marijuana Dispensary – the Friday 7:00 PM to 8:00 PM combined parking demand will exceed the supply by five vehicles. Depending on the hours of operations, it appears that the combined Saturday peaks could also exceed supply by significant amounts after 5:00 PM. It is noted

that the apartments alone will exceed the available parking (by up to eight vehicles) during the Saturday evening peak period.

- Apartment/Bank – the combined parking demand is only expected to exceed the available supply beyond the Saturday evening peak periods, which will be exceeded by the apartments alone. Based on typical bank operating hours, there may be no further or significant impacts to the parking supply based on review of the hourly parking demands of the existing lot and the residential parking demands.
- Apartment/Medical Clinic – the combined parking demand will not exceed the Friday peak supply. Depending on the hours of operations, it appears that the combined Saturday peaks could also exceed supply by significant amounts after 5:00 PM if the clinic provides evening hours on weekends. It is noted that the apartments alone will exceed the available parking during the Saturday evening peak period.
- Apartment/Barber Shop/Salon – as previously noted there is no available parking data for this retail use and further study would be needed to further detail any specific hourly parking impacts. However, it is noted that we would not expect the combined parking demands to exceed supply during weekday and Saturdays before 5:00 PM. The existing parking supply combined with the proposed apartments would yield a minimum parking surplus of eight parking spaces for the barber shop/salon during the weekday peak hour (7:00 PM to 8:00 PM). It is noted that barber shops and salons are often not open in the evening on weekends, so that there may be further parking impacts beyond the apartment parking demands on Saturday evenings.

It is noted that ITE parking data is based on typical suburban sites that rely heavily on vehicular access. Within downtown Phoenixville, some customers for any of the retail options may be local and choose to walk to site, thereby lessening the parking demands projected herein. If the Borough requires further detailed evaluation of any of the proposed retail land uses where ITE data was not available or other retail uses are identified for the site, please contact us.

If there are any questions or if additional clarification is required regarding the findings and recommendations of this parking evaluation, please do not hesitate to contact our office.

Sincerely,

A handwritten signature in black ink that reads "John J. Yurick". The signature is written in a cursive style with a large, stylized initial "J" and "Y".

John J. Yurick, P.E., PTOE, PTP
Senior Project Manager

JJY/JDG/ab

cc: Owen Hyne, P.E., CEA, Borough Engineer, Remington & Vernick Engineers
David Boelker, Director of Planning and Code Enforcement
Scott Denlinger, Esquire, Borough Solicitor, Wisler Pearlstine, LLP

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Attachment 1

Borough Parking Data

ASHLAND STREET PARKING UTILIZATION BY HOUR																										
MAY 1, 2023 through MAY 31, 2023																										
HOUR >	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23		
DATE	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	MAX	
1	5/1/2023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	14	14	14	5	2	1	14	
2	5/2/2023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	7	7	4	3	1	7	
3	5/3/2023	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	8	31	38	30	19	5	1	38	
4	5/4/2023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	40	50	38	27	12	5	50		
5	5/5/2023	2	1	1	0	0	0	0	1	2	0	0	2	4	3	6	20	79	104	121	107	77	53	22	121	
6	5/6/2023	9	5	3	0	0	0	0	0	2	2	9	27	45	60	54	70	115	125	119	99	69	39	27	125	
7	5/7/2023	15	1	0	0	0	0	0	0	0	2	29	55	60	54	36	26	29	19	14	5	2	1	0	60	
8	5/8/2023	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	4	7	17	15	13	1	0	0	17	
9	5/9/2023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	20	28	23	8	1	0	28	
10	5/10/2023	0	0	0	0	0	0	0	0	1	1	1	1	3	3	2	2	17	58	65	52	18	6	1	65	
11	5/11/2023	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4	20	58	80	76	42	19	5	80	
12	5/12/2023	3	2	2	0	0	0	0	0	0	0	0	12	11	8	7	17	54	98	109	104	77	42	16	109	
13	5/13/2023	7	1	1	0	0	0	0	1	1	1	6	31	63	82	72	84	95	107	108	90	66	35	19	108	
14	5/14/2023	0	0	0	1	1	1	1	1	2	16	57	102	116	108	83	77	89	86	65	35	13	2	0	116	
15	5/15/2023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	19	16	7	3	0	19	
16	5/16/2023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	36	40	33	17	4	1	40		
17	5/17/2023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	34	42	33	17	7	2	42		
18	5/18/2023	1	1	1	0	0	0	0	0	0	0	0	0	0	1	3	15	49	61	52	30	12	4	61		
19	5/19/2023	2	1	0	0	0	0	0	0	0	1	4	8	8	3	5	34	79	110	107	74	36	13	110		
20	5/20/2023	7	5	3	0	0	0	0	0	0	3	7	19	30	34	27	38	72	109	113	102	75	43	17	113	
21	5/21/2023	9	2	1	0	0	0	0	0	0	2	11	29	46	52	41	37	36	37	31	23	13	7	2	52	
22	5/22/2023	0	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	3	16	17	11	4	0	0	17	
23	5/23/2023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24	48	49	35	15	5	3	49		
24	5/24/2023	0	0	0	0	0	0	0	0	0	0	1	10	11	6	1	3	25	60	67	62	34	10	3	67	
25	5/25/2023	1	0	0	0	0	0	0	0	0	0	0	0	1	2	2	16	35	43	29	16	7	3	43		
26	5/26/2023	3	1	1	0	0	0	0	0	0	1	3	8	9	10	8	28	48	85	100	99	74	44	23	100	
27	5/27/2023	16	9	7	1	1	1	1	2	2	6	11	24	31	37	41	46	82	97	108	90	61	33	18	108	
28	5/28/2023	11	1	1	0	0	0	0	0	0	4	14	25	44	53	51	51	56	57	57	43	26	10	4	57	
29	5/29/2023	1	0	0	0	0	0	0	1	1	2	6	13	11	14	9	13	20	16	12	7	2	1	0	20	
30	5/30/2023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	8	13	10	5	1	1	13	
31	5/31/2023	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	41	62	63	36	7	0	0	63	
	MAX	16	9	7	1	1	1	1	1	2	2	16	57	102	116	108	83	84	115	125	121	107	77	53	27	125

