

2008/2009 Downtown Bloomsburg Comprehensive Parking Study Report



**For the
Town of Bloomsburg, Columbia County,
Pennsylvania**

April 13th, 2009

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Acknowledgements

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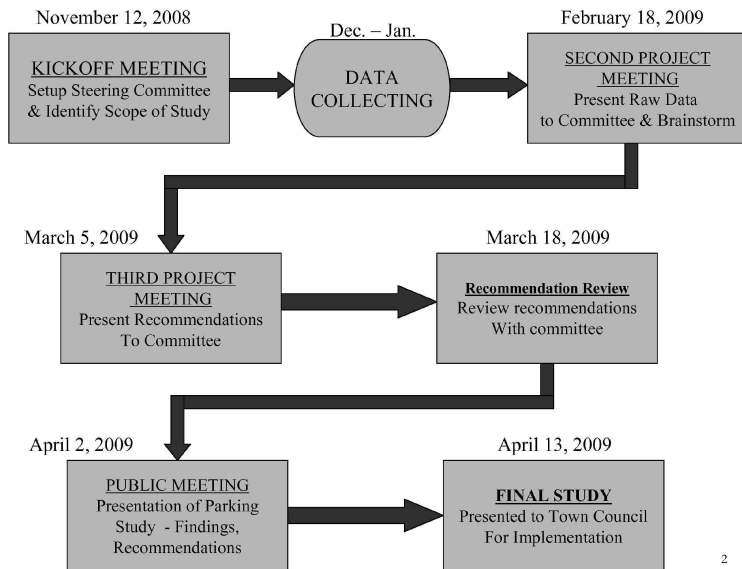
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2008/2009 Comprehensive Parking Study Executive Summary

McTish, Kunkel & Associates (MKA) was selected to update the Town of Bloomsburg's parking study that was last conducted in 1992. The data gathered for this parking study was conducted using similar methods used in 1992. In order to meet the parking study's final submission deadline, MKA's first goal was to develop a parking study schedule and timeline for each required event. The flow of this schedule, which has remained constant throughout the entire study, is shown below.

As shown on the flow chart, the first objective was to form the parking study steering committee which consisted of various representatives as stated in the acknowledgement section of the report. The parking study steering committee's responsibility was to assist in the recommendation developmental phase of the study.



Data was gathered using three methods. The first data gathering method was a parking space inventory which involved counting all lot and curb spaces within the defined study area which was also similar to the established study area of the 1992 study. There were 920 observed parking spaces within the study area. 46% of these spaces were curb spaces, and 54 % were lot parking spaces. All other information of each space was observed and documented as well, such as; Meter rates, Red or silver post type, and accessible (ADA) spaces. Additional new lots have been added since the completion of the 1992 parking study. These lots included the Hoppes Lot and the Upper Triangle Lot behind the diner. All parking spaces observed in this study were included with the license plate survey which was the next data gathering method.

After the parking inventory was established, MKA performed three license plate surveys. The license plate survey involved the recording of license plates in every occupied space at 30 minute intervals. Utilization rates and turnover rates were determined by these surveys. Each of the surveys was conducted on

predetermined days in which satisfied the selected conditions. These conditions, which reflected the conditions of the surveys conducted in 1992, included a college in session / peak day of the week, college out of session / peak day of the week, and college in session / average day of the week. The results of each survey were then analyzed and shown in various charts and graphs as shown throughout the appendices of the final report. The general conclusion of the license plate surveys was that the demand has dropped approximately 20% since the 1992 study. Although the overall demand has dropped, there are areas of over utilization. Many of these over utilized areas have continued to be in high demand since 1992 and even further back to 1977, as evidence would suggest in that parking study. The high demand parking areas include all those parking lots located along Pine Avenue and curb spaces along Main Street, North Street and Jefferson Street. The turnover rates have basically reflected the allowable meter duration of each location. The red post meters impact the turnover rates in each area due to the fact that red post permit holders are permitted to park as long as desired. These red post meters are intermixed with 2 hour and 5 hour meters. Customers at these spaces are competing with residents, students and employees.

The last formal data collecting strategy was a user survey. The user survey was in the form of a post card questionnaire in which most of the questions were similar to the user survey conducted in 1992. Over 400 post card questionnaires were distributed throughout the businesses located in downtown Bloomsburg. Approximately 31% have been completed returned and analyzed. The results of the questionnaire suggested the perception of the parking conditions in Bloomsburg was overwhelmingly poor even though, as stated earlier, demand has decreased. The perception of poor parking conditions has increased almost 20% as compared with the 1992 user survey. At the same time, businesses located in downtown Bloomsburg are losing commerce due to the perception of lack of available parking spaces. 75% of the post card questionnaire respondents have conducted business elsewhere at least one or two times per month due to the lack of available parking in the location they desired.

The parking study findings can be easily described as this: Although the demand for parking in downtown Bloomsburg has decreased since the last study, the perception of poor parking conditions has increased by approximately the same percentage. The over utilized parking spaces and areas as identified in 1977 and 1992 are currently over utilized in 2009. The existing parking system is not meeting the needs of the students and residents and especially the employees and customers.

The final phase of the study involved presenting the gathered data and analyzed results to the committee to begin brainstorming and developing

recommendations. The primary goal and focus of each recommendation was to change the rate at which customers and businesses were deterred from downtown Bloomsburg because of the poorly perceived parking conditions. The parking study steering committee elected to move forward with eight recommendations. Most of the recommendations are intended to supplement other recommendations. The recommendations are separate ideas which should be strategically implemented into the parking system through a well defined parking management plan. The eight recommendations are as follows;

- 1. Color-Coded Area System**
- 2. Americans with Disabilities Act (ADA) Compliancy**
- 3. Ordinance Amendments;**
Remove Employees, Employers from Main St.
Off-street Parking and Loading Regulations
- 4. Enhanced Parking Regulation Signs, Brochure etc...**
- 5. Expand Hours/Days of Parking Enforcement**
- 6. Acquiring Land for Parking Lot Expansion**
- 7. New Pine Ave. Lot Layout**
- 8. New Parking Facility**

The description of each recommendation is included in section V of the 2008/2009 Parking Study Report.

The parking supply in downtown Bloomsburg exceeds current demand. The parking utilization problematic areas existing today have been the problematic areas in 1977 and 1992. These high demand areas should accommodate to the primary user, which should be defined as the business customers. The objective of the recommendations is to meet the needs of not only the customer, but the residents, employees and students as well. The recommendations accomplish this by a type of “assigned seating” or assigned parking area amongst other accommodating resolutions. This may require people to walk a block or two further than what they have been accustomed to, especially those able and willing. The most convenient, high demand parking spaces should be reserved for customers or those that exhibit high turnover rates, typically 2 hours or less. Enforcement of these spaces should be consistent and continuous throughout the hours of business. Parking areas of town that are not, in general, desired by the business customers should be utilized by the residents, students and employees. The overall outcome will eventually bring additional business and commerce to downtown Bloomsburg.

I Development of Project Understanding and Scope

A. Project Understanding

This parking study was initiated by the town of Bloomsburg which stemmed from observations from a local developer that the existing downtown parking supply is perceived to be insufficient for current and future downtown growth and development. The objectives of this study are to; update the town's 1992 downtown comprehensive parking study by determining the existing parking conditions, availability and trends, identifying options for new parking facilities or improvements to existing parking facilities, and advising the Town of Bloomsburg in the most appropriate means to meet the needs of residents, consumers, and businesses in the downtown area.

B. Scope

MKA, drawing from our extensive engineering background and the rapport we have recently built with the Town of Bloomsburg through completed and ongoing projects, have taken a fresh look at the parking needs, now and in the future, for Bloomsburg's Downtown. We have begun the study by meeting with representatives of the business community and town officials to come to an understanding of the parking issues, needs, and scope. We have then assessed current parking availability, conducted user surveys and looked at current trends. We developed a survey questionnaires that was concise and in tune with the current issues and concerns. MKA developed trends based on the current business atmosphere, data, growth factors, and regulations. MKA and the parking study steering committee have developed specific recommendations to improve parking in the Downtown. All of this has been done with the ability to compare the data, trends, and recommendations from the last comprehensive parking study done in 1992.

For the Downtown Comprehensive Parking Study Update, MKA has investigated and identified:

- Current parking availability, needs, and trends,
- Options for improving parking facilities and adding new facilities
- Ways the Town can meet the needs of residents, consumers, and businesses

II Comprehensive Parking Inventory and Utilization/Demand Analysis

A. Parking Facilities Inventory

Parking Facilities within the study area of downtown Bloomsburg consist of surface lots (54%) and curb spaces (46%). An inventory of all curb and lot spaces was performed to establish the existing parking supply. **Table 1** summarizes the data obtained from the inventory. The entire study area as defined in **Appendix A** consists of **920** parking spaces. There are **642 metered** parking spots within the parking study area. **193 (30%)** of these metered spaces are 5 hour parking (\$0.25 per 2 ½ hours) of which **175** spaces are also red post permit spaces. Designated red post permit spaces can be used by persons who possess an authorized permit. Persons with this permit are not required to feed the meter. Anyone without a permit may also use these spaces as long as the meter is fed. **445 (69%)** of **642** metered spaces are 2 hour parking (\$0.25 per hour) of which **90** spaces are also red post permit spaces. The remaining **4 (1%) metered** spaces in front of the post office are 30 minute parking at \$0.25. The remaining parking spaces are designated residential parking (**128** spaces) and permit only spaces (**150** spaces). These spaces do not have meters. **22 accessible** spaces are located throughout the entire study area for those with disabilities.



Figure 2A – Red Post Meters



Figure 2B – Standard Silver Post Meters

Table 1a
Summary of Parking Inventory

Raw Numbers

Type of Parking	Standard Meters	Red Post Meters	Permit Only	Un-metered	TOTAL
Curb	218	73	2	128	421
Lot	147	204	148		499
TOTALS	365	277	150	128	920

Percentages

Type of Parking	Standard Meters	Red Post Meters	Permit Only	Un-metered	TOTAL
Curb	52%	17%	0.5%	30.5%	46%
Lot	29.5%	41%	29.5%		54%
TOTALS	40%	30%	16%	14%	100%

Table 1b
***January 2009 Red Meter Permit Distribution**

LOT	STUDENTS	EMPLOYEES	TOTAL SOLD TO DATE	Still Available
ALL LOTS (245)	164	81	245	0
EMPLOYEE (58) (EMPLOYEES ONLY)	0	50	50	8
HOPPE (12)	5	5	10	2
TRI LOT (6) (STUDENTS ONLY)	6	0	6	0
EAST ST ONLY (10)	1	4	5	5

**Information provided by the Bloomsburg Police Department*

Table 1a (above) indicates 365 parking spaces are designated for customers, of which 40% are located in off-street parking lots, and the remaining 60% are curb spaces. An additional 277 spaces are designated Red Post Meter spaces. These spaces can be utilized by customers as well; however, Most of these spaces are taken by permit holders as indicated by the gathered data. 245 Red Meter Permits are sold by the police department. The Student (Resident) vs. Employee distribution ratio is approximately 2:1 as shown in Table 1b.

The 1992 parking study inventoried a total of 705 spaces. The difference in totals is due to the inventoried un-metered spaces of the 2008/2009 parking study and due to the fact that additional parking facilities have been developed post 1992.

B. License Plate Survey

A license plate survey was conducted in order to evaluate utilization and turnover rates at each observed location throughout the entire study area. Parking utilization or parking demand is the proportion of occupied parking spaces within a given period in time. Turnover rate is the time (number of hours) at which a vehicle will occupy a parking space. A license plate survey involves recording the license plate number of each parked vehicle within the study area at specified intervals, which in our case was 30 minutes.

In order to compare/update the 1992 parking study, similar days and conditions were selected to conduct the license plate survey. There were basically two conditions to satisfy; college in or out of session and peak or average days of the week. A peak day of the week was selected by the parking study committee to be a Thursday rather than a Friday primarily because the college students are typically traveling home or elsewhere during the weekend. The average day selected was a Wednesday in both the 1992 and 2008 parking studies. The 2008 license plate survey was conducted on the following days and times:

Survey #1

Thursday, December 4th, 2008 – 12:00pm to 8:00pm
College In Session / Peak Day of the Week
Bloomsburg Theatre Ensemble Event at 7:30pm

Survey #2

Thursday, January 8th, 2009 – 8:00am to 4:00pm
College Out / Peak Day of the Week

Survey #3

Wednesday, January 21st, 2009 – 8:00am to 4:00pm
College In Session / Average Day of the Week

Note – The gathered parking data from the above three surveys and other methods used to evaluate current parking availability, trends and conditions represent **current** parking demands in downtown Bloomsburg. The present recessionary economic condition may not necessarily reflect typical parking conditions. The data has not been adjusted to reflect future economic situations. Similarly, this was a comparable situation in the 1992 parking study.

1. 2008/2009 Utilization Results

The charts and graphs of **Appendix B** and **B1** are the result of three selected survey dates and conditions as stated above. The utilization or demand of parking facilities of downtown parking spaces within the study area varied according to location.

The graphs in **Appendix B1** indicate an Adjusted Parking Supply number. As stated in the 1992 Parking Study report; the nationally recognized publication, Parking¹, recommends that the adjusted supply be **90%** of the actual off-street parking supply and **85%** of the actual curb parking supply. The adjusted parking supply equals the total number of spaces by facility type multiplied by the appropriate percentage

A review of these charts and graphs indicate a variety of interesting information. The graph in Appendix B1 page 2, representing parking demand for **all spaces**, suggests there are roughly 200 parking spaces available even at the time of highest demand and with college in session. You could also conclude from this same graph that college students are utilizing anywhere from 200 spaces in the morning to 125 spaces in the afternoon throughout the entire study area. This graph, by itself, would suggest there is not a parking problem in downtown Bloomsburg. However, upon further review, it becomes apparent where some locations are over utilized. These areas of over utilization, as shown in the graphs, are The Pine Avenue lots, Library lot, Jefferson Street and, at times, Main Street and North Street. The primary area of interest is the Pine Avenue lot in which is center parking hub of town. Data results from the 1977 and 1992 parking studies have revealed this lot has continued to be over utilized. Not only is it interesting to distinguish where lots and curb spaces are over utilized, but also to notice where areas are under utilized. This will be a key factor for recommendations in which will provide a more balanced parking system using the economic variables of supply vs. demand.

⁽¹⁾ *Parking, Weant and Levinson, Eno Foundation, Westport, CT, 1990*



Pine Avenue Lot

Viewing Southwest

Hardware store located to the right, Ice cream store
located to the left

2. 1992/2008 Utilization Comparison

The 1992 parking study defined a Central Business District Core Area (CBD Core Area). This area was bounded by Ridge Avenue, Jefferson Street, Third Street, and North/East Streets as shown on the map of **Appendix B2**. The graphical analysis of the 1992 parking study was limited to this area alone. The survey data graphs of **Appendices B2-1 to B2-4** compare the 1992 survey results with the 2008-2009 survey results within the CBD core area only. The charts of Appendices B2-5 to B2-6 are the raw data results used to develop the graphs of Appendices B2-1 to B2-4. The number of spaces within each location of the CBD core area has changed over the course of 16+ years which will explain the slightly different number of parking spaces of the compared parking facilities.

The findings of these graphs suggest the demand for all parking spaces and lot spaces in 2008 have **decreased** approximately **20%** from 1992. Data suggests curb space demand has stayed fairly constant. Another discovery from these graphs is the slight increased impact from college students. The 2008 graphs indicate a greater difference of the demand from when college is in session vs. college out. It would be fairly safe to

conclude this may be partly due to an increase of off campus student housing. However, the increase in student housing or student enrollment has not increased the parking demand in downtown Bloomsburg according to the results. The recommendations implemented from the 1992 study assumed an increase of college enrollment of 3%. The actual increase in enrollment was approximately **15%**. This would suggest Bloomsburg University has adequately accommodated the influx of student commuters and on campus student vehicles by the development of campus parking lots.

Table 2a and 2b help summarize the findings of the 2008 and 1992 parking demand comparisons. Table 2c summarizes the differences in parking demand which indicates a significant decrease in demand across the board for each surveyed condition. This supplements the same results indicated on the graphs of Appendix B2.

Table 2a
2008 Summary of Percent Utilization for Each Study Condition

Specific Study Areas	Number of Spaces	Survey #1 College in Session / Peak Day	Survey #2 College Out / Peak Day	Survey #3 College in Session / Average Day
1. Entire Study Area				
a. Curb Spaces (Metered)	292	67%	44%	50%
b. Curb Spaces (Unmetered)	129	58%	49%	66%
c. Lot Spaces	499	61%	39%	64%
Total/AVG.	920	62%	42%	60%
2. CBD Core Area				
a. Curb Spaces	197	75%	47%	55%
b. Lot Spaces	369	63%	36%	63%
Total/AVG.	566	67%	40%	60%

Table 2b
***1992 Summary of Percent Utilization for Each Study Condition**

Specific Study Areas	Number of Spaces	Friday College in Session	Wednesday College Out	Wednesday College in Session
1. Entire Study Area				
a. Curb Spaces	337	71%	69%	70%
b. Lot Spaces	368	89%	68%	86%
Total/AVG.	705	80%	68%	78%
2. CBD Core Area				
a. Curb Spaces	194	78%	73%	75%
b. Lot Spaces	368	89%	68%	86%
Total/AVG.	562	85%	70%	82%
3. Permit Parking Spaces				
a. Curb Spaces	70	61%	62%	57%
b. Lot Spaces	187	90%	67%	88%
Total/AVG.	257	82%	66%	80%

**Data obtained from the 1992 parking study*

Note - Red indicates spaces that are not used for comparison purposes

Table 2c

2008/1992 Summary of Percent Utilization DIFFERENCE for Each Study Condition

(-) Indicates Decrease in demand (+) Indicates Increase in Demand

Specific Study Areas	Number of Spaces	Survey #1 College in Session / Peak Day	Survey #2 College Out	Survey #3 College in Session / Average Day
1. Entire Study Area				
a. Curb Spaces	337 to 292	-4%	-25%	-20%
c. Lot Spaces	368 to 499	-28%	-29%	-22%
Total/AVG.	705 to 791	-18%	-26%	-18%
2. CBD Core Area				
a. Curb Spaces	194 to 197	-3%	-26%	-20%
b. Lot Spaces	368 to 369	-26%	-32%	-23%
Total/AVG.	562 to 566	-18%	-30%	-22%

3. 1977/1992/2008 Utilization and Turnover Rate Comparison

a. Utilization

Appendix B3 includes charts that compare the average percent utilization of the 1977, 1992 and 2008 parking study survey results. The chart on Appendix B3 page 1 is a comparison of percent utilization of available parking for various study periods at **each specified location**. The surveys of each parking study were conducted on different days and months of the year. In some cases the time of day was also slightly different as stated in Appendix B1 page 1. The chart on Appendix B3 page 2 is a comparison of percent utilization of available parking for PEAK study periods. These percentages are gathered from the data results during the times of highest demand.

Keep in mind, these percent utilizations do not take in account for the adjusted parking supply. Therefore curb spaces with demand percentages over 85% are operating at peak utilization and lot spaces with percentage over 90% are also operating at peak utilization.

b. Turnover Rate

Appendix B3-3 is a turnover rate comparison chart. The numbers on this chart reflect the average number of hours a vehicle is parked at each identified location for the 1992 and 2008 parking surveys. Also included in this chart is a column labeled "2008 Percent Cars Parked 5+ HRs". This column indicates the average percent of cars that occupy spaces for 5 or more hours within each given location. Table 3 summarizes the chart of Appendix B3-3.

Table 3
2008 Summary of Turnover Rate for Each Study Condition
Rates shown are Average Hours / Veh. / Space

Specific Study Areas	Number of Spaces	Survey #1 College in Session / Peak Day	Survey #2 College Out / Peak Day	Survey #3 College in Session / Average Day
1. Entire Study Area				
a. Curb Spaces (30 min Meter)	4	n/a	.57	.58
b. Curb Spaces (2hr Meter)	256	1.80	1.87	2.48
c. Curb Spaces (5 hr Meter)	32	3.72	3.37	4.26
d. Curb Spaces (No Meter)	129	n/a	4.40	5.37
e. Lot Spaces (2 hr Meter)	192	2.61	3.10	3.80
f. Lot Spaces (5 hr Meter)	159	3.26	4.23	5.22
g. Lot Spaces (Permit Only)	148	4.10	5.62	5.66
Total/AVG	920			

Red post meters are intermixed with 2 hr and 5 hr meter spaces. A permit holder in these locations can park as long as desired which will adjust turnover rates. For example; The 2 hour metered lot spaces which indicate a turnover rate of 2.61 does not necessarily mean the average vehicle is parked illegally beyond the time limit because many of these vehicles are permit holders. The turnover rate chart of Appendix B3-3 isolates these spaces In order to get a more accurate reflection of turnover rate. Areas that do indicate trends of abusing the metered time limits, according to the Turnover Rate chart of Appendix B3-3, are 2 hour metered spaces along Market Street, Iron Street, The Triangle Lot, Pine Avenue Lot, East Pine Avenue Lot, Library Lot, and West Pine Avenue Lot. Table 4 provides supplemental evidence of where parking violations are occurring.

