

OLD CITY DISTRICT PRESENTS 2022 OFF-STREET PARKING STUDY OLD CITY★

A SUMMARY REPORT



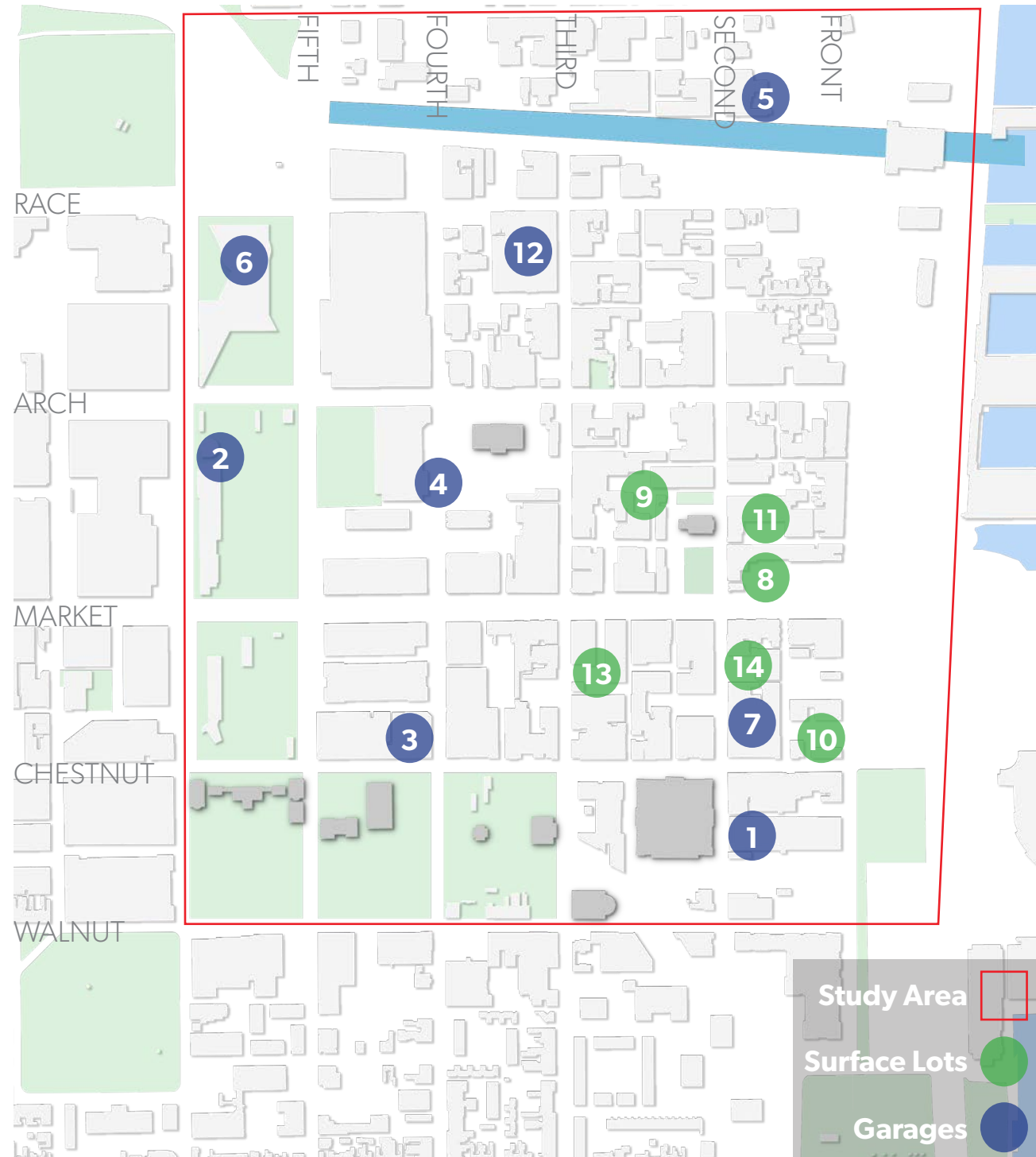
Parking lot closed for redevelopment on S 2nd Street (image credit: OCF Realty)

The Old City District commissioned Econsult Solutions, Inc. (ESI) to assess off-street public parking availability in and near the District. This study expands upon a 2017 parking availability study conducted by ESI, which measured capacity and occupancy within Center City and Old City as part of a broader study of parking availability and similar work conducted by Philadelphia City Planning Commission (PCPC) in 2015 and 2021. The current study area - bound by Callowhill Street, Walnut Street, 6th Street, and Columbus Boulevard - includes 14 public parking facilities, with more than 3,000 spaces in total. Development occurring since the previous 2017 study has removed a single parking facility with a total of roughly 40 spaces from service. There has been no significant new public parking construction, meaning the overall supply of public parking has diminished since 2017 without exacerbating parking availability. ESI analyzed the number of public parking spaces, and measured occupancy of each facility at four separate times. There were numerous available spaces at all times - **resulting in an overall utilization rate of 55%** - though some lots were observed to be at or close to capacity. The following pages summarize key findings from the assessment; to request the full report, please email info@oldcitydistrict.org.