Attachment 2

Future Parking Calculations

	Residential Only					
	Friday			Saturday		
	Public Parking	Residential ^{(1) (2)}	Total	Public Parking	Residential ^{(1) (2)}	Total
Hour Beginning	5/19/23			5/6/23		
12:00 AM	2	26	28	9	26	35
1:00 AM	1	26	27	5	26	31
2:00 AM	0	26	26	3	26	29
3:00 AM	0	26	26	0	26	26
4:00 AM	0	26	26	0	26	26
5:00 AM	0	24	24	0	26	26
6:00 AM	0	22	22	0	25	25
7:00 AM	0	18	18	0	25	25
8:00 AM	0	16	16	0	23	23
9:00 AM	0	14	14	2	22	24
10:00 AM	0	14	14	2	20	22
11:00 AM	1	14	15	9	18	27
12:00 PM	4	13	17	27	18	45
1:00 PM	8	13	21	45	17	62
2:00 PM	8	13	21	60	18	78
3:00 PM	3	13	16	54	18	72
4:00 PM	5	15	20	70	19	89
5:00 PM	34	17	51	115	19	134
6:00 PM	79	17	96	125	19	144
7:00 PM	110	18	128	119	19	138
8:00 PM	107	20	127	99	20	119
9:00 PM	74	22	96	69	20	89
10:00 PM	36	23	59	39	21	60
11:00 PM	13	24	37	27	23	50

(1) Peak parking demand of 26 vehicles, based on parking study by McMahon dated August 2022.

(2) Hourly parking utilization percentages based on *ITE Parking Generation, 5th Edition* for Land Use Code 221.

Residential and Marijuana Dispensary							
	Friday				Saturday ⁽⁴⁾		
	Public Parking	Residential ^{(1) (2)}	Marijuana Dispensary ⁽³⁾	Total	Public Parking	Residential ^{(1) (2)}	Total
Hour Beginning	5/19/23				5/6/23		
12:00 AM	2	26	0	28	9	26	35
1:00 AM	1	26	0	27	5	26	31
2:00 AM	0	26	0	26	3	26	29
3:00 AM	0	26	0	26	0	26	26
4:00 AM	0	26	0	26	0	26	26
5:00 AM	0	24	0	24	0	26	26
6:00 AM	0	22	1	22	0	25	25
7:00 AM	0	18	3	21	0	25	25
8:00 AM	0	16	13	28	0	23	23
9:00 AM	0	14	17	31	2	22	24
10:00 AM	0	14	24	38	2	20	22
11:00 AM	1	14	30	44	9	18	27
12:00 PM	4	13	32	49	27	18	45
1:00 PM	8	13	32	53	45	17	62
2:00 PM	8	13	36	57	60	18	78
3:00 PM	3	13	29	45	54	18	72
4:00 PM	5	15	32	52	70	19	89
5:00 PM	34	17	30	81	115	19	134
6:00 PM	79	17	31	127	125	19	144
7:00 PM	110	18	13	141	119	19	138
8:00 PM	107	20	1	128	99	20	119
9:00 PM	74	22	1	96	69	20	89
10:00 PM	36	23	0	59	39	21	60
11:00 PM	13	24	0	37	27	23	50

(1) Peak parking demand of 26 vehicles, based on parking study by McMahon dated August 2022.