Table 4
***Number of Tickets Issued by Lot**
For Calendar Year 2008

LOT	# OF TICKETS ISSUED 2008
EMPLOYEE	52
CHURCH	665
E PINE AVE (IRON TO EAST)	1,038
PINE AVE (CENTER TO IRON)	2,054
W PINE AVE (BEHIND POST OFFICE)	876
LIBRARY	877
HOPPE'S	27
TRIANGLE (DINER)	1908
TOTAL	7,497

**Information provided by the Bloomsburg Police Department*



C. Post Card Questionnaire (User Survey)

404 post card questionnaires were developed and distributed throughout the businesses of downtown Bloomsburg for their patrons and employees to fill out and return through mail. 124 or 31% have been completed, returned and analyzed as shown on the results of the post card questionnaire of **Appendix C**. Most of the questions contained on the 1992 user survey were also included with 2008 post card questionnaire for comparison purposes. The results of both the 1992 user survey and 2008 questionnaire are shown in Appendix C.

An interesting result from questions 3 and 4 reveal the increase of use and preference for on street parking. Question 3 reveals a 30% increase of respondents who parked in the street. Question 4 reveals a 16% increase of respondents who prefer to park in the streets. It would be reasonably safe to conclude the reason for this is the newly designed and constructed Main Street which improved lighting, accessibility and appearance.

One of the most discouraging disclosures of the questionnaire, especially for the business owners, would be the result of question number 7. 75% of the respondents have been discouraged by the lack of parking at least 1 or 2 times per month and went elsewhere. Even worse is the 45% of respondents who were discouraged 3 to 5 or more times per month. In these times of economic recession it is imperative that every person willing to provide business opportunity in downtown Bloomsburg be able to do so. Poor parking conditions, whether real or perceived, should not limit Bloomsburg's vitality and prosperity.

Respondents that rated parking in Bloomsburg as poor have increased 17%. This is a surprising finding due to the fact that demand has dropped a considerable 20% since 1992 as indicated by the utilization charts and graphs. It could be assumed that the driving force behind this result is the majority of people dissatisfaction with the overall parking system. This could also be noticed within the comments and suggestions.

III Review of Current Parking Regulations

Bloomsburg has a fairly complex parking system in effect. There are basically four types of parking spaces in downtown Bloomsburg; 2 hour meters, 5 hour meters, permit only and red post permit meters. Parking facilities in downtown Bloomsburg are enforced from 9 a.m. to 5 p.m, Monday through Friday. Parking is free in these spaces at all other times including weekends and December to encourage holiday shopping in the downtown area. The rates of the 2 hour meters are \$0.25 per hour or \$0.50 for 2 hours and rates for the 5 hour meters are \$0.25 per 2 ½ hours or \$0.50 for 5 hours. The majority of the 5 hour meters and several 2 hour meter parking spaces are also red post meters. Those that have a valid permit may use these spaces and are not required to feed the meters. Those without permits are also allowed to park in these spaces, but must feed the meters. Essentially, those with red post permits are competing with customers and others who do not hold permits. As shown in Appendix C, this occurrence is the reason for many complaints and suggestions within the post card questionnaire. The availability of the red post permits are on a first come first serve basis. The primary consumer of the permit is the student or resident. The parking permits have recently increased as of January 2009. The permits are sold semiannually for \$125 in all areas other than the Hoppes Lot and East Street where they cost \$100. There are several lots which include spaces reserved for permit holders only. One in particular is the employee lot. The employee lot has 51 spaces and an additional 8 spaces located in the Pine Avenue lot. 58 permits are sold for employees only in these locations of which 8 are currently available. Evidence suggests employees who do not purchase these permits are parking in the 5 hour metered spaces or, as the post card questionnaire reveals, in the 2 hour, Main Street spaces. The cost of an employee feeding a 5 hour meter 10 a.m. to 5 p.m., for example, would be approximately \$0.75 per day. The total cost of parking semiannually, five days a week would be roughly \$100. The cost of an employee feeding a 2 hour meter 10 a.m. to 5 p.m. would be approximately \$1.75 per day. The total cost of parking semiannually, five days a week would be roughly \$230.

Additional parking regulations are provided on the following page which is available from the Bloomsburg police department.

PARKING

BLOOMSBURG POLICE DEPARTMENT

RESIDENTIAL AND STUDENT PERMITS

PERMITS ARE NOT TRANSFERABLE FROM ONE PERSON TO ANOTHER

Permits are enforced from 7AM to 7PM, Monday through Friday, September through May as per signs on the streets. Exceptions are 1st Street, Fair Street and Pine Street, which are enforced 24 hours, 7 days a week. Permits are available for purchase at the station at \$10.00 per vehicle permit - \$20.00 per Visitor Permit and must be hanging from your rear-view mirror. Park only on the street where your permit is valid. Students renew permits in January at no charge, if old permit is brought in for exchange. Vehicles **MUST** be moved for the street sweeping days in your block. You **will** get a ticket with your permit. There are 2 signs on every block with the street sweeping schedule that is in effect April – December.

RED METER POST PERMITS

Permits are available for purchase for persons living or working in the downtown area.

- They can be purchased at the station for \$125.00 for 6 months, for parking in the municipal lots. The Hoppes Lot and "East Street Only" are \$100.00 for 6 months.
- Persons with Red Meter Post Permits are not guaranteed a spot in any certain lot.
- The amount of permits sold for the Employee Lot and the Hoppes Lot do not exceed the number of spaces available.
- Permits must be placed on the dash of the vehicle you are driving and be clearly visible through windshield. You may list several license plate numbers on the permit, and must bring permit to the station if a number needs to added or changed. If you have another vehicle temporarily (yours is in the garage, for example), call the station at 784-6779. Valid only for license plates we have listed on the permit.
- Students **must** be present to get their permits and only one permit is issued per person. A signed copy of their lease and vehicle registration is needed at time of purchase. (Only a parent can obtain a permit for their son / daughter if the student cannot be present).
- Preferred methods of payment are Checks, Credit Cards or Money Orders.

TICKETS

Parking meters are enforced 9AM to 5PM, Monday through Friday. On Main Street from East Street to West Street, you may not exceed parking at the meter for 2 hours. Tickets for this offense are \$5.00. Courtesy reminder letters are mailed out after 10 days if the ticket is unpaid. The fine for meter tickets then goes from \$5.00 to \$15.00. If a ticket is not paid within 20 days from issue date of ticket, a citation will be issued. You must have your ticket number or vehicle registration in order to pay your ticket at the station.

STREET SWEEPING

Street sweeping is enforced from 8AM to 3PM Monday through Friday, from April through November. Ticketing begins in April for 3 weeks, then once a week all spring and summer until October, then from the 3rd week in October, every week to Thanksgiving. We ticket the shaded week (weeks) on the recycling calendar (available at the station). Tickets for this offense are \$15.00. Look for the sign on your street for the day to move your vehicle.

EMERGENCY SNOW REMOVAL PARKING LOT PROCEDURES

During "significant" snowfall, the police department may post meters and lots with "No Parking" signs. A notice is placed on local radio stations (930 AM or 106.5 FM), in area newspapers and on BU's "Today Page". Information designates areas for free parking while snow is removed. Vehicles not moved from the parking lots prior to plowing are subject to \$25.00 fines, and towing at the owner's expense. Call the station for more information at 784-6779.

IV Development of Parking Management Strategies

After the data gathering portion of this study, a comparison to existing conditions was evaluated with the previous 1992 parking study. Two important changes are apparent. First, demand for all spaces has decreased approximately 20%. This was previously indicated on Tables 2a and 2b. This result seemed to be in conflict with the initial premise of why this study was requested. The second significant finding was revealed in the user survey (post card questionnaire). This survey reveals a substantial increase (17%) in respondents who rated Bloomsburg's parking conditions as poor (44% total). Although an overall decrease in demand has transpired, the over utilized areas as shown in section II have remained consistent as surveyed in the 1977 and 1992 parking studies.

We can conclude, from the recent three surveys, there are available parking spaces to satisfy current demand within the entire study area. It is also apparent that with the current regulations, there is a high level of dissatisfaction with the existing parking conditions. The results of the poor parking perception combined with additional results of the post card questionnaire, indicates that as many as 75% of respondents may, at times, choose to shop elsewhere. The essence of the problem should be described as: The majority of parking demand occurs within 50% of the available parking areas, which on this local level, suggests demand exceeds supply. A more detailed look at why demand is high at given locations shows that students, employees and customers are all competing for the same most desirable parking spaces.

Given the existing conditions, the obvious solutions involve recommendations that change the local demand on these most desirable parking spaces. In order for these recommendations to effectively change isolated demand, the town must prioritize customers, students and employees and, at the same time, give some type of assurance to permit holders that they will have available designated parking areas. The solution should have some flexibility in order to adjust the supply to meet the ever changing demand. Variable economic conditions and changes in parking usage will all affect demand. Demand can be adjusted by cost and/or ordinance. Recommendations should use one or both methods to adjust demand.

While demand is adjusted without large expenditures, supply can only be changed by providing more parking spaces. More spaces will involve higher costs. A financial budget or plan should be in place to prepare for additional parking facilities. This financial plan should include budgeting for low cost short term solutions and higher cost long term solutions.

V Recommendations – Meeting the needs of residents, consumers and businesses

The following recommendations have been developed, carefully selected and approved by the parking study committee consisting of business owners, town officials, local police staff, and residents with additional input gathered from the Chamber of Commerce and the general public. It has been determined, by the majority, that if the downtown Bloomsburg parking system is left unaltered, it would be ultimately detrimental for downtown business. The recommendations selected are proposed solutions to the existing problems revealed from the gathered data. We have also developed intermediate and long-term solutions in preparation for future downtown growth and prosperity. In order for these short-term, intermediate and long-term recommendations to be implemented successfully, we as the parking study committee, strongly recommend that the council solicit a person or group of volunteers for a parking plan commission. This commission will be responsible for developing a comprehensive parking plan which will define the sequence of implemented recommendations. We are proposing 8 (A-H) modifications for immediate implementation with the approval of Bloomsburg Town Council.

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A. COLOR-CODED AREA SYSTEM:

The proposed color-coded area system is a developed resolution in which addresses a combination of problems and has several positive outcomes such as:

- a. Reorganization of over utilized parking areas to spread out to under utilized areas
 - b. *Guaranteed parking space. Currently no guaranteed parking with Red Meter Permit system
 - c. Clears up existing confusing parking regulations and zoning
 - d. Eliminates competition between employee, student and shoppers
 - e. Gives the town the ability to control an organized method of parking distribution using supply vs. demand
 - f. An increase in the availability of customer parking spaces will change the majority perception of poor parking conditions as revealed by the post card questionnaire
 - g. With good customer parking conditions businesses may feel more apt to remain in the downtown business district and possibly bring in additional businesses
 - h. Generate meter heads for use in other proposed or developed locations
- *This system will essentially replace the Red Post Permit system.

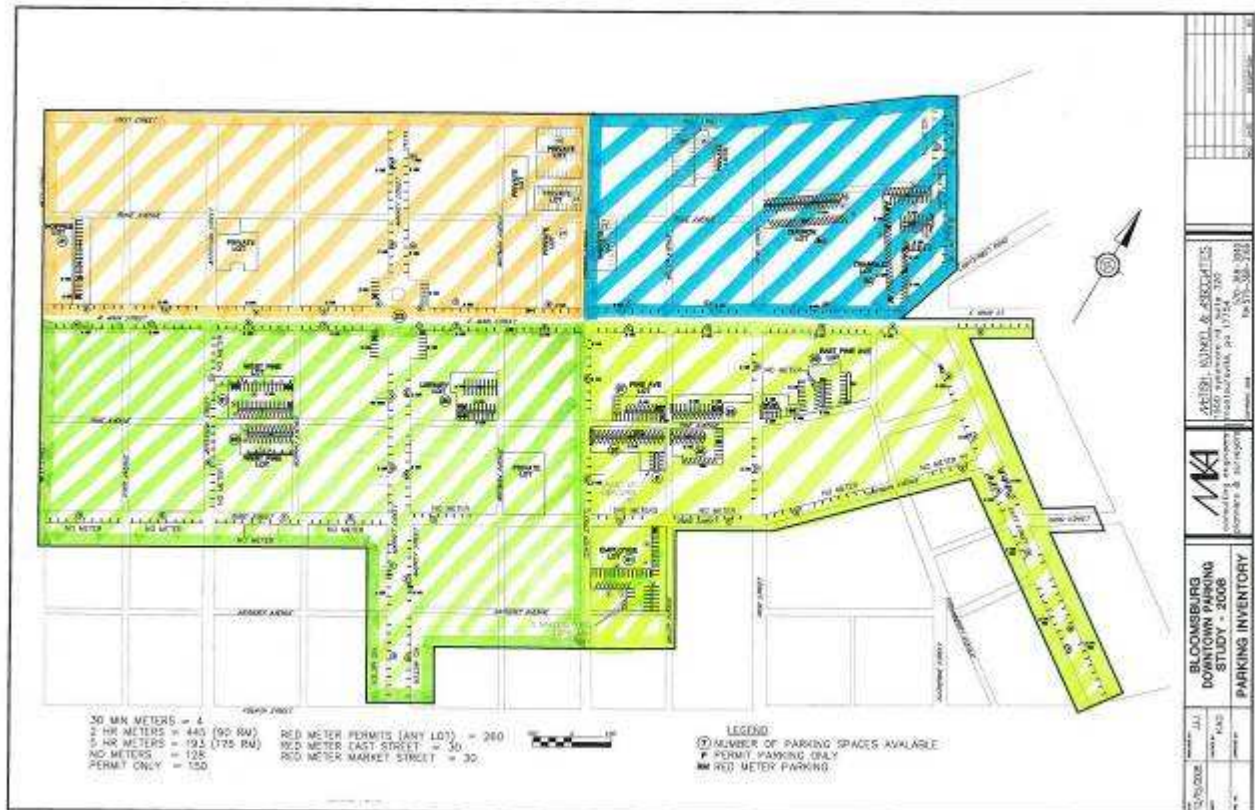
One issue that will arise with this system is the availability of parking during occasional events such as showings at the Bloomsburg Theatre Ensemble. All tickets should be noted that parking spaces in permit zones are **NOT** guaranteed during these events and it is the purchaser's responsibility to know when such events will be held

Steps for successful implementation:

The process for implementation of this entire system will be a step by step development which will take approximately two years to complete execution. The overall proposed changes are dramatic. Spreading the changes out over a two year time table will allow time for adaptation to each revision. Too much all at once would be disadvantageous for a problematic solution of this magnitude.



1. The first step of progression towards this system will be the division of the downtown area into 4 main colors as follows:
 - Orange Area – Bounded by Main St., Center St., First St. & West St.**
 - Green Area – Bounded by Main St., Center St., Fourth St. & West St.**
 - Blue Area – Bounded by Main St., North St., First St. & Center St.**
 - Yellow Area – Bounded by Main St., East St., Fourth St. & Center St.**



2. The next step will be determining the number of colored spaces in each lot or curb area designated as PERMIT only spaces as suggested below;

Hoppes Lot (21spcs Avail.) – 21 permit (8 generated meters)

Market St. (from Ridge Ave. to First St.) – 18 permit (16 generated meters)

West Pine Lot (77 spcs Avail.) – 54 permit

Market St. (from Fourth St. to Third St.) – 31 Permit (14 generated meters)

Library Lot (35 spcs Avail.) – 10 permit (10 generated meters)

Tri Lot (60 spcs Avail.) – 29 permit (29 generated meters)

Upper Tri Lot (23 spcs Avail.) – 9 permit

Pine Lot (133 spcs Avail.) – 61 permit (53 generated meters)

East Pine Lot (39 spcs Avail.) – 14 permit (14 generated meters)

East St. (44 spcs Avail.) – 30 permit (20 generated meters)

Employee Lot (51 spcs Avail.) – 50 permit / Green & Yellow Mix

**INITIAL TOTAL = 327 PERMITS WITH 164 GENERATED METERS
+ 22 ACCESSIBLE METERS = 186 TOTAL AVAIL. METERS**

Note – The Church Lot is not included within color-coded area system because it has been leased by a private entity.

Once permit areas have been established, signs must be erected designating these areas as “Color (yellow, green, etc...)” Permit Spaces Only, All others will be towed at owner’s expense. It may also be wise to add the exceptions during special events as determined by the local authority (i.e. BTE showings)

3. The existing red post permit costs \$125 in all areas other than the Hoppes Lot and East St. where the permit costs \$100. The proposed color-coded permits should be available for the same price during the first period. Due to the high unlikelihood that all spaces will be utilized at any given time, all permits should be sold at a certain percentage greater than the supply. This rate will vary from **5% to 15%** according to location and demand. During this period, it will be necessary to monitor the results of the selected number of available permits vs. purchased permits to better identify the supply vs. demand in each area. It is during this period and following periods where rates should be adjusted according to location. The data of the 2008 surveys suggests where lots are in high demand and where lots are under utilized. Our recommendation for adjustment of rates would be separating each lot or curb area into two categories; Prime parking and Regular Rate parking as denoted by the suggested (P) and (R) below.

Using recommendation from above:

Hoppes Lot (21spcs Avail.) – 21 permits (R) + 15% = 24
Market St. (from Ridge Ave. to First St.) – 18 permits (R) + 10% = 20
West Pine Lot (77 spcs Avail.) – 54 permits (P) + 10% = 60
Market St. (from Fourth St. to Third St.) – 31 Permits (R) + 5% = 33
Library Lot (35 spcs Avail.) – 10 permits (P) + 10% = 11
Tri Lot (60 spcs Avail.) – 29 permits (P) + 10% = 32
Upper Tri Lot (23 spcs Avail.) – 9 permits (R) + 10% = 10
Pine Lot (133 spcs Avail.) – 61 permits (P) + 10% = 67
East Pine Lot (39 spcs Avail.) – 14 permits (P) + 10% = 15
East St. (44 spcs Avail.) – 30 permits (R) + 15% = 35
Employee Lot (51 spcs Avail.) – 50 permit / Green & Yellow Mix (R)
+ 15% = 58

Prime Parking Spaces = 185 @ \$125 semiannually = \$23,125
Regular Parking Spaces = 180 @ \$100 semiannually = \$18,000
TOTAL PERMIT REVENUE \$41,125 (thus far) semiannually
\$82,250 annually

In order to differentiate between Prime and Regular parking, the permits, in the form of a sticker or rear view mirror hanger or combination, must include a visible subset color-coded emblem such as silver and gold (i.e. Prime parking in a yellow lot would have a yellow permit with a gold emblem within it. A car exhibiting a yellow permit with a silver emblem will not be valid in a Yellow permit zone requiring the gold emblem.

Keep in mind, at this point we have already created more customer revue generating curb (removing employees and students off Main St.) and lot spaces in lieu of red post metered spaces (i.e. 27 spaces on Pine Ave Lot, 7 spaces on Tri Lot, 6 spaces on Library Lot & 10 spaces on East Pine Ave. Lot) which were red metered spaces originally.

Based on the assumption that Red Metered Posts in these particular lots accumulate approx. 1/3 the revenue (conservatively speaking) of a standard meter, we can determine the additional revenue of the new standard meters gathered from the 2008 meter revenue chart as shown in **Appendix D** page 1;

Pine Ave. Lot meter revenue = \$14, 290 @ 53 standard meters & 72 Red Post meters
= \$185 per space per year per Standard Meter
= \$62 per space per year per Red Post Meter
= \$123 difference @ 27 additional spaces = **\$3,321** additional revenue

East Pine Ave. Lot meter revenue = \$6,587 @ 15 standard meters & 24 Red Post meters
= \$286 per space per year per Standard Meter
= \$96 per space per year per Red Post Meter
= \$190 difference @ 10 additional spaces = **\$1,900** additional revenue

Triangle Lot meter revenue = \$9,971 @ 31 standard meters & 29 Red Post meters
= \$243 per space per year per Standard Meter
= \$81 per space per year per Red Post Meter
= \$162 difference @ 7 additional spaces = **\$1,134** additional revenue

Library Lot meter revenue = \$5,601 @ 19 standard meters & 16 Red Post meters
= \$233 per space per year per Standard Meter
= \$78 per space per year per Red Post Meter
= \$155 difference @ 6 additional spaces = **\$930** additional revenue

***COMBINED ADDITIONAL REVENUE \$7,285 (thus far) annually**

**Calculations based upon the assumption that the projected generated revenue from the meters will reflect the revenue generated in 2008. The combined additional revenue is an estimate only and should be used as such.*

4. The final phase of this recommendation would be to allocate the generated meters or added permit zoning at supplemental curb spaces such as;

Jefferson St. (17 spcs Avail.) – 17 permit (P)

Third St. (38 spcs Avail.) – 38 permit (E)
 North St. (23 spcs Avail.) – 23 permit (P)
 Lightstreet (20 spcs Avail.) – 20 permit (P)
 Third St. & Hartman Ave. (26 spcs Avail.) – 26 permits (E)
 East St. (from fourth to fifth St.) . (21 spcs Avail.) – 21 permits (E)

The Economy Rate (E), if deemed necessary, should be sold at a rate which would satisfy primarily the residential customers. Permits sold for these areas should not be oversold at any rate.