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AVAILABLE OFF-STREET PUBLIC PARKING TODAY




The study area roughly follows the boundaries of the Old City District but extends beyond the actual District in some instances to capture parking that likely serves the District. The study area includes 2,694 spaces in eight garages and 315 in six surface lots. The average price for the first hour of parking is \$11. In addition to daily customers, the majority of lots offer monthly parking options. The inventory does not include small lots of less than 20 spaces or lots that exclusively provide monthly parking. ESI conducted inventories of the 14 identified facilities throughout June 2022 to determine their occupancy levels (including monthly spaces) at four different points in the week. Overall occupancy was 69% on weekday afternoons, 51% on weekday evenings, 52% on weekend afternoons, and 54% on weekend evenings, resulting in an overall combined occupancy of 55% in the study area.

Map	Address	Operator	Type	Capacity	Occupancy	1st Hour
1	125 S 2nd St.	PPA	Garage	615	66%	\$11
2	41 N. 6th St.	PPA	Garage	591	31%	\$12
3	401 Chestnut St.	Bourse	Garage	436	61%	\$10
4	50 N. 4th St.	Wyndham	Garage	354	65%	\$12
5	231 N. 2nd St.	Parkominium	Garage	280	29%	\$7
6	525 Arch St.	Central	Garage	168	16%	\$11
7	37 S. 2nd St.	Parkway	Garage	120	70%	\$10
8	101 Market St.	Patriot	Lot	75	93%	\$7
9	210 Filbert St.	Park America	Lot	85	79%	\$11
10	36 S. Front St.	EZ Park	Lot	68	90%	\$12
11	37 N. 2nd St.	Independence	Lot	30	81%	\$25 Daily
12	304-310 Race St	SafeParc	Garage	130	63%	\$10
13	21 S. 3rd St.	Classic Parking	Lot	29	72%	\$15
14	19-25 S. 2nd St.	Parkway	Lot	28	72%	\$15
TOTAL				3,009	55%	\$11

CHANGES SINCE 2017

 **4% fewer total spaces**
(One 39-space surface lot closed for redevelopment)

 **24% lower occupancy**
(overall parking occupancy fell from 79% in 2017 to 55% in 2022)

 **28% more residents**
(6,687 in 2022 vs 5,224 in 2017 and up from 854 in 1980)

 **2.1x available spaces**
(reduced occupancy has resulted in overall typically vacant parking increasing from 640 to 1,354 spaces)

Since ESI's initial parking inventory in 2017, one 39-space surface lot has closed for redevelopment at 38 S. 2nd Street. The Constitution Center Parking facility at 525 Race Street now closes at 6pm on weekend nights. This decrease in weekend supply of spaces may have resulted in higher occupancy at other lots on weekend nights. In 2018 the PPA opened 197 monthly parking lot underneath the Benjamin Franklin Bridge. No daily or hourly public parking has been created since the completion of the 2017 parking study.

Conspicuously, utilization of existing parking facilities has fallen considerably further (24%) than the total number of spaces (4%) in the study area. While the pandemic has undoubtedly had an impact, and continuation of pandemic workplace trends and the prevalence of work-from-home is likely to have lasting implications on the demand for weekday parking, the pandemic is likely an accelerant of pre-existing trends and not a root cause of the changes underway. Residential population in Old City has increased 28% since 2017 and 46% since 2010 (with 2,600 more units in progress), and traffic counts have been declining since long before the pandemic, with maximum counts in the district all recorded before 2010. Together with the rise of bike share and ridesharing - which would show up as traffic but would not require parking* - these factors suggest a long term shift in mode preference away from private automobiles and a decreased reliance on parking for district vitality.

* However, the study identified zero secure bicycle parking space in the study area.

Map	Address	Thursday Night Occupancy			Saturday Night Occupancy		
		2017	2022	Change	2017	2022	Change
1	125 S 2nd St.	62%	61%	-1%	35%	67%	32%
2	41 N. 6th St.	N/A	15%	N/A	30%	21%	-9%
3	401 Chestnut St.	71%	54%	-17%	42%	63%	21%
4	50 N. 4th St.	47%	58%	11%	69%	67%	-2%
5	231 N. 2nd St.	46%	57%	11%	20%	20%	0%
6	525 Arch St.	74%	N/A	N/A	N/A	N/A	N/A
7	37 S. 2nd St.	N/A	70%	N/A	N/A	73%	N/A
8	101 Market St.	90%	88%	-2%	95%	97%	2%
9	210 Filbert St.	63%	98%	35%	49%	51%	2%
10	36 S. Front St.	44%	57%	13%	94%	128%	34%
11	37 N. 2nd St.	100%	83%	-17%	100%	80%	-20%
12	304-310 Race St	83%	53%	-30%	82%	41%	-41%
13	21 S. 3rd St.	48%	34%	-14%	100%	93%	-7%
14	19-25 S. 2nd St.	64%	75%	11%	100%	89%	-11%
Average		60%	51%	-9%	40%	54%	14%

WHAT MAKES THIS REPORT POSSIBLE

OUR GENEROUS REPORT SPONSORS



OLD CITY DISTRICT

The Old City Special Services District of Philadelphia (“Old City District”) operates as a municipal authority and Business Improvement District (BID) in the Old City neighborhood of Philadelphia. Old City District’s objective is to improve Philadelphia’s historic district as a place for people to meet, work, shop and live. Old City District supplements, rather than replaces, the services of the municipal government - helping businesses be successful, visitors to enjoy their experience here and residents to maintain a high quality of life.

Old City District was created for an initial five-year period of operations, under the Pennsylvania Municipal Authorities Act of 1945 (as amended), by City Council Bill No. 970093, passed by Council on May 8, 1997 and signed by the Mayor on May 14, 1997. Most recently, City Council Bill No. 074700, passed on November 29, 2018, extended Old City District’s authority to December 31, 2038.