(2) Hourly parking utilization percentages based on *ITE Parking Generation, 5th Edition* for Land Use Code 221.

(3) Peak parking demand of 36 vehicles and hourly parking utilization percentages based on *ITE Parking Generation, 5th Edition* for Land Use Code 882.

(4) No hourly parking utilization percentages available for Marijuana Dispensary.

Residential and Medical Clinic							
	Friday				Saturday ⁽⁴⁾		
	Public Parking	Residential ^{(1) (2)}	Medical Clinic ⁽³⁾	Total	Public Parking	Residential ^{(1) (2)}	Total
Hour Beginning	5/19/23				5/6/23		
12:00 AM	2	26	0	28	9	26	35
1:00 AM	1	26	0	27	5	26	31
2:00 AM	0	26	0	26	3	26	29
3:00 AM	0	26	0	26	0	26	26
4:00 AM	0	26	0	26	0	26	26
5:00 AM	0	24	0	24	0	26	26
6:00 AM	0	22	0	22	0	25	25
7:00 AM	0	18	0	18	0	25	25
8:00 AM	0	16	12	28	0	23	23
9:00 AM	0	14	18	32	2	22	24
10:00 AM	0	14	18	32	2	20	22
11:00 AM	1	14	19	34	9	18	27
12:00 PM	4	13	15	32	27	18	45
1:00 PM	8	13	14	35	45	17	62
2:00 PM	8	13	17	38	60	18	78
3:00 PM	3	13	17	33	54	18	72
4:00 PM	5	15	14	34	70	19	89
5:00 PM	34	17	8	58	115	19	134
6:00 PM	79	17	3	99	125	19	144
7:00 PM	110	18	0	128	119	19	138
8:00 PM	107	20	0	127	99	20	119
9:00 PM	74	22	0	96	69	20	89
10:00 PM	36	23	0	59	39	21	60
11:00 PM	13	24	0	37	27	23	50

(1) Peak parking demand of 26 vehicles, based on parking study by McMahon dated August 2022.

(2) Hourly parking utilization percentages based on *ITE Parking Generation, 5th Edition* for Land Use Code 221.

(3) Peak parking demand of 19 vehicles and hourly parking utilization percentages based on *ITE Parking Generation, 5th Edition* for Land Use Code 630.

(4) No hourly parking utilization percentages available for Marijuana Dispensary.

Residential and Drive-In Bank							
	Friday				Saturday		
	Public Parking	Residential ^{(1) (2)}	Drive-In Bank ⁽³⁾	Total	Public Parking	Residential ^{(1) (2)}	Total
Hour Beginning	5/19/23				5/6/23		
12:00 AM	2	26	0	28	9	26	35
1:00 AM	1	26	0	27	5	26	31
2:00 AM	0	26	0	26	3	26	29
3:00 AM	0	26	0	26	0	26	26
4:00 AM	0	26	0	26	0	26	26
5:00 AM	0	24	0	24	0	26	26
6:00 AM	0	22	0	22	0	25	25
7:00 AM	0	18	1	20	0	25	25
8:00 AM	0	16	5	20	0	23	23
9:00 AM	0	14	12	26	2	22	24
10:00 AM	0	14	16	30	2	20	22
11:00 AM	1	14	17	32	9	18	27
12:00 PM	4	13	16	33	27	18	45
1:00 PM	8	13	17	37	45	17	62
2:00 PM	8	13	17	38	60	18	78
3:00 PM	3	13	19	35	54	18	72
4:00 PM	5	15	17	38	70	19	89
5:00 PM	34	17	14	64	115	19	134
6:00 PM	79	17	7	103	125	19	144
7:00 PM	110	18	2	130	119	19	138
8:00 PM	107	20	0	127	99	20	119
9:00 PM	74	22	0	96	69	20	89
10:00 PM	36	23	0	59	39	21	60
11:00 PM	13	24	0	37	27	23	50

(1) Peak parking demand of 26 vehicles, based on parking study by McMahon dated August 2022.

(2) Hourly parking utilization percentages based on *ITE Parking Generation, 5th Edition* for Land Use Code 221.

(3) Peak parking demand of 19 vehicles and hourly parking utilization percentages based on *ITE Parking Generation, 5th Edition* for Land Use Code 912.