ASSUME ALL SPACES ALLOCATED AS PERMIT ONLY AS OPPOSED TO METERED:

Prime Parking – \$125 semiannually @ 60 spcs = \$7,500

Economy Parking - \$75 semiannually @ 85 spcs = \$6,375

ADDITIONAL PERMIT CURB SPACE REVENUE \$13,875 semiannually
 \$27,750 annually

TOTAL AVAILABLE PERMITS = 365 + 145 = 510

<p> *TOTAL PROPOSED REVENUE = \$82,250 + \$7,285 + \$27,750 = \$117,285 Annually </p>
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<p> <i>Existing revenue (assume all permits sell) = \$81,650 (see Appendix D page 2)</i> <i>+ Annual Hoppes Lot Meter Revenue = \$141.45 (see Appendix D page 1)</i> <i>Existing Total Revenue = \$81,800</i> </p>

Note – Proposed and Existing revenue excludes parking revenue that will remain unaltered by proposed changes for comparison purposes.

PROPOSED ANNUAL REVENUE INCREASE OF (\$117,285 - \$81,800) =
\$35,485 AT CURRENT RATES.

Adding in spaces acquired through leasing and/or purchasing land as suggested by recommendation H (See page 31 of 32):

40 spaces @ \$75 = \$3,000 semiannually
 \$6,000 annually

Assume \$3,000 per year leasing cost
 Additional **\$3,000 annually**

PROPOSED ANNUAL REVENUE INCREASE OF (\$109,835 - \$81,800) =
\$38,485 AT CURRENT RATES.

B. AMERICANS WITH DISABILITIES ACT (ADA) COMPLIENCY



Accessible Spaces in Pine Avenue Lot

The **meters** located in accessible (ADA) spaces are not, for the majority, positioned in areas that are accommodating to people with disabilities. The revenue generated in these spaces is insignificant in which the parking enforcement and collection staff will attest to. The cost associated with bringing these meter heads within ADA compliancy is significant. Our recommendation is to eliminate all accessible **meter heads**. The number of meters generated by doing so is approximately 24. These meter heads could be used in other existing areas or new parking areas as necessary.

Locations of the accessible spaces themselves should be reconsidered. The accessible spaces within the East Pine Avenue lot and Pine Avenue lot are congested in areas that are disadvantageous to people with disabilities and to the surrounding businesses. Relocating the two accessible spaces, as shown above, to the other end of the parking row would better accommodate people with disabilities by providing them direct street access (Miller Avenue). Thought should be given to the location of accessible spaces before implementing Resolution F.

Table 5 below indicates the number of existing accessible spaces and the number of required accessible spaces per lot. Also included in the table is the number of “van accessible” spaces as determined by the ADA accessibility guidelines. ADAAG requires that at least one of every eight, but not less than one, accessible parking spaces have adequate adjacent space for a van lift to be deployed.

Table 5
ADA Accessibility by Location

Location	Total No. of Spcs	No. of Accessible Spcs	Req'd No. of Accessible Spcs	Van Accessible ?	ADA Compliant?
Hoppes Lot	21	1	1	1	Yes
West Pine Ave. Lot	77	5	3	2	Yes
Library Lot	35	2	2	1	Yes
Pine Ave. Lot	133	5	5	2	Yes
*Employee Lot	51	1	3	0	No
East Pine Ave Lot	39	2	2	2	Yes
Triangle (Diner) Lot	60	1	3	0	No
**Church Lot	60	0	3	0	n/a

**ADA guidelines state; If a lot is limited to the exclusive use of employees, and none of the employees are individuals with disabilities requiring accessible parking, accessible spaces may be assigned to employees without disabilities.*

***The Church lot is no longer operated by the town and therefore will require no modifications made by the town.*

The results of Table 5 indicate the Triangle (Diner) Lot and Employee Lot do not meet ADA guidelines. It would be in the best interest of the town and the people with disabilities to provide two (2) additional accessible spaces of which one space designated as van accessible at each lot. The town should also provide signs that identify spaces that are van accessible along with the properly painted aisle widths (96 inches). Currently, there are no signs indicating van accessibility in any of the parking lots.

The accessible spaces shown here are located in the Pine Ave. Lot. The existing aisle width is 3 ft. wide. The minimum aisle width should be 5 ft. or 8 ft. for van accessible spaces as per ADAAG requirements.



C. ORDINANCE AMENDMENT

1. Remove Employees, Employers from Main Street

In order to effectively remove employees & employers from Main St., it must be written into the ordinance. Main St. should be reserved for customers. The results of the post card questionnaire suggest the customers parking on Main St. are competing with others that are not bringing revenue into Bloomsburg's businesses. The new ordinance must state that no employees & employers are to be parked on Main St. at all times unless for the purposes of conducting business.



Main Street, Downtown Bloomsburg

The employees parking on Main Street are suffocating business opportunity not only for their own business, but for adjacent businesses. Some of which already prohibit their employees from parking on Main Street. The ordinance must be advertised to all of Downtown Bloomsburg's residents and businesses by means of a media campaign utilizing Bloomsburg's internet website areas, flyers and by any other means deemed necessary. Parking enforcement must be upheld to reflect the ordinance. All businesses should provide each of their employee's license plate numbers to the Police Department to assist regulation. The purpose of this recommendation and all other recommendations is to change the rate at which customers are deterred from conducting business due to lack of parking, whether real or perceived. Changing this perception will no doubt bring prosperity to existing businesses and, over time, bring additional businesses back into the downtown area of Bloomsburg.

2. Off-street Parking and Loading Regulations.

Downtown Bloomsburg could, at any time, see a development of an apartment complex, hotel or any other similar type of building for that matter. This type of development would be detrimental to the existing parking conditions and future parking conditions if no amendment regarding requirements for off-street parking is addressed. Upon researching several surrounding townships, we have found most if not all include a type of off-street parking requirement within their ordinance. This off-street parking requirement is typically for new development projects and excludes existing parking conditions so as long as they are not

modified. Although this recommendation is not approved by the consensus, it is recommended by the majority. Local ordinances with this type of requirement are attached in **Appendix E**. These are excerpts taken from the Loyalsock, Williamsport and Old Lycoming ordinance, respectively. Each one is slightly different from the other, however, each addresses the same objective which is to give the townships the ability to control parking where developments would otherwise adversely affect the taxpayer or surrounding businesses. Current parking conditions in downtown Bloomsburg could not accommodate any type of development such as an apartment, rooming house, office building, etc... Without this ordinance, a development of this stature would drastically change the availability of parking. The town and its tax payers would be responsible to accommodate the additional parking.

The committee is not suggesting that the developer or landlord be subject to the entire burden of required parking, especially when certain conditions and criteria allow for a modification of requirements. The town should give careful considerations in each event in order to not diminish the possibilities of future downtown developments which will inevitably be imperative to Bloomsburg's vitality. This ordinance should be used to give the town and the developer an equal hand to resolve parking issues when they arise.

D. ENHANCE PARKING REGULATION SIGNS, PARKING DIRECTIONAL SIGNS, AND UPDATED PARKING BROCHURE

The comments from the post card questionnaire suggest parking regulations are confusing and few people know the times and days of enforcement and where parking is located. Additional signage in lots should state the hours of enforcement and the time and days where parking is free. More signs need to be strategically located in parking areas where visible to all parking spaces. The meter heads themselves should also state this information.

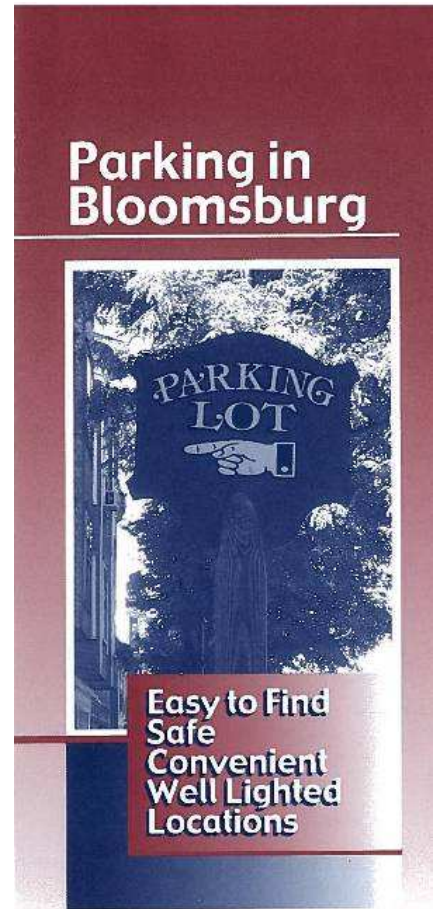
The parking directional signs should be located in areas of unobstructed visibility. The picture to right shows A Bloomsburg parking directional sign located on Main St. and Murray Ave. obstructed by a tree directly in front of it, which in the winter may be partially visible, but will not be noticeable in the spring and summer.



The existing signs themselves (as shown below) are not easily recognizable as a parking directional sign. There are other more typically recognizable signs available such as the sign to the right. In order to create a more customer friendly parking system, especially when some lots are more utilized than others, additional parking directional signs should be located in lots which will lead the customer to other lots.



The existing Bloomsburg parking brochure is a great way to inform residents, customers, businesses and students of the current parking areas and regulations. The current brochure needs to be updated to reflect the implemented changes and regulations. The parking study data acquired from this study should be very helpful with adjusting the parking inventory and mapping all available parking spaces. The brochure must also be more readily available to the public by means of an advertisement media campaign. The brochure should be available online, handed out to all businesses, and available in parking areas by means of a waterproof, plastic, see through box attached to the proposed additional parking information signs as mentioned above. Attached to the box or sign should be a sign labeled "Downtown Parking Information Brochure" with an arrow pointing to the box. Locations of these boxes should be strategically selected in areas where vandalism is less likely to occur. It may even be a good idea to have strategically located signs advertising the brochure's existence.



E. EXPAND HOURS / DAYS OF PARKING ENFORCEMENT

Downtown Bloomsburg parking enforcement is typically from the hours of 9 a.m. to 5p.m., Monday through Friday. Many of the businesses are open well beyond 5 p.m. in which the lack of enforcement adversely affects the prosperity of commerce. Parking enforcement should be expanded to 8 p.m., Monday through Friday, and 9 a.m. to 5 p.m on Saturday to encourage continuous turnover during the hours of business operation. The costs of plugging the meters are relatively low compared to other towns and cities similar to Bloomsburg which is typically \$0.25 per 30 minutes. Although, at this point, we are not recommending an increase of meter rates all around, we are recommending a longer enforcement period. Observations and discussions suggest the majority of customers feed the meters after 5 p.m. and on weekends due to insufficient posted regulations. The increase of generated revenue from the meters and tickets should offset the cost of expanded enforcement. The type of enforcement may not have to be as stringent as current enforcement, but should at the very least be displayed by properly posted signs as suggested in Recommendation D.

F. ACQUIRING LAND FOR PARKING LOT EXPANSION AND ADDITIONAL PARKING AREAS

There are several locations within the downtown area of Bloomsburg where acquiring and/or leasing land for the use of a parking lot would be possible with the owners consent. The majority of parking availability in downtown Bloomsburg is located on the south side of Main Street. In order to accommodate to the employers and employees of the businesses located on the north side of Main Street, the town should acquire more parking areas here. These areas include the existing county parking lots from the corners of Ridge Ave. and Center St. up to the corner of First St. and Center St. There are approximately 120 parking spaces within these four (4) parking lots. Some of which the county owns and some privately owner. The town should begin negotiations of obtaining roughly 20 spaces. Another possible location for future leased or purchased parking spaces would be the school parking lot located near the corner of Iron and First St.. The town should look into acquiring approx. 10 spaces in this lot. The last observed location for possible lease would be the lot on the corner of Market Street and Ridge Avenue directly behind the Coldwell Consistory. Assuming the town acquires 10 spaces in this lot, we would obtain an additional total of 40 parking spaces for localized employees. These spaces should be incorporated into the proposed color-coded area system. These spaces should be labeled as Economy spaces with there corresponding rates in order to attract utilization. Over time these areas could be labeled as Regular spaces with the associated rates.



Private lot adjacent to First St.



School lot near the corner of Iron and First St.



Coldwell Consistory on corner of Ridge Ave & Market St.

G. NEW PINE AVE. LOT LAYOUT WITH ENHANCED ENTRANCE

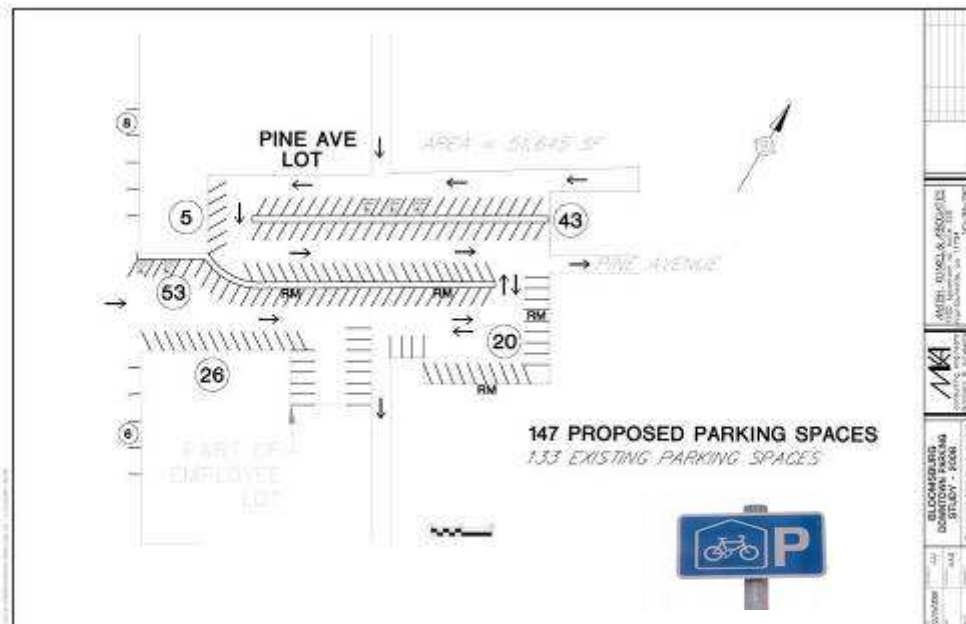
The existing Pine Ave. Lot is actually four (4) parking lots in single vicinity. The proposed layout removes the two streets dividing the parking lot in order to create one efficient lot in which adds an additional 14 spaces at standard dimensions. The proposed layout is just one example of how the lot could maximize its efficiency. There are several other ways the lot could be laid out to increase efficiency.

Along with a new parking lot layout should be an enhanced entrance to the lot. The enhanced entrance would be an entrance directly from Main St to the lot. This entrance would clearly indicate the existence of a parking lot by use of large overhead lit up signs. The entrance should be constructed on Miller Ave or another area considered feasible. Along the entrance should be lights, sidewalks, and landscaping areas.



Miller Avenue

The Pine Ave. lot is the most utilized lot in the downtown area according to the data and should be given the appearance of a welcoming, easy to locate, and pedestrian friendly area for Bloomsburg's customers. The new design should also incorporate a bike rack area to encourage other means of transportation other than automobiles. The new layout of this lot is an intermediate resolution. Thought should be given to update this area for a long-term resolution such as a parking facility before modifications are made. This lot would be a prime candidate for a parking facility due to its centralized location and size.

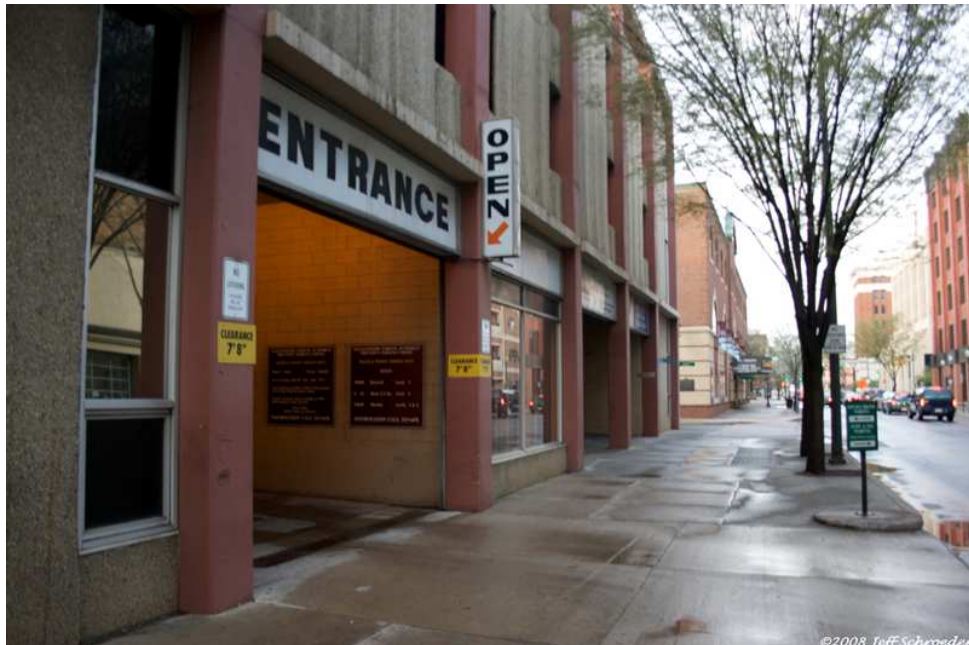


This proposed Pine Avenue lot design is an example layout configuration and should not be used as a final design

H. NEW PARKING FACILITY

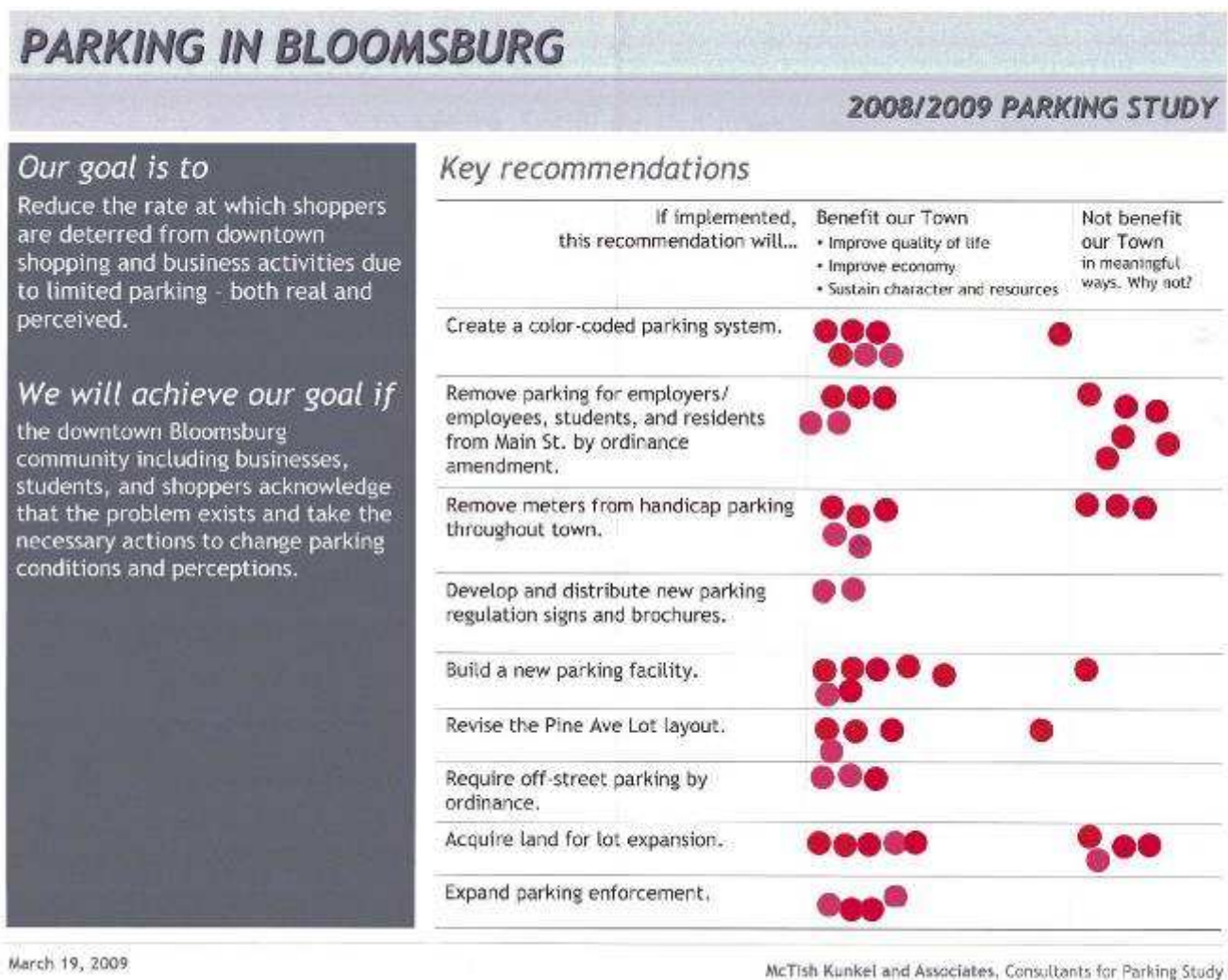
The progression of downtown Bloomsburg's prosperity will depend largely on the town's ability to prepare for parking expansion and recognize when it would be required. Parking facilities are needed when it is no longer possible or feasible to expand outward, only upward or vertically. This recommendation is a long-term solution which will require a fiscal plan in place and implemented at the earliest possible date in order to compensate the initial cost of a proposed facility. The additional revenue generated from the short-term and intermediate recommendations should go to a separate parking fund to be used for parking upgrades or a parking facility only. Short-term solutions alone are not a guarantee that the existing problems will be solved over a period of time. Problems occurring today could change tomorrow with the ever-changing business clientele and economic situation. A long-term solution should, at a very minimum, be placed on the table. The idea of a parking facility in downtown Bloomsburg is an increasingly potential future resolution. Such a facility will need a comprehensive study so all factors are considered and realized such as:

1. Location – Pine Ave. Lot, Triangle Lot, Newly acquired bank lot off Main St.
2. Number of spaces required – How many spaces would be reserved or used for businesses, students, residents and shoppers?
3. Construction Cost – The initial cost of an expansion would be for a facility feasibility study and design. The construction costs are typically evaluated per number of spaces, typically from \$10,000 to \$20,000 per space.
4. Parking Rates – Metered and Leased spaces
5. Maintenance and Operating Costs – Costs associated with daily operation and maintenance costs such as cleaning, enforcement, electrical and repairs.



Public Opinion

The parking study data and recommendations were first exposed to the public during an open house hosted by the project consultant and committee of the Downtown Bloomsburg Comprehensive Plan held on March 19th, 2009. The parking study participated in this event in order to determine public opinion of the developed recommendations. The chart below was the poster shown during the open house. The red dots represent those who approved ("benefit our Town") or disapproved ("Not benefit our Town") of the recommendations as they were stated at that time. The results of this event suggested the public, for the majority agreed with the concepts of the recommendations. Some of the recommendation verbiage has, since then, been further developed and modified.



APPENDIX B

SURVEY # 1 - College In Session / Peak Day of Week (12/4/08) - PARKING AREA UTILIZATION RESULTS

LOCATION	NO. OF OCCUPIED SPACES																		12:00 - 3:00
	TOTAL No.	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	AVG	Peak Period
	Spaces	Break																Utilization	Utilization
Main St. (West of Market Sq.)	55	39	36	43	40	32	30	39	45	45	33	40	34	35	30	28	22	64.9%	67.3%
Main St. (East of Market Sq.)	82	75	74	73	68	73	67	64	62	72	65	58	52	55	58	60	66	79.4%	86.1%
East Main St.	8	5	3	3	4	4	4	2	2	3	3	6	6	5	4	4	5	49.2%	44.6%
Market St.	82	50	54	54	50	48	55	53	51	54	35	41	46	55	53	69	58	63.0%	63.4%
Market Sq.	23	15	15	18	19	19	18	17	18	18	16	13	20	20	17	15	17	74.7%	75.2%
Jefferson St.	17	16	16	15	15	15	15	15	14	14	12	15	15	15	14	14	15	86.4%	89.9%
Third St.	49	19	20	20	16	22	23	19	21	19	21	20	22	22	24	28	28	43.9%	40.5%
North St.	23	19	19	20	19	19	19	20	19	19	18	15	13	16	15	14	14	75.5%	83.9%
Center St.	13	10	7	6	2	8	3	4	4	4	6	6	10	10	10	10	10	52.9%	44.0%
Iron St.	10	3	6	7	6	8	8	5	6	7	9	5	5	2	7	9	9	63.8%	61.4%
Hartman Ave.	15	13	12	12	12	14	11	13	13	11	11	11	10	9	11	11	11	77.1%	82.9%
Hoppes Lot	21	5	6	7	6	6	6	4	4	4	5	3	4	3	3	3	2	21.1%	27.2%
Church Lot	60	39	38	44	45	45	47	47	42	42	39	29	23	26	25	26	29	61.0%	72.6%
Tri Lot	60	29	23	20	21	16	21	21	21	21	17	19	20	18	17	14	15	32.6%	36.0%
Permit Tri Lot	23	13	11	14	13	13	14	14	14	14	6	7	7	7	9	8	9	47.0%	57.1%
West Pine Lot (Metered)	23	9	9	10	12	10	15	14	18	18	16	13	9	10	8	9	9	51.4%	49.1%
West Pine Lot (Permit)	54	30	34	40	45	43	45	45	42	42	32	27	26	25	24	26	26	63.9%	74.6%
East Pine Lot	39	35	29	35	38	37	34	33	27	28	27	24	28	26	28	20	22	75.5%	88.3%
Pine Ave. Lot (SW CORNER)	37	35	34	33	31	32	28	26	29	29	24	24	23	30	30	33	37	80.7%	84.6%
Pine Ave. Lot (NW CORNER)	27	21	14	16	13	15	12	12	13	18	17	19	22	23	24	26	25	67.1%	54.5%
Pine Ave. Lot (SE CORNER)	35	34	32	33	35	35	34	33	31	27	23	21	25	24	29	34	31	85.9%	96.3%
Pine Ave. Lot (NE CORNER)	26	14	10	16	12	11	12	11	11	12	14	12	16	15	17	24	23	55.3%	47.3%
Library Lot	35	33	34	32	28	34	32	33	34	34	24	24	20	22	22	31	29	83.2%	92.2%
Employee Lot	59	34	32	32	34	36	35	34	34	34	20	20	21	42	42	48	43	57.3%	57.4%
East St.	44	13	13	16	18	21	15	17	17	22	21	29	28	25	24	15	14	43.8%	36.7%
TOTAL SPACES	920	608	581	619	602	616	603	595	592	611	514	501	505	540	545	579	569	62.4%	65.6%

APPENDIX B

SURVEY # 2 - College Out / Peak Day of Week (1/8/09) - PARKING AREA UTILIZATION RESULTS

LOCATION	TOTAL No. Spaces	NO. OF OCCUPIED SPACES																10:00 - 12:30	
		8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	AVG	Peak Period
		Break																Utilization	Utilization
Main St. (West of Market Sq.)	55	4	6	8	11	18	20	20	16	24	22	29	25	23	28	26	24	34.5%	36.4%
Main St. (East of Market Sq.)	82	11	22	21	20	30	38	38	47	48	46	50	53	57	52	54	43	48.0%	50.2%
East Main St.	8	5	4	5	4	5	6	6	7	7	7	4	5	4	4	4	6	64.8%	79.2%
Market St.	82	34	36	39	42	38	36	36	53	52	55	61	59	60	58	53	48	57.9%	54.9%
Market Sq.	23	3	3	6	8	8	13	13	11	16	14	12	13	11	12	14	17	47.3%	54.3%
Jefferson St.	17	15	14	15	15	15	14	14	15	13	13	13	15	14	15	15	15	84.6%	82.4%
Third St.	49	25	26	27	26	28	26	26	28	28	29	27	26	28	29	27	29	55.5%	56.1%
North St.	23	2	2	4	6	5	5	5	4	5	4	5	4	4	4	5	6	19.0%	20.3%
Center St.	13	2	3	5	5	6	7	7	6	7	7	9	12	10	9	7	8	52.9%	51.3%
Iron St.	10	1	2	1	1	1	1	1	2	3	5	3	5	4	4	5	5	27.5%	21.7%
Hartman Ave.	15	4	4	3	3	3	3	3	4	3	4	6	3	3	2	3	8	24.6%	22.2%
Hoppes Lot	21	5	7	6	5	5	5	5	5	5	4	4	5	5	5	2	2	22.3%	23.0%
Church Lot	60	17	20	19	18	18	18	18	21	23	21	20	21	22	19	20	22	33.0%	33.1%
Tri Lot	60	18	13	10	17	13	24	24	21	24	23	27	28	30	18	13	11	32.7%	35.8%
Permit Tri Lot	23	10	11	11	12	12	12	12	12	9	9	13	13	12	12	12	12	50.0%	47.8%
West Pine Lot (Metered)	23	14	16	17	16	15	15	15	15	17	17	18	16	15	15	15	14	67.9%	68.1%
West Pine Lot (Permit)	54	18	22	22	27	30	35	35	35	32	31	36	34	33	32	32	35	56.6%	61.1%
East Pine Lot	39	11	11	13	12	15	15	15	16	23	30	36	33	30	24	19	18	51.4%	48.7%
Pine Ave. Lot (SW CORNER)	37	3	5	5	4	6	6	6	6	7	7	6	7	8	10	8	7	17.1%	17.1%
Pine Ave. Lot (NW CORNER)	27	2	2	2	2	2	2	2	5	5	6	7	5	8	6	6	5	15.5%	13.6%
Pine Ave. Lot (SE CORNER)	35	8	8	9	10	10	10	10	9	9	8	10	8	8	8	8	8	25.2%	26.7%
Pine Ave. Lot (NE CORNER)	26	2	1	1	2	7	3	3	2	1	3	3	6	5	4	2	1	11.1%	12.2%
Library Lot	35	12	17	18	19	27	27	27	25	27	27	31	32	26	25	25	25	69.6%	76.2%
Employee Lot	59	14	18	18	22	27	28	28	28	27	27	28	28	27	27	27	26	42.4%	46.6%
East St.	44	2	0	1	3	8	6	6	10	8	13	20	16	17	19	18	16	23.2%	19.3%
TOTAL SPACES	920	242	273	286	310	352	375	375	403	423	432	478	472	464	441	420	411	41.8%	42.8%

APPENDIX B

SURVEY # 3 - College In Session / AVG Day of Week (1/21/09) - PARKING AREA UTILIZATION RESULTS

	TOTAL No. Spaces	NO. OF OCCUPIED SPACES																10:00 - 12:30	
		8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	AVG Utilization	Peak Period Utilization
Main St. (West of Market Sq.)	55	7	8	17	17	18	19	19	23	24	27	20	18	19	21	26	19	34.3%	39.4%
Main St. (East of Market Sq.)	82	20	21	41	49	40	54	54	51	53	52	52	45	48	53	44	44	55.0%	61.8%
East Main St.	8	4	3	3	4	4	4	4	5	4	5	3	3	4	5	5	4	50.0%	54.2%
Market St.	82	41	44	51	58	61	59	59	62	61	52	53	56	54	52	55	58	66.8%	72.0%
Market Sq.	23	1	1	9	15	15	17	17	17	18	14	15	12	18	16	12	18	58.4%	71.0%
Jefferson St.	17	14	15	15	14	14	14	14	15	13	15	13	12	12	12	14	14	80.9%	83.3%
Third St.	49	30	31	33	33	33	31	31	31	30	29	30	30	29	29	26	26	61.5%	62.9%
North St.	23	18	18	17	18	16	16	16	17	16	16	16	17	15	15	15	15	70.9%	70.3%
Center St.	13	5	6	3	5	6	10	10	8	8	8	6	9	8	10	10	9	58.2%	64.1%
Iron St.	10	4	5	5	6	6	6	6	8	7	7	7	7	8	8	7	7	65.0%	66.7%
Hartman Ave.	15	13	13	12	11	13	13	13	12	12	13	14	14	14	11	12	11	83.8%	84.4%
Hoppes Lot	21	8	9	9	7	9	9	9	7	7	8	9	10	10	11	8	8	41.1%	38.9%
Church Lot	60	34	32	32	32	32	34	34	34	36	35	32	33	34	38	37	35	56.7%	56.9%
Tri Lot	60	22	25	23	31	32	36	36	32	31	40	30	26	22	21	26	23	47.5%	57.5%
Permit Tri Lot	23	15	16	16	16	16	15	15	16	15	14	14	15	14	15	15	16	66.0%	65.9%
West Pine Lot (Metered)	23	12	12	13	14	13	13	13	12	11	11	6	10	13	11	13	14	51.9%	52.9%
West Pine Lot (Permit)	54	23	34	36	40	39	39	39	42	41	42	44	43	43	42	41	40	72.7%	74.7%
East Pine Lot	39	22	22	22	26	24	22	22	26	32	31	32	32	31	35	34	28	70.7%	67.1%
Pine Ave. Lot (SW CORNER)	37	35	35	35	35	35	35	35	35	35	34	35	35	35	35	35	34	94.3%	94.1%
Pine Ave. Lot (NW CORNER)	27	5	7	6	6	11	10	10	10	13	14	18	17	17	10	12	15	41.9%	42.0%
Pine Ave. Lot (SE CORNER)	35	35	32	34	34	34	34	34	34	34	35	35	35	35	35	33	32	97.3%	97.6%
Pine Ave. Lot (NE CORNER)	26	5	5	5	4	2	4	4	5	5	10	7	7	11	8	7	8	23.3%	19.2%
Library Lot	35	20	22	25	29	32	31	31	33	34	31	32	29	31	33	32	32	85.2%	91.4%
Employee Lot	59	33	36	38	38	37	37	37	38	38	37	36	35	34	36	34	33	61.1%	63.3%
East St.	44	2	2	2	6	9	7	7	16	14	9	11	13	11	12	12	11	20.5%	23.5%
TOTAL SPACES	920	428	454	502	548	551	569	569	589	592	589	570	563	570	574	565	554	59.7%	62.7%

2008/2009 Downtown Bloomsburg Parking Study

Utilization By Location Graphs

Survey Details:

Survey #1

College In Session – Peak Day of Week

Thursday, December 4th, 2008 - 12:00 PM TO 8:00 PM

Weather: Early Afternoon Rain to Clearing, 40° F

Survey #2

College Out – Peak Day of Week

Thursday, January 8th, 2009 - 8:00 PM TO 4:00 PM

Weather: Overcast, 30° F

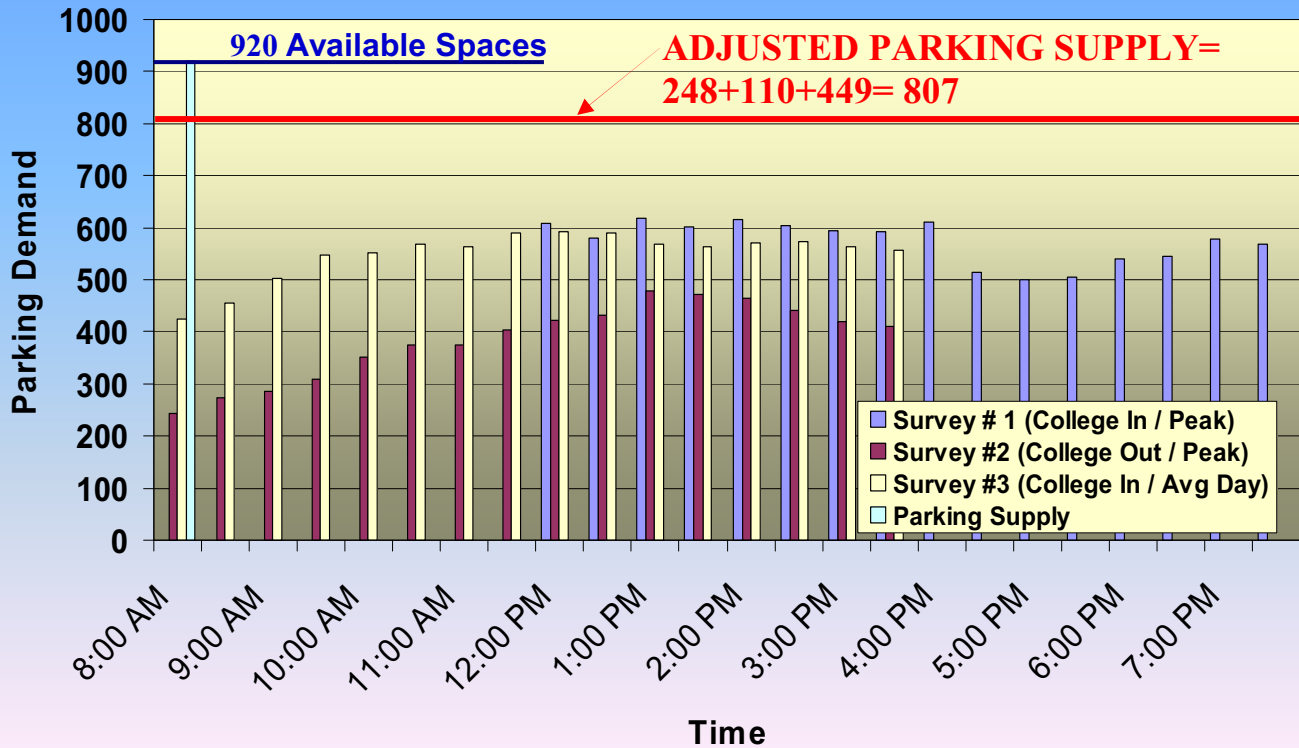
Survey #3

College In Session – Average Day of Week

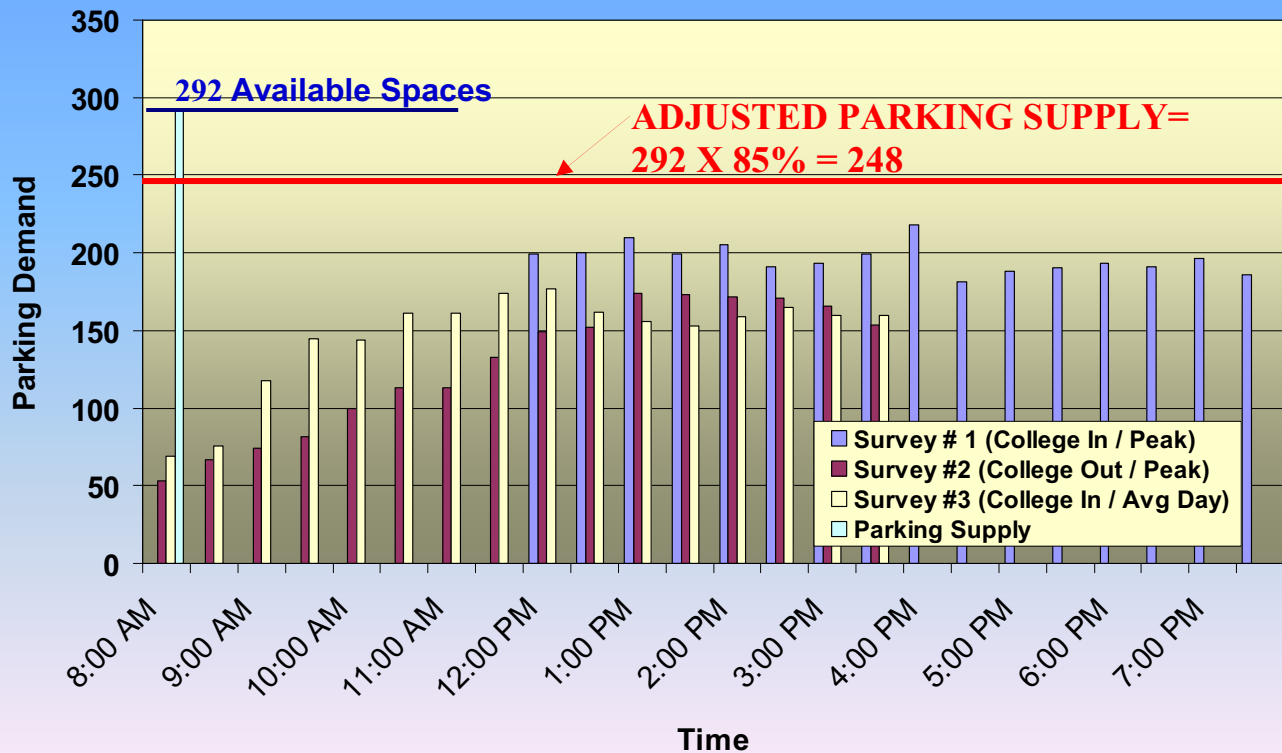
Wednesday, January 21st, 2009 - 8:00 AM TO 4:00 PM

Weather: Overcast, 21° F

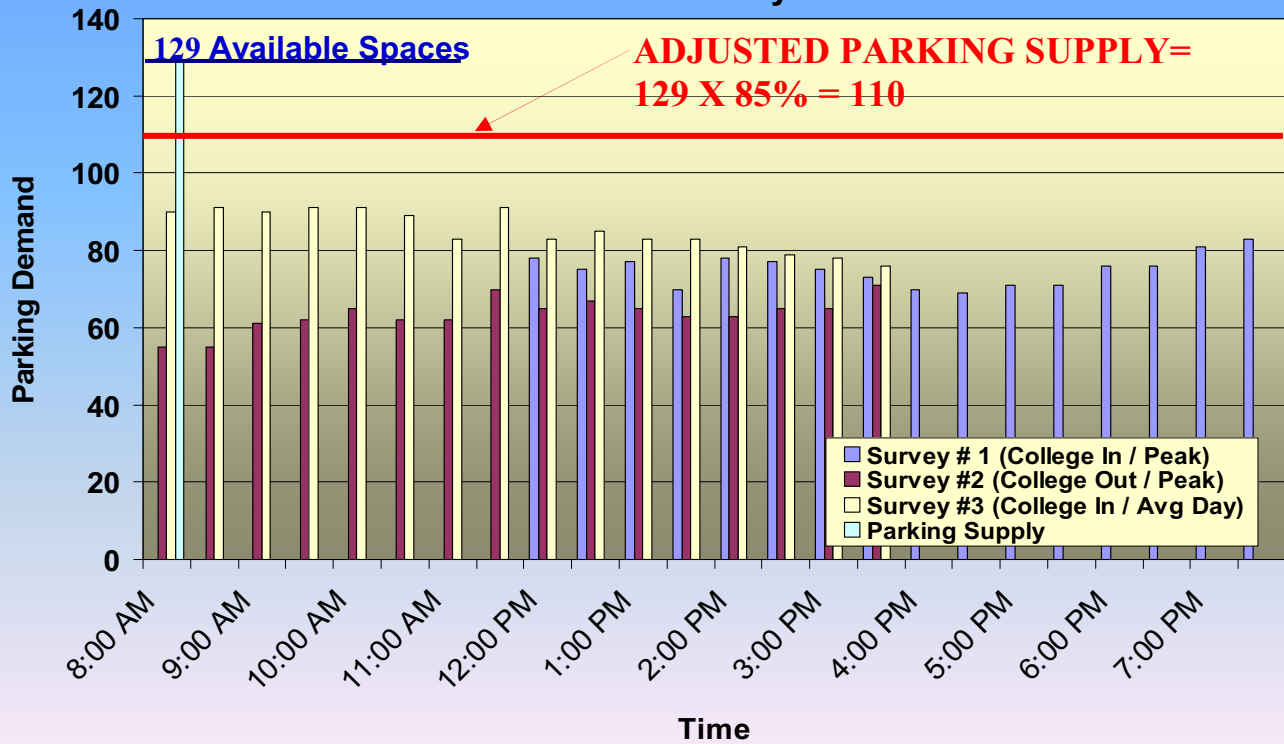
2008 Downtown Bloomsburg Parking Study
Parking Demand for ALL Spaces Within Study Area
VS
Time of Day



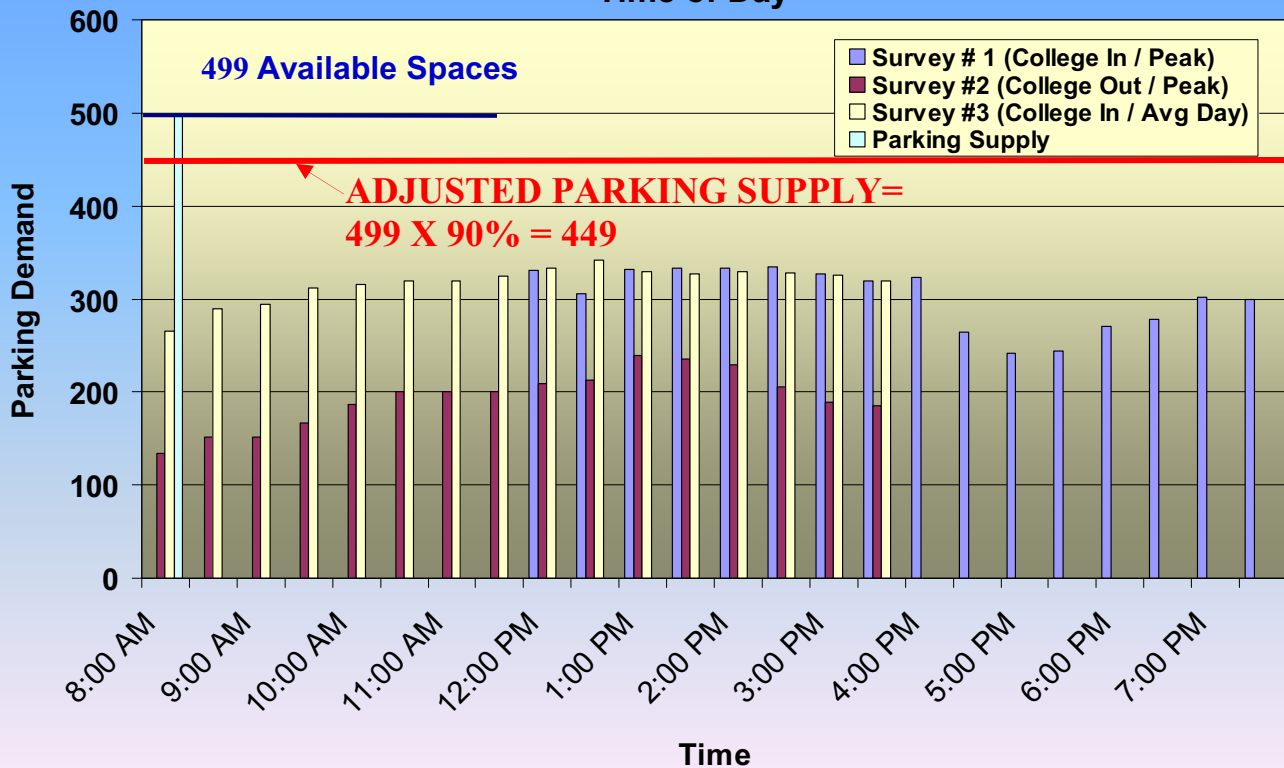
2008 Downtown Bloomsburg Parking Study
Parking Demand for Metered Curb Spaces Within Study Area
VS
Time of Day



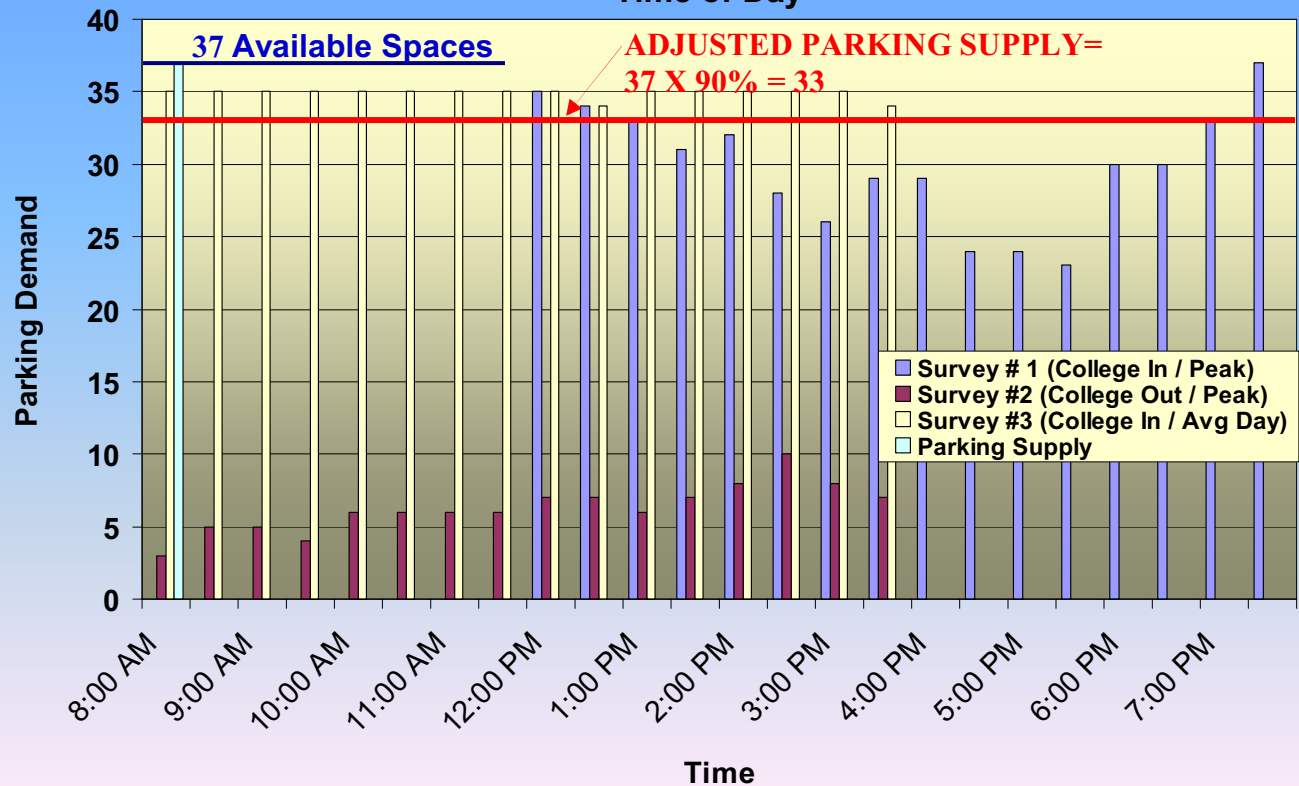
2008 Downtown Bloomsburg Parking Study
Parking Demand for Unmetered Curb Spaces Within Study Area
VS
Time of Day



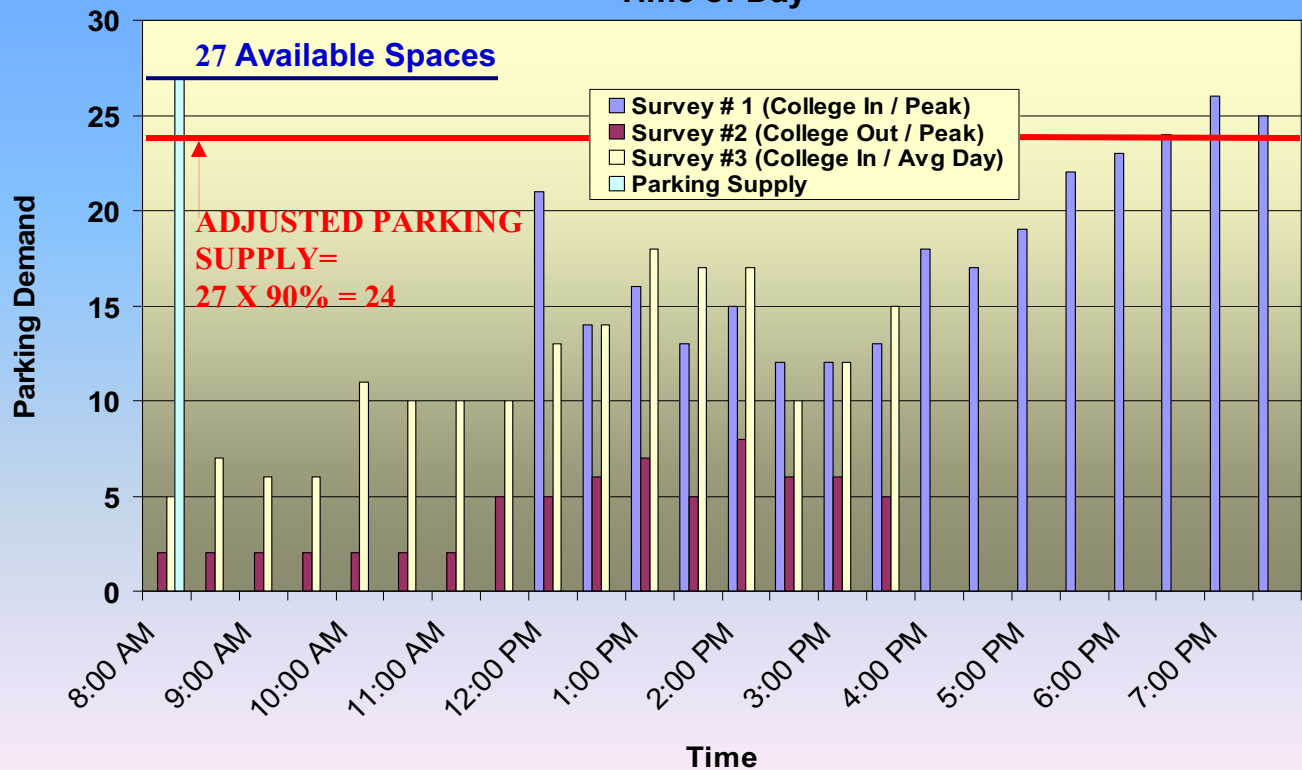
2008 Downtown Bloomsburg Parking Study
Parking Demand for Lot Spaces Within Study Area
VS
Time of Day



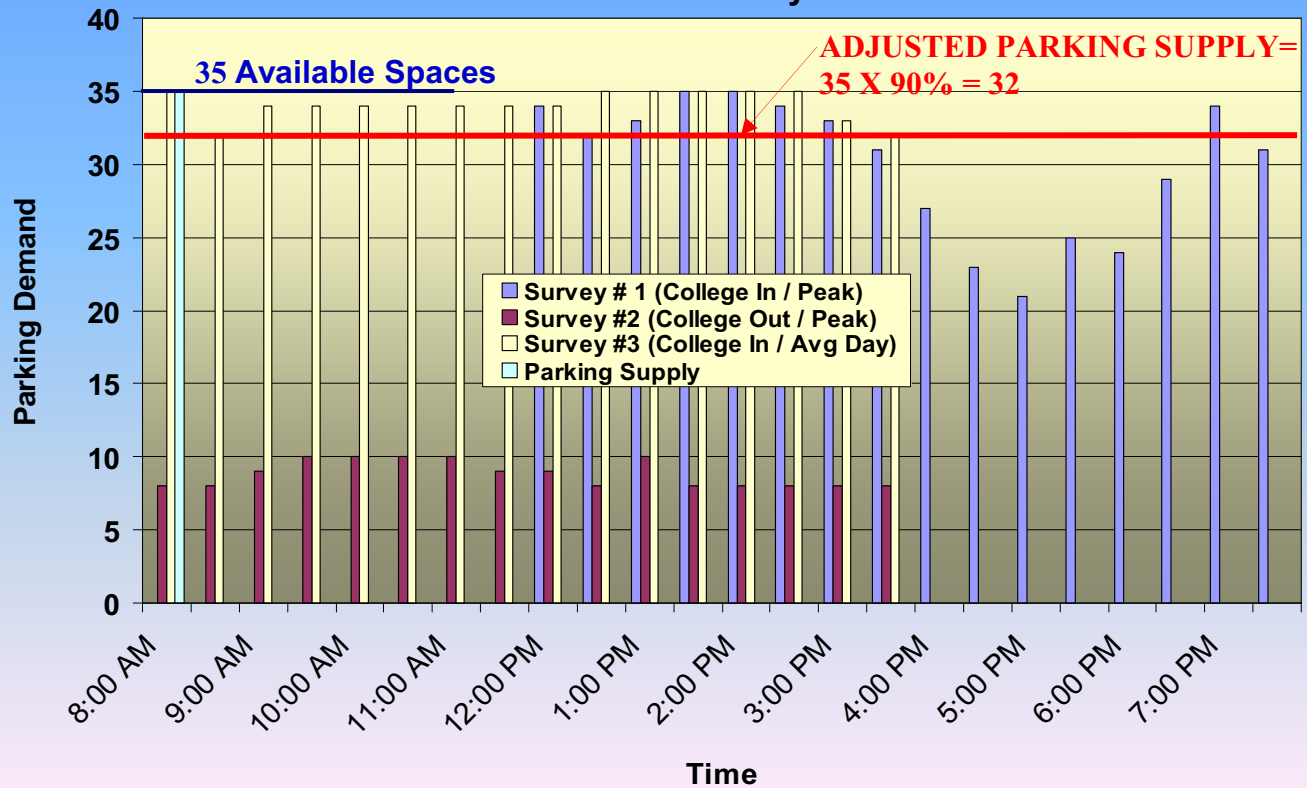
2008 Downtown Bloomsburg Parking Study
Parking Demand for Pine Ave. Lot (SW Corner) Spaces
VS
Time of Day



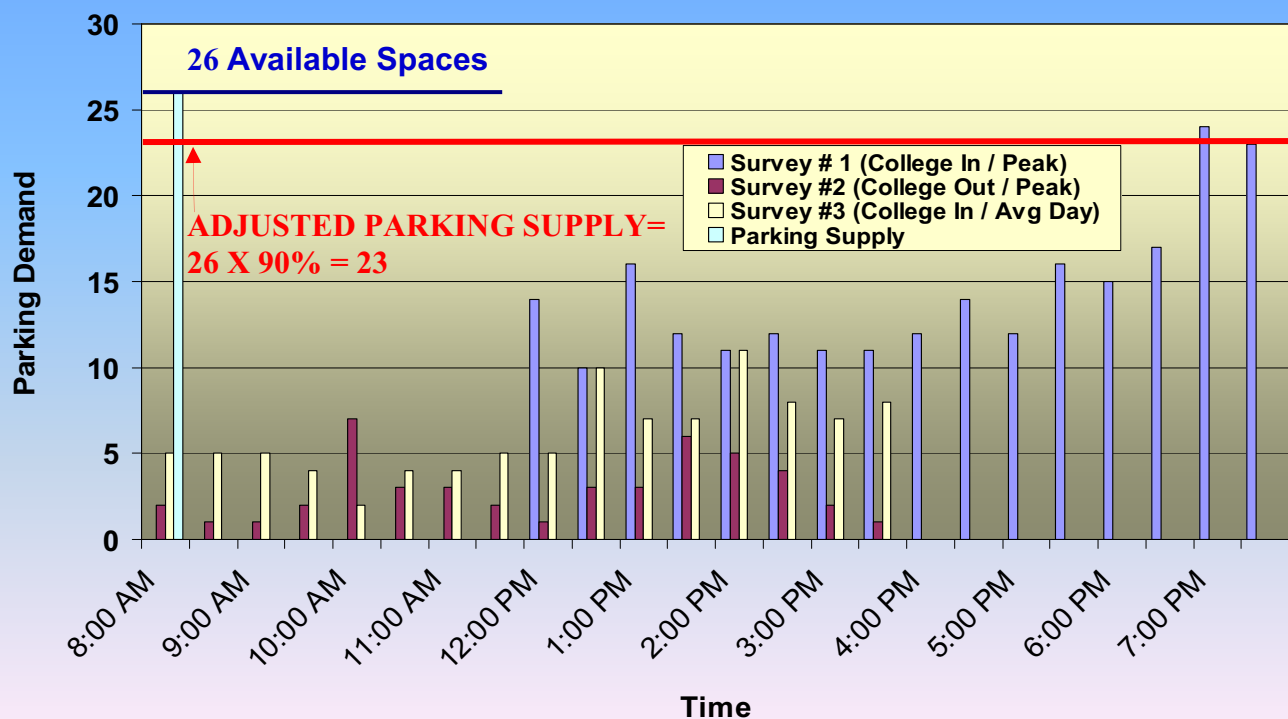
2008 Downtown Bloomsburg Parking Study
Parking Demand for Pine Ave. Lot (NW Corner) Spaces
VS
Time of Day



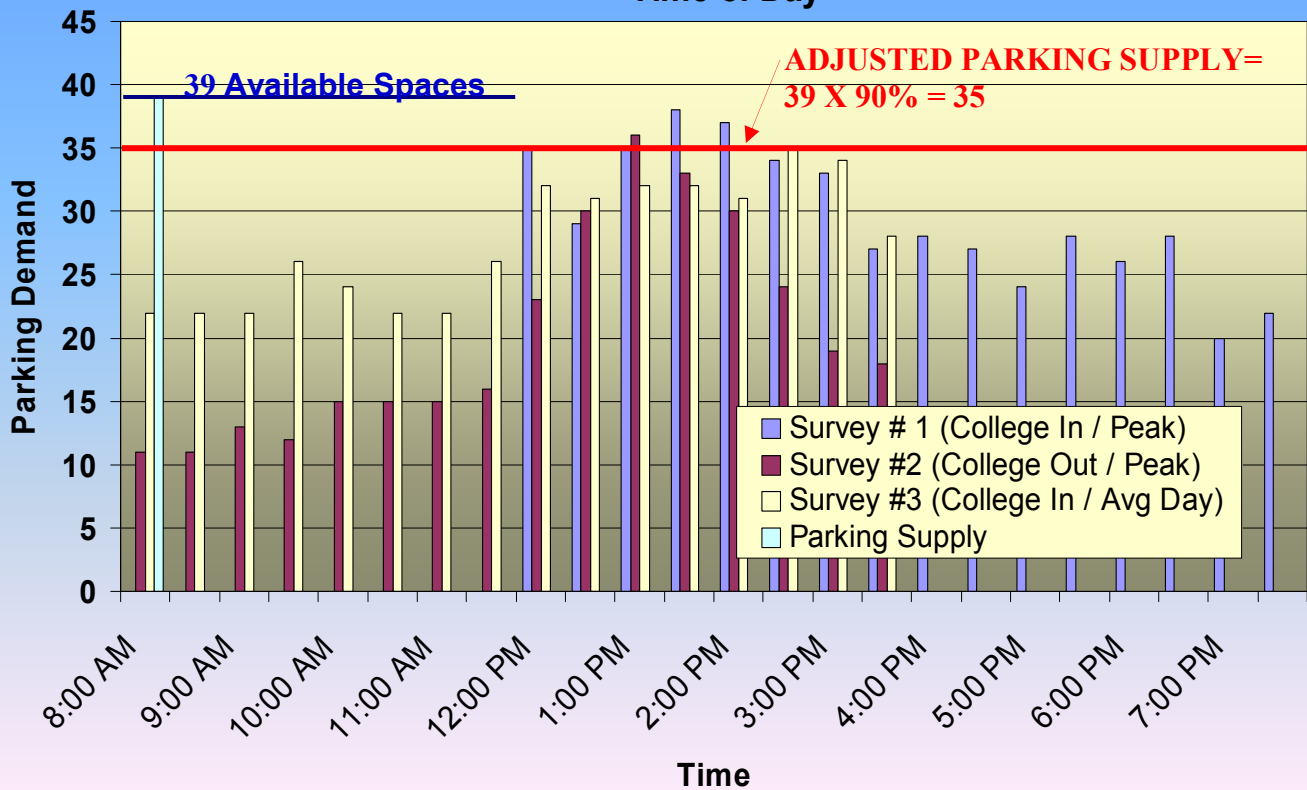
2008 Downtown Bloomsburg Parking Study
Parking Demand for Pine Ave. Lot (S Corner) Spaces
VS
Time of Day



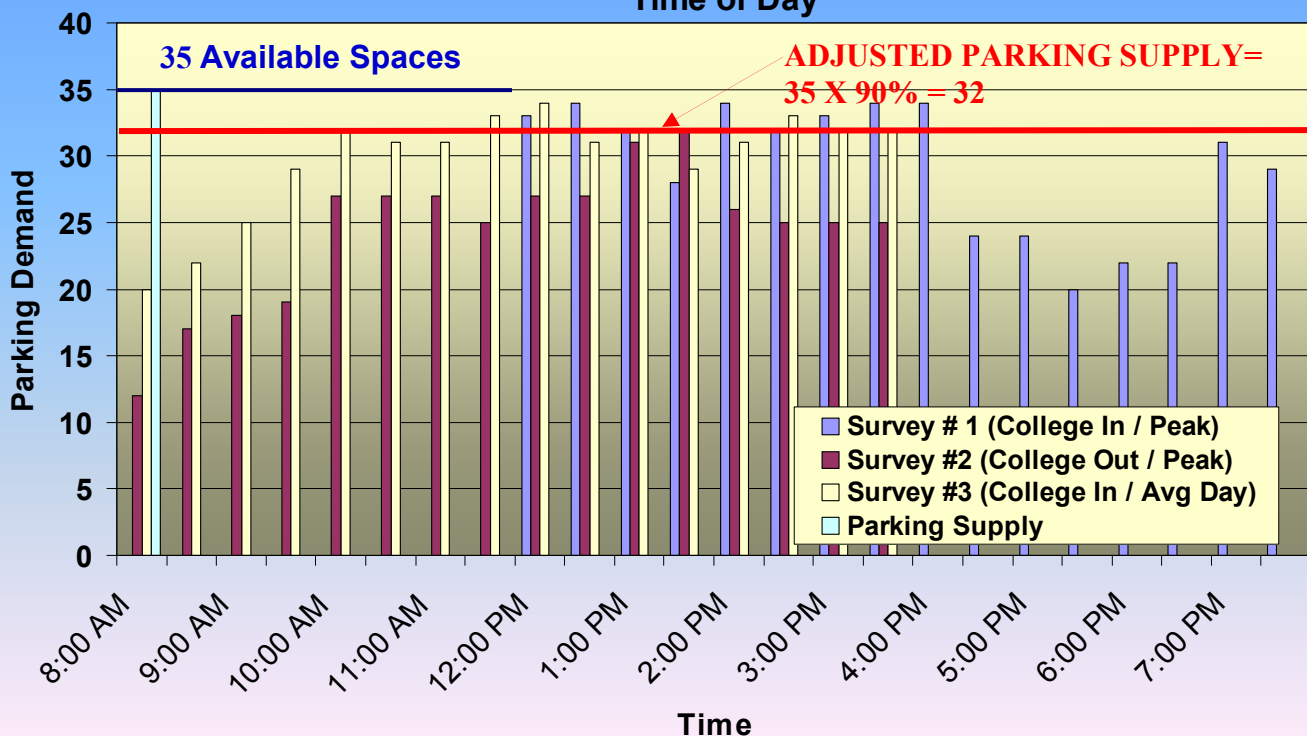
2008 Downtown Bloomsburg Parking Study
Parking Demand for Pine Ave. Lot (N Corner) Spaces
VS
Time of Day



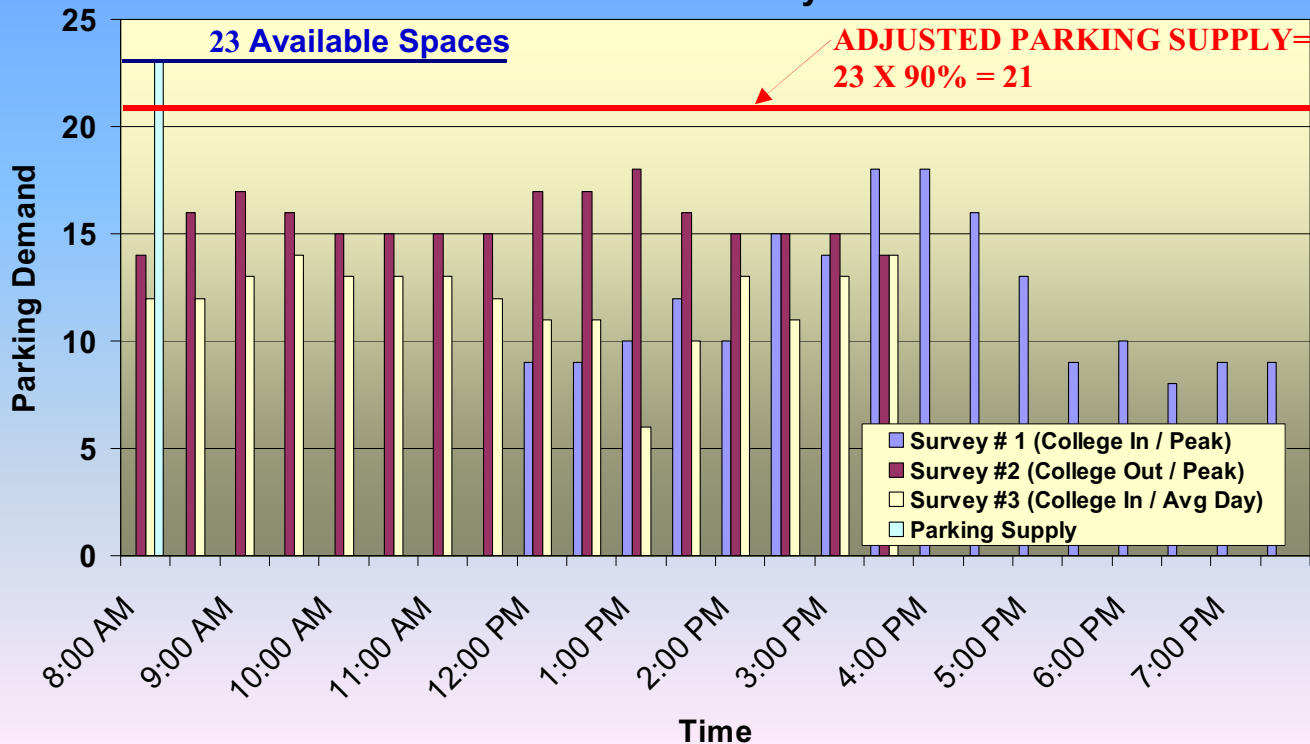
2008 Downtown Bloomsburg Parking Study
Parking Demand for East Pine Ave. Lot Spaces
VS
Time of Day



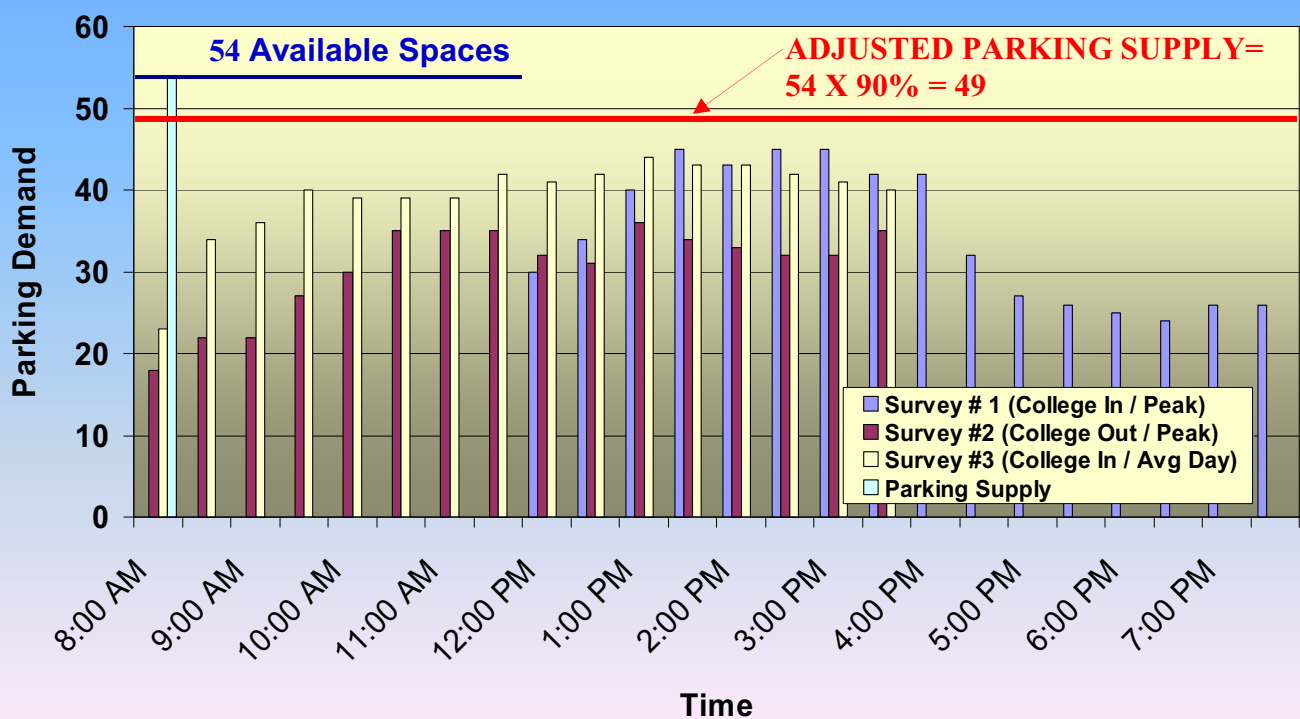
2008 Downtown Bloomsburg Parking Study
Parking Demand for Library Lot Spaces
VS
Time of Day



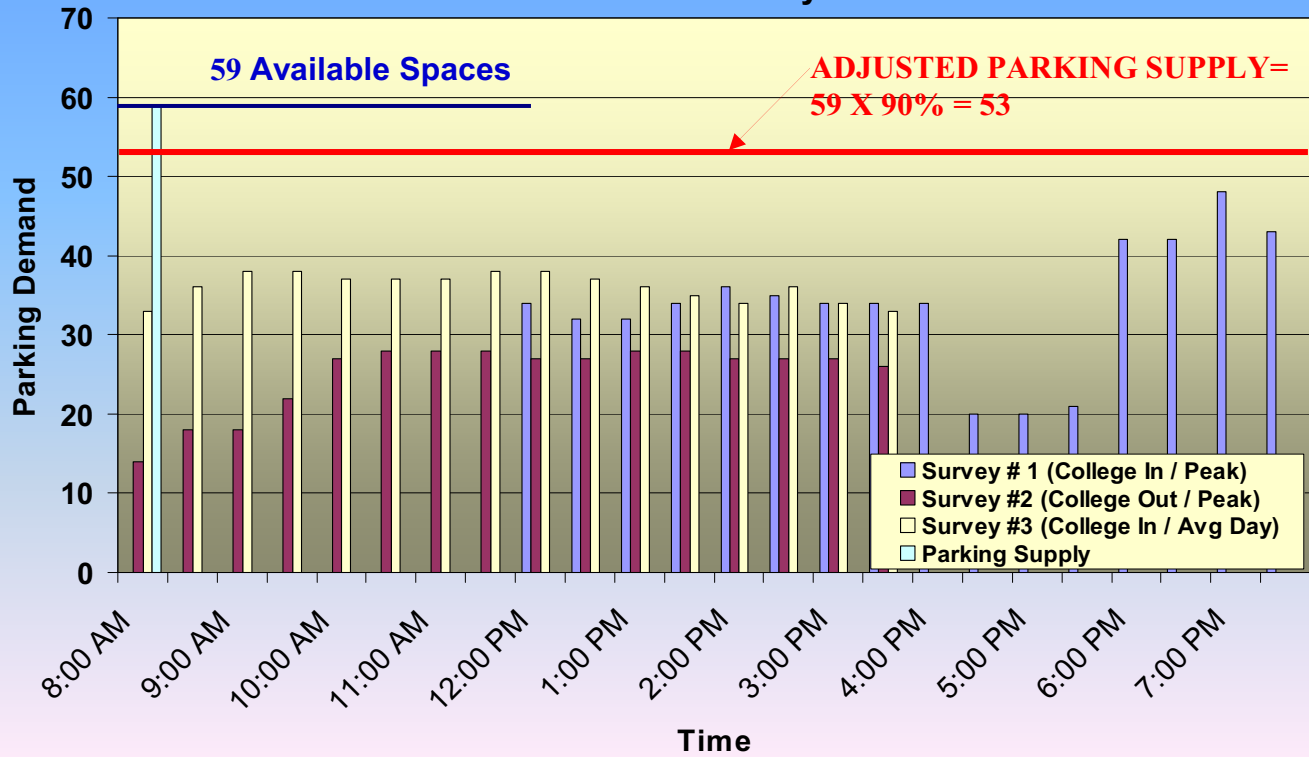
2008 Downtown Bloomsburg Parking Study
Parking Demand for West Pine Ave. (Metered) Lot Spaces
VS
Time of Day



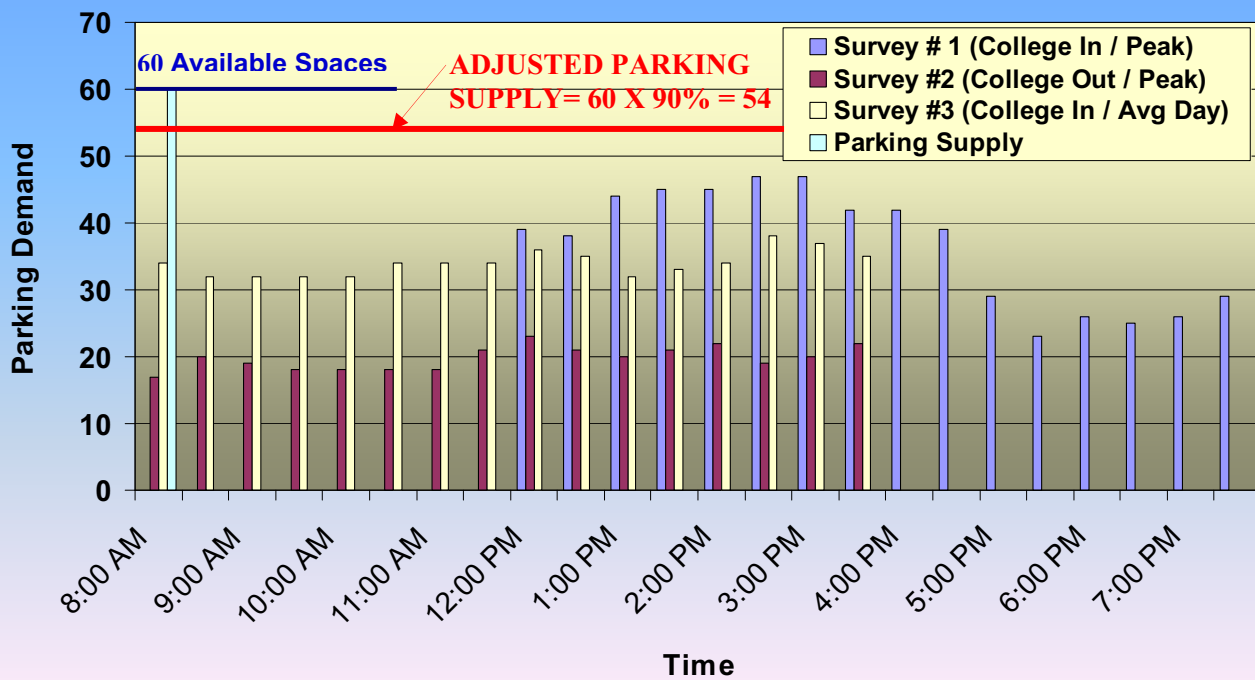
2008 Downtown Bloomsburg Parking Study
Parking Demand for West Pine Ave. (Permit) Lot Spaces
VS
Time of Day



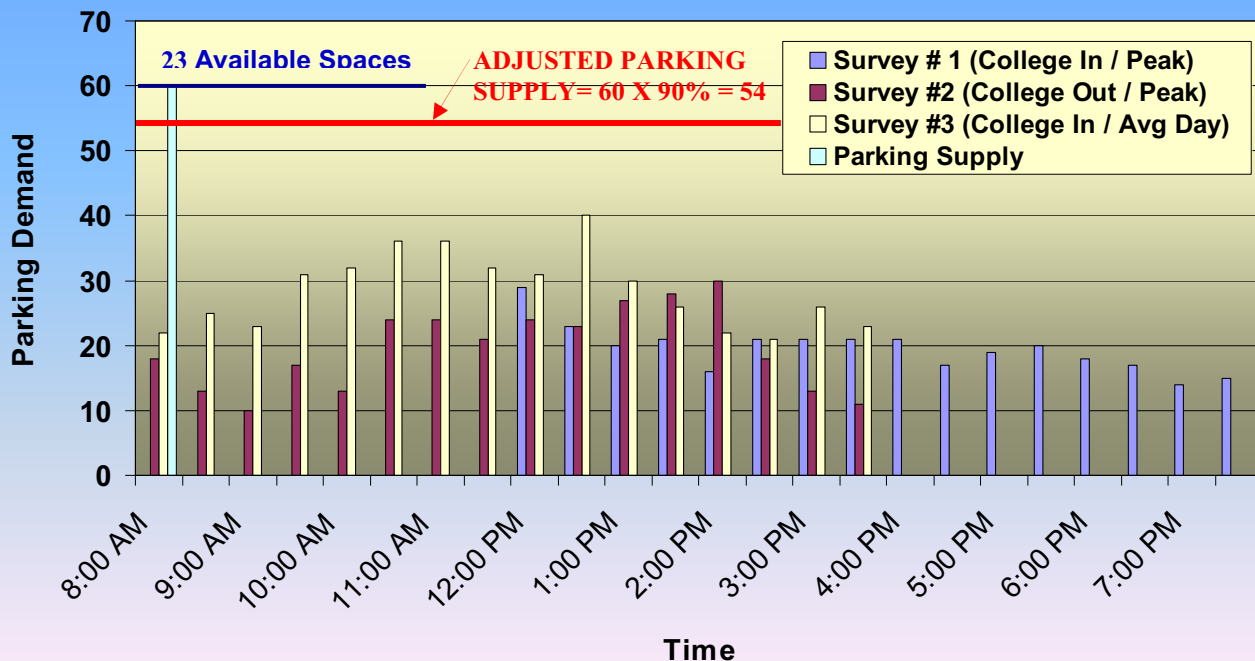
2008 Downtown Bloomsburg Parking Study
Parking Demand for Employee Lot Spaces
VS
Time of Day



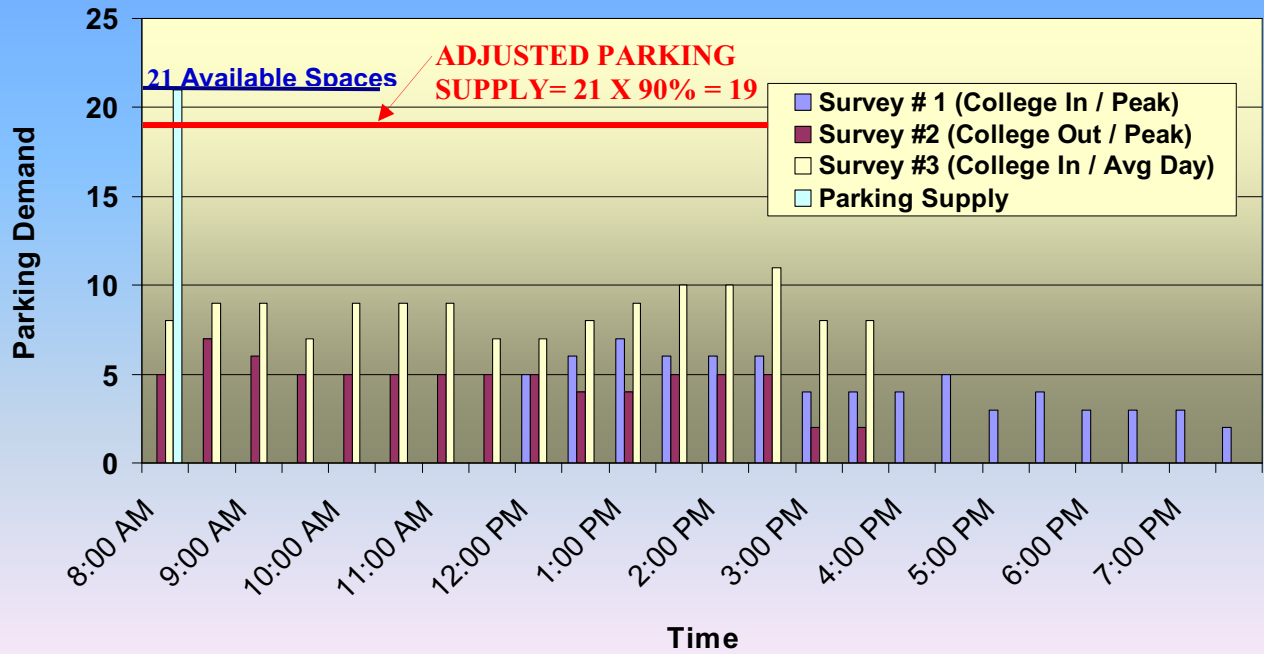
2008 Downtown Bloomsburg Parking Study
Parking Demand for Church Lot Spaces
VS
Time of Day



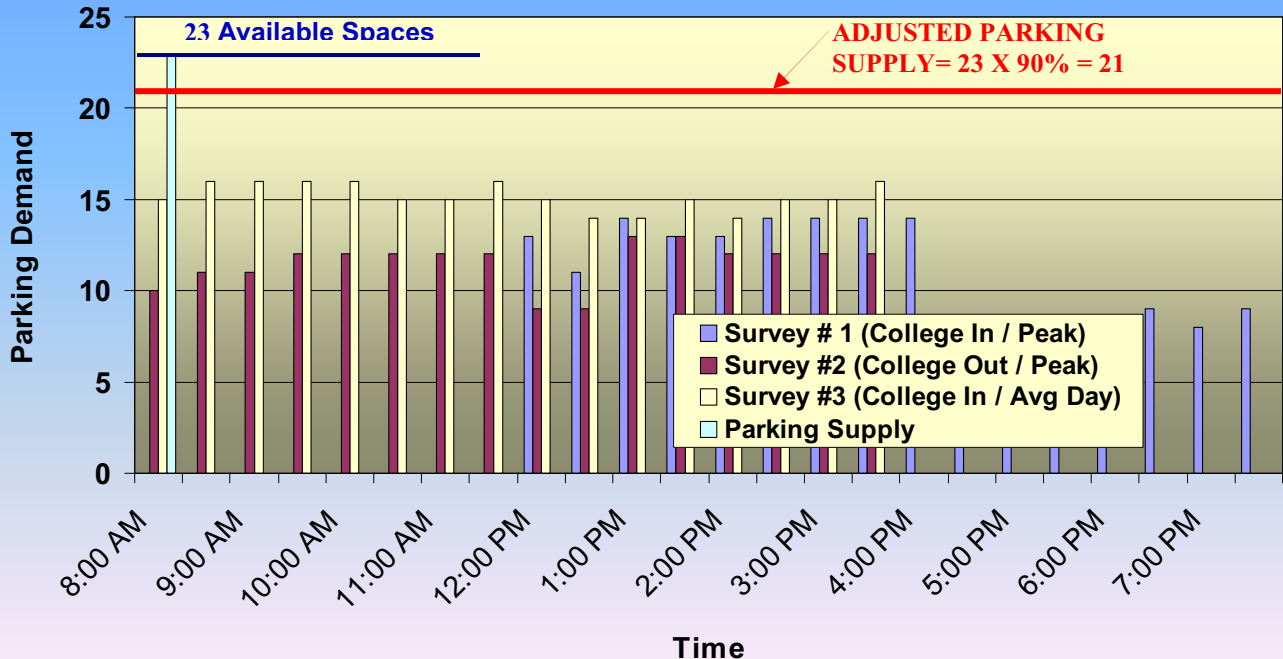
2008 Downtown Bloomsburg Parking Study
Parking Demand for Tri Lot Spaces
VS
Time of Day



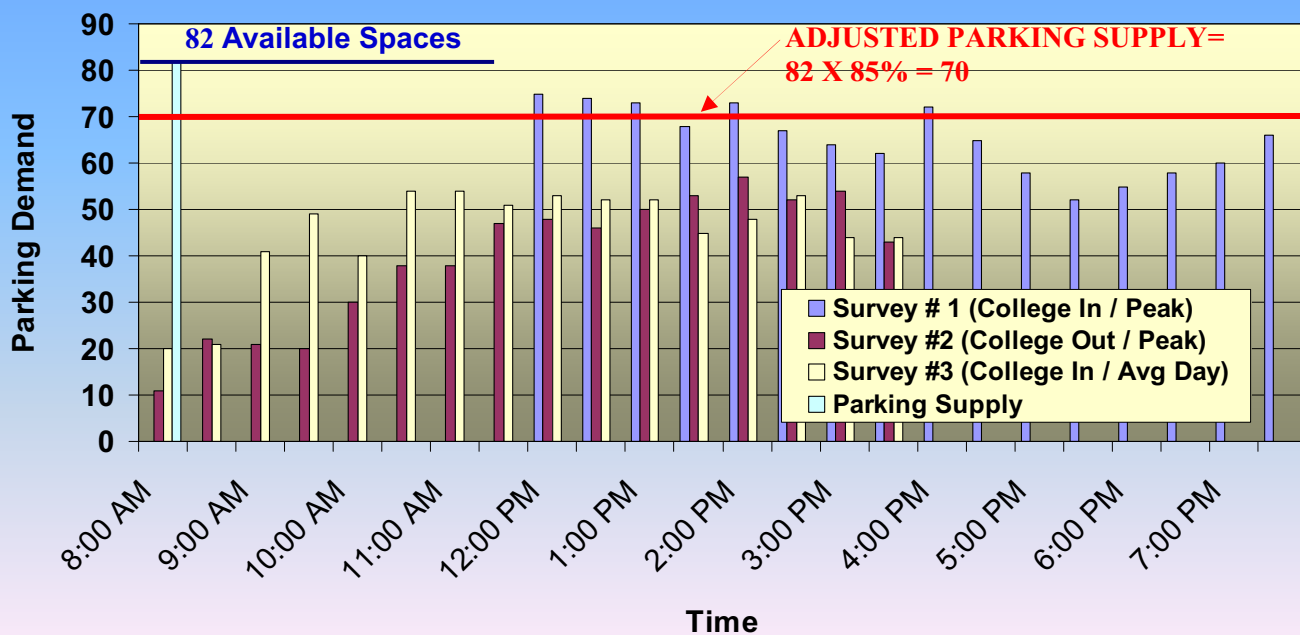
2008 Downtown Bloomsburg Parking Study
Parking Demand for Hoppes Lot Spaces
VS
Time of Day



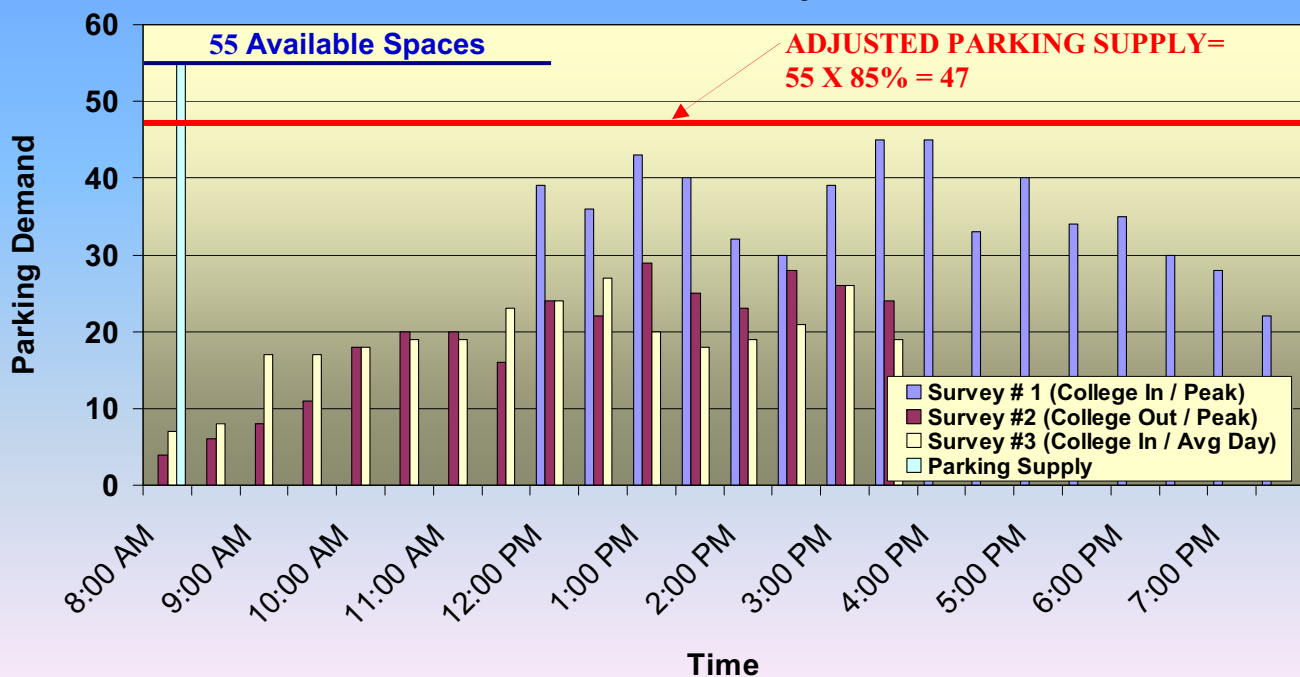
2008 Downtown Bloomsburg Parking Study
Parking Demand for Upper Tri Lot (Permit) Spaces
VS
Time of Day



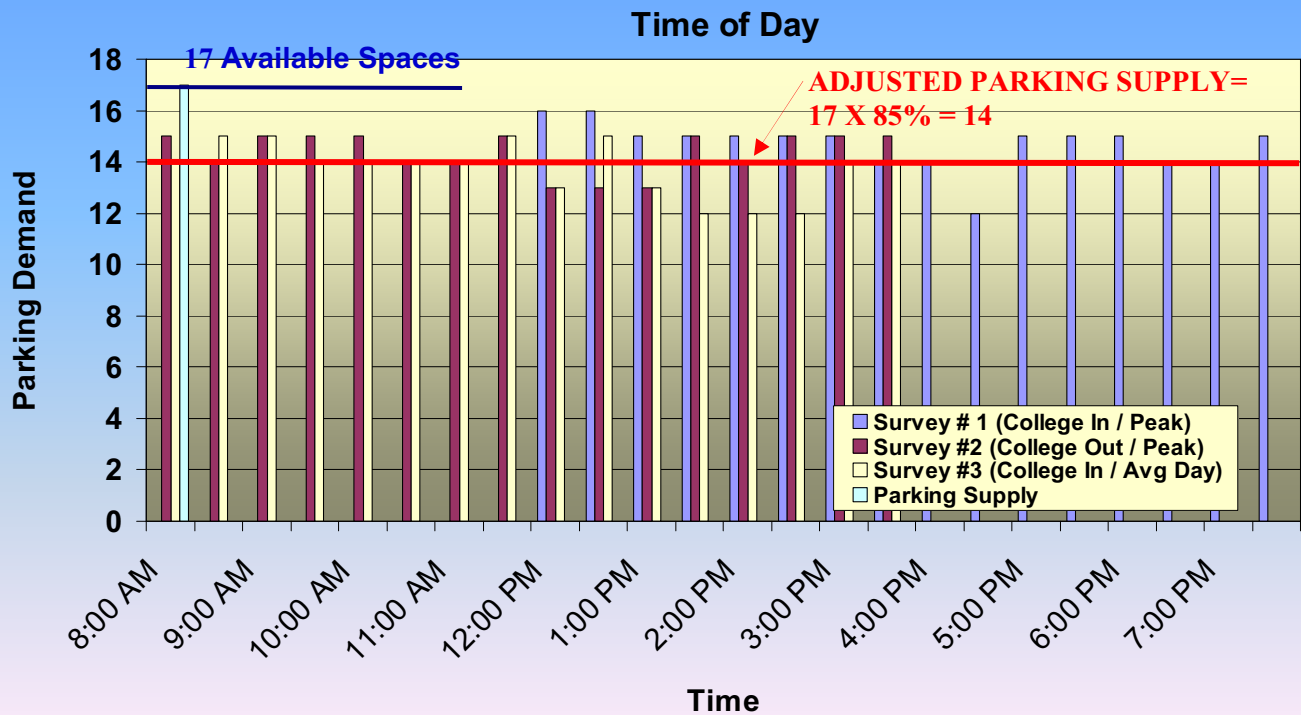
2008 Downtown Bloomsburg Parking Study
Parking Demand for Main St. (East of Market Sq.) Spaces
VS
Time of Day



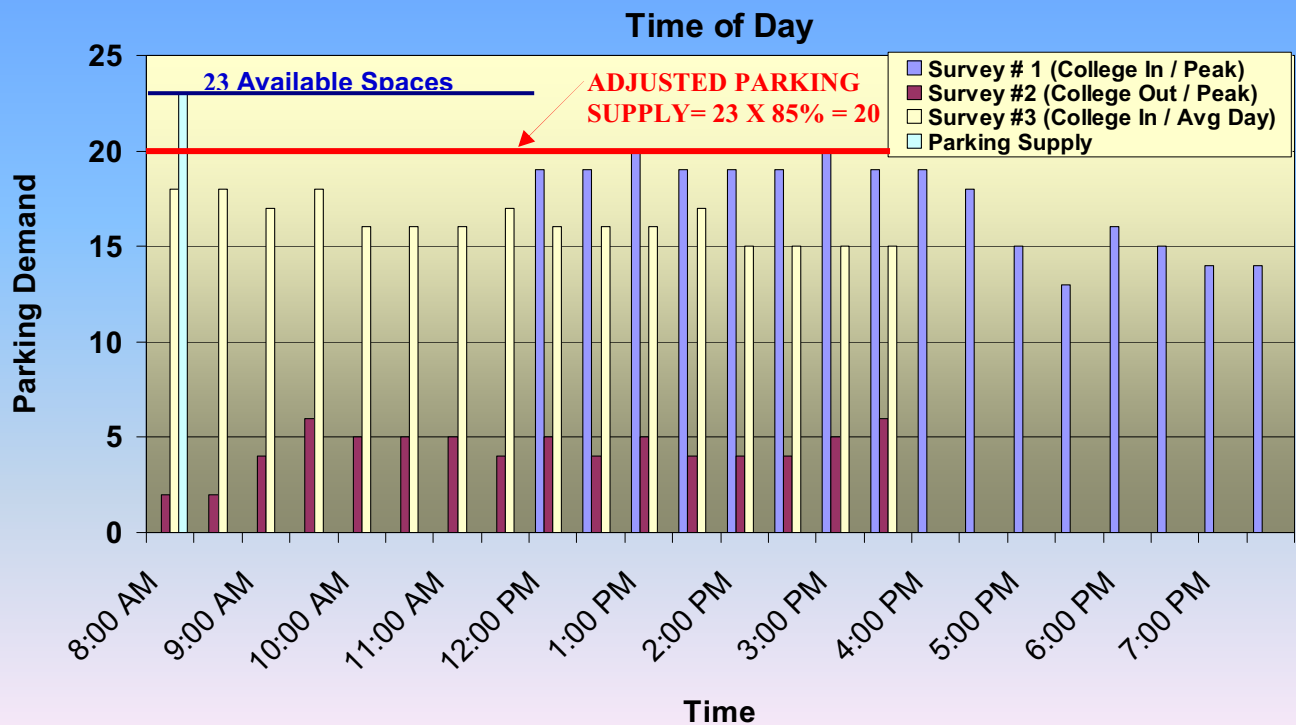
2008 Downtown Bloomsburg Parking Study
Parking Demand for Main St. (West of Market Sq.) Spaces
VS
Time of Day



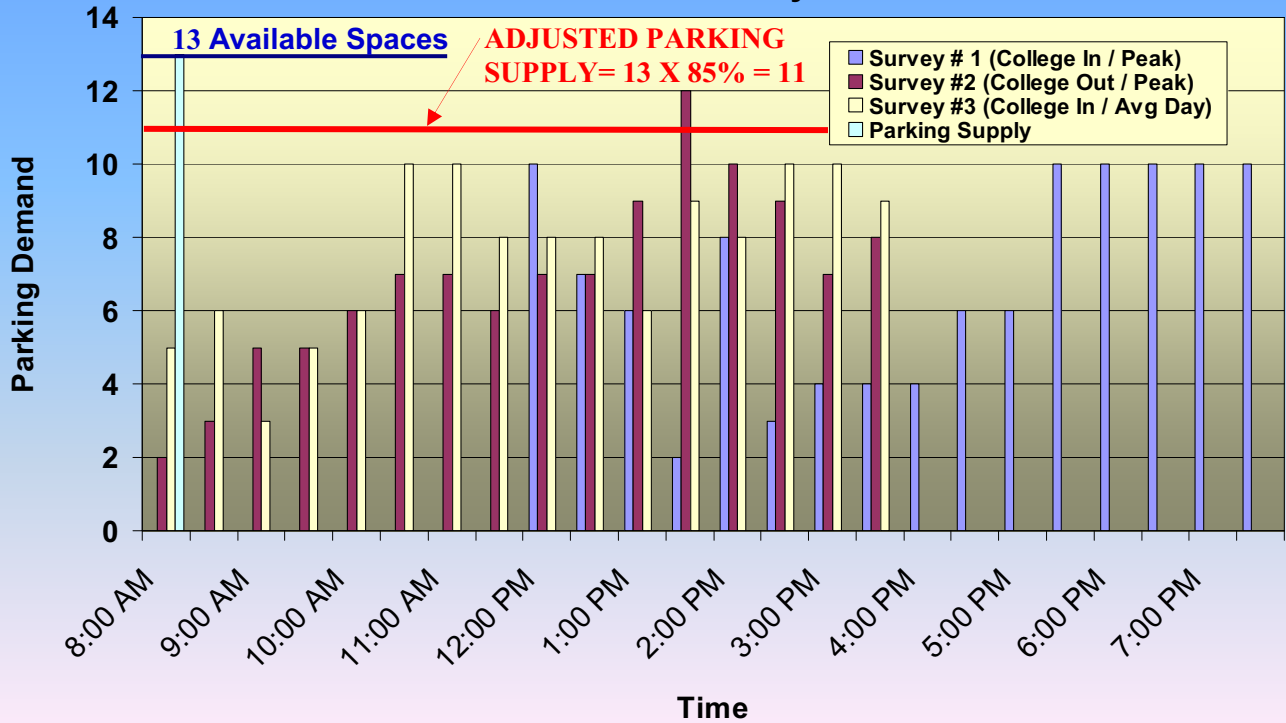
2008 Downtown Bloomsburg Parking Study Parking Demand for **Jefferson St. Spaces** VS



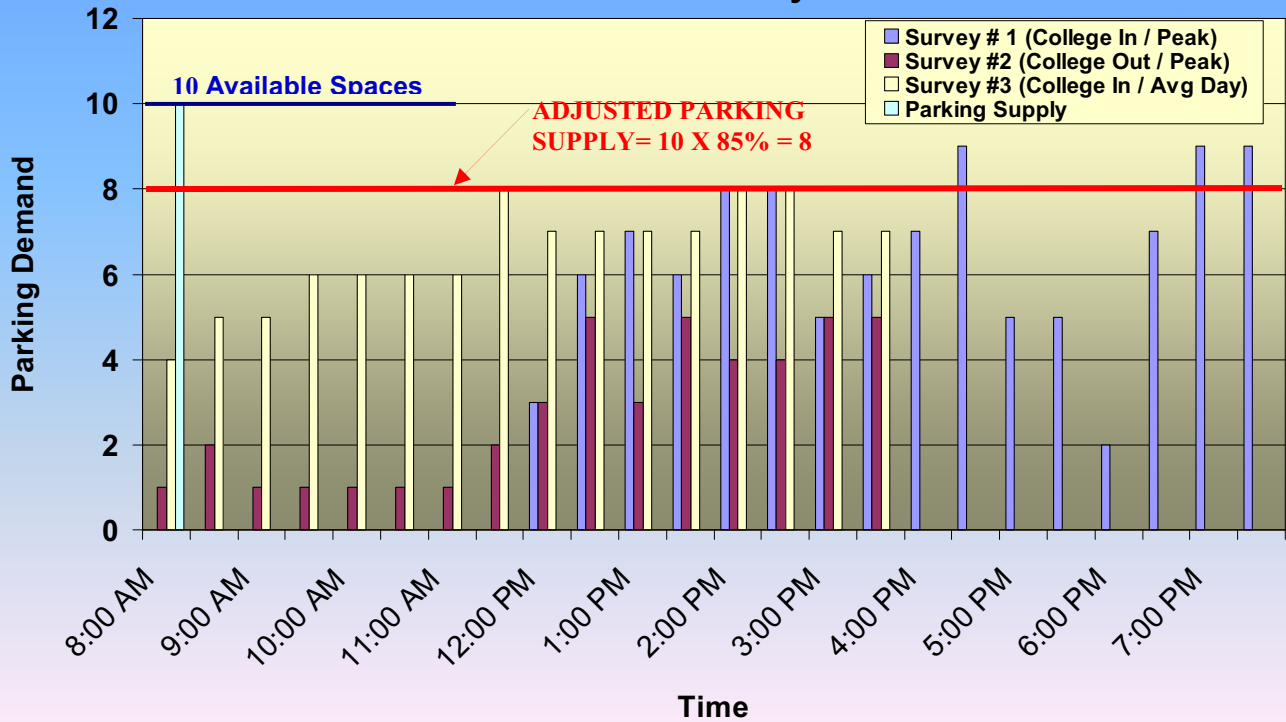
2008 Downtown Bloomsburg Parking Study Parking Demand for **North St. Spaces** VS



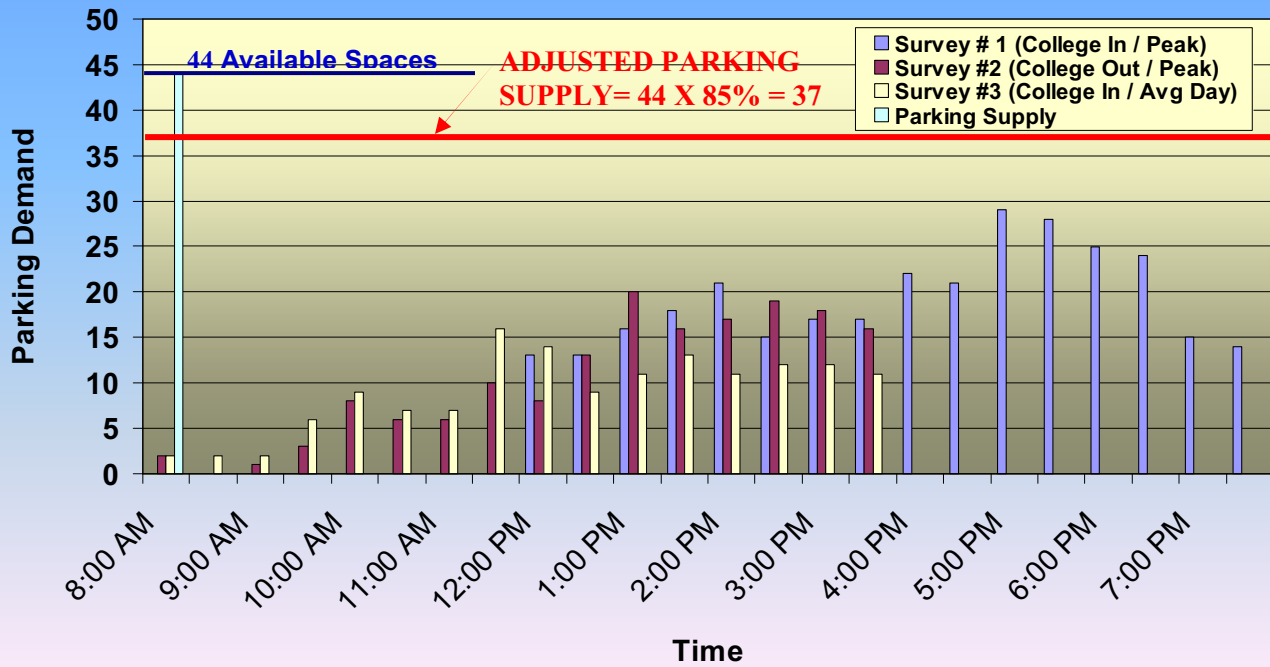
2008 Downtown Bloomsburg Parking Study
Parking Demand for Center St. Spaces
VS
Time of Day



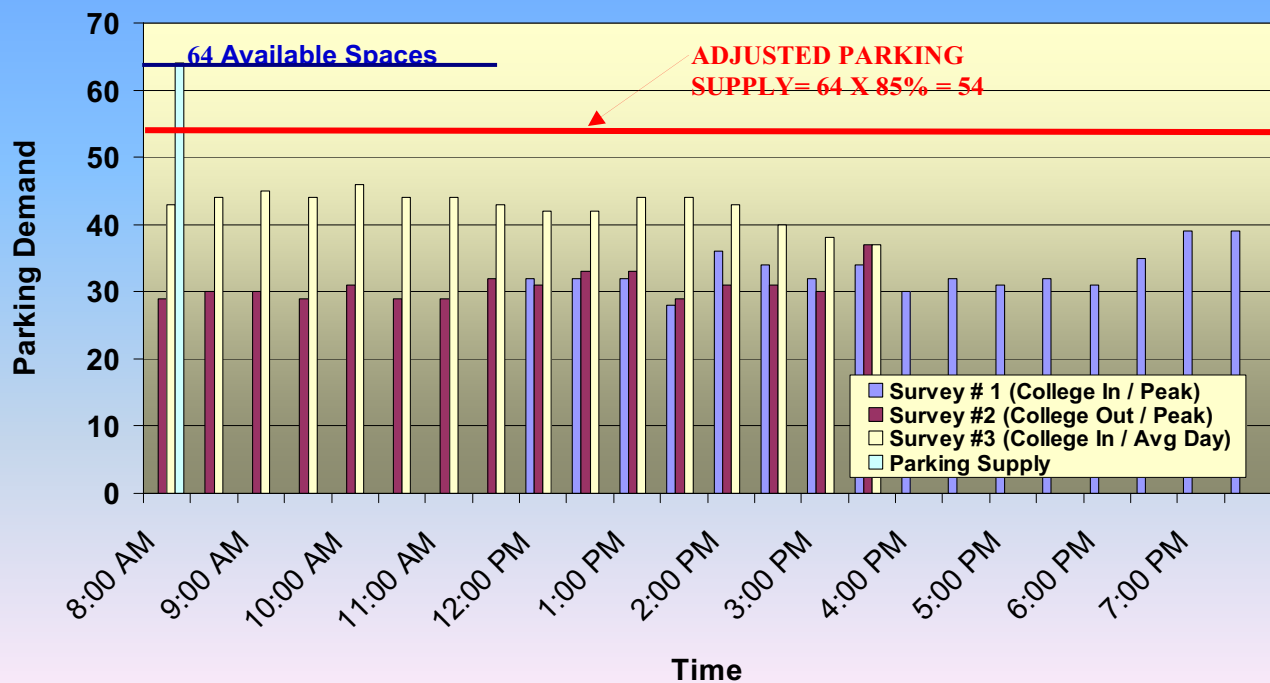
2008 Downtown Bloomsburg Parking Study
Parking Demand for Iron St. Spaces
VS
Time of Day



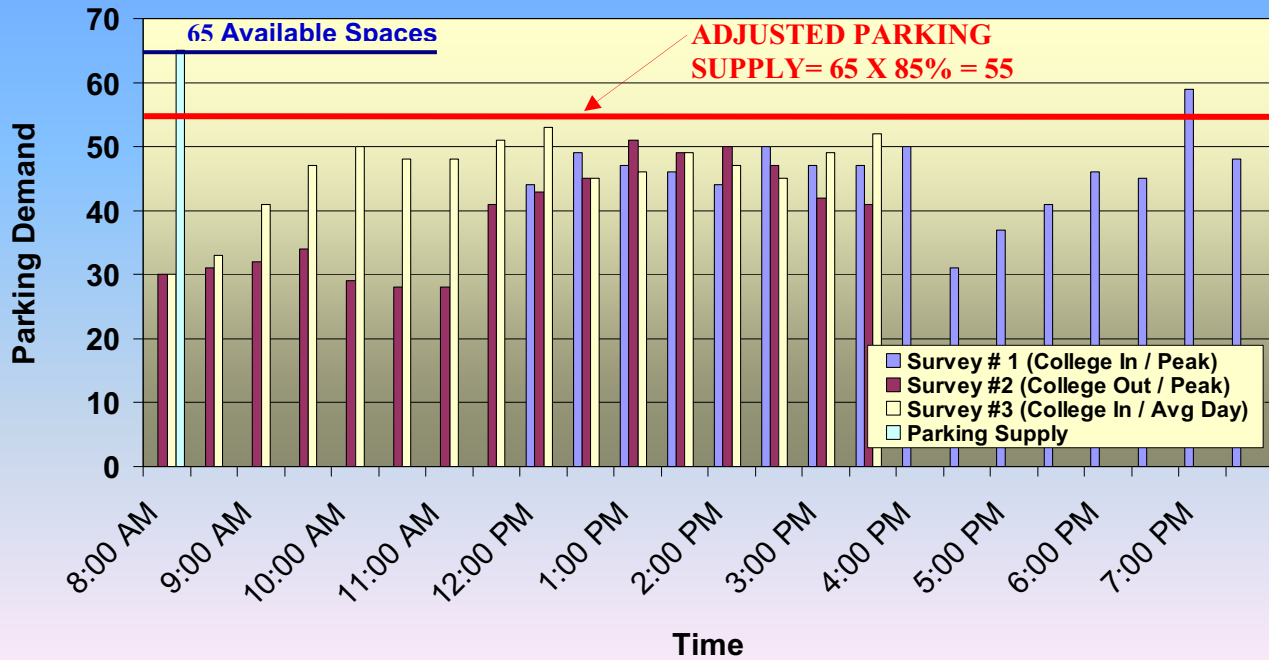
2008 Downtown Bloomsburg Parking Study
Parking Demand for East St. Spaces
VS
Time of Day



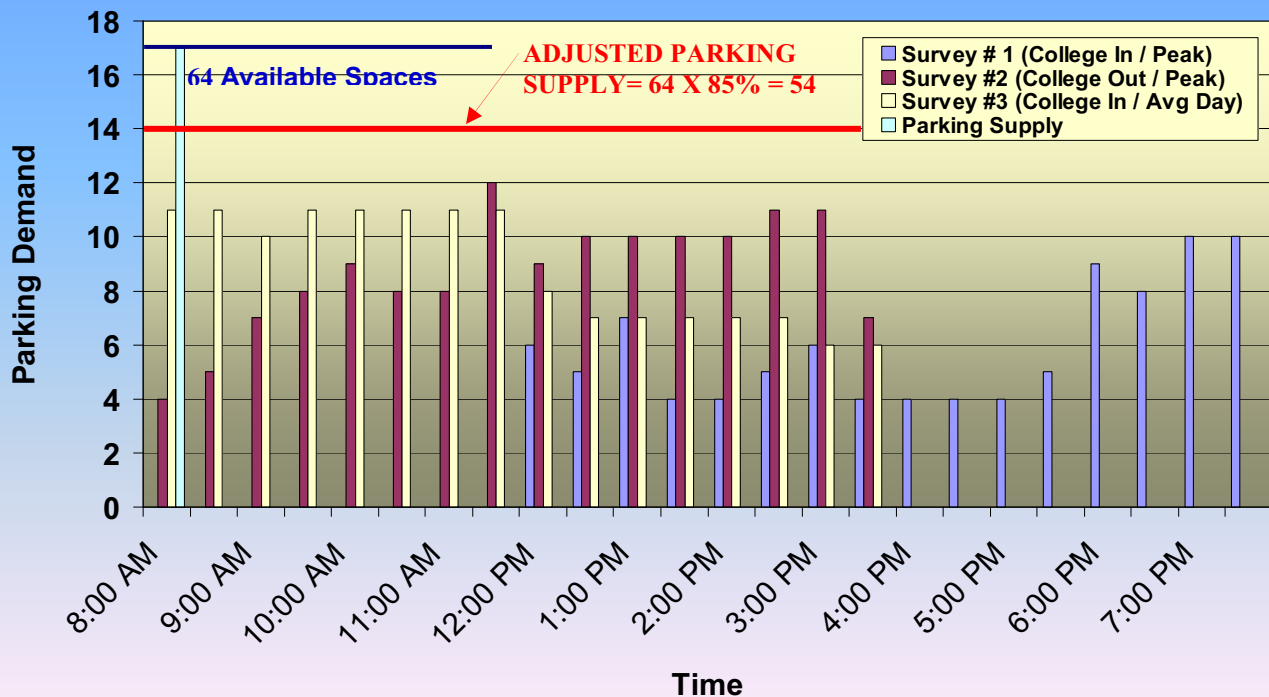
2008 Downtown Bloomsburg Parking Study
Parking Demand for Third St. (Incl Hart. Ave.) Spaces
VS
Time of Day



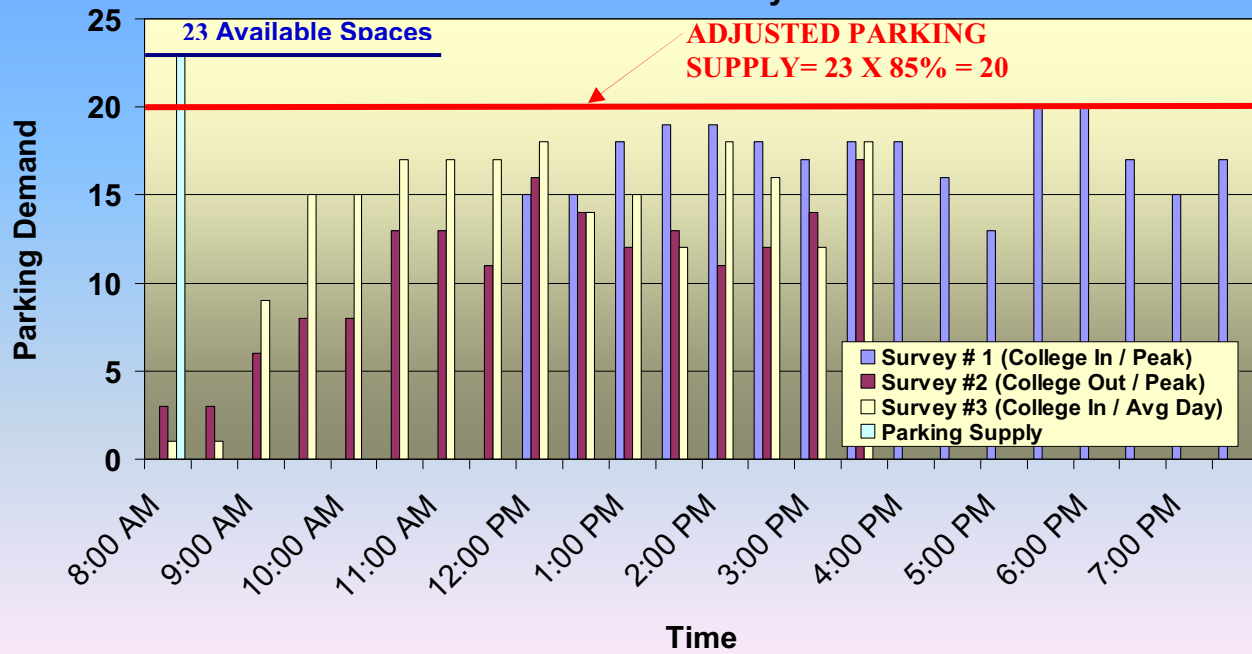
2008 Downtown Bloomsburg Parking Study
Parking Demand for Market St. (Metered) Spaces
VS
Time of Day



2008 Downtown Bloomsburg Parking Study
Parking Demand for Market St. (Unmetered) Spaces
VS
Time of Day



2008 Downtown Bloomsburg Parking Study
Parking Demand for Market Square Spaces
VS
Time of Day



APPENDIX B3

COMPARISON OF PERCENT UTILIZATION OF AVAILABLE PARKING FOR

VARIOUS STUDY PERIODS

LOCATION	TOTAL No. Spaces	TYPE		¹ -1977 PERCENT UTILIZATION	² S1 - College IN / Peak		³ S2 - College OUT		⁴ S3 - College IN / Avg Day	
					1992 PERCENT UTILIZATION	2008 PERCENT UTILIZATION	1992 (Avg) PERCENT UTILIZATION	2008 (Peak) PERCENT UTILIZATION	1992 PERCENT UTILIZATION	2008 PERCENT UTILIZATION
Main St. (West of Market Sq.)	55	M 2HR	CURB	55%	67%	65%	60%	35%	76%	34%
Main St. (East of Market Sq.)	81	M 2HR	CURB	84%	86%	79%	82%	48%	82%	55%
East Main St.	8	NM	CURB	NA	59%	49%	67%	65%	51%	50%
Market St.	83	MIX	CURB	70%	65%	63%	70%	58%	55%	67%
Market Sq.	23	M 2HR	CURB	82%	75%	75%	74%	47%	74%	58%
Jefferson St.	17	NM	CURB	NA	NA	86%	NA	85%	NA	81%
Third St.	49	NM	CURB	NA	NA	44%	NA	56%	NA	62%
North St.	23	NM	CURB	NA	NA	76%	NA	19%	NA	71%
Center St.	13	M 2HR	CURB	100%	80%	53%	88%	53%	80%	58%
Iron St.	10	M 2HR	CURB	78%	84%	64%	45%	28%	62%	65%
Hartman Ave.	15	NM	CURB	NA	NA	77%	NA	25%	NA	84%
East St.	44	M 2HR	CURB	61%	52%	44%	54%	23%	61%	21%
Hoppes Lot	21	MIX	LOT	NA	NA	21%	NA	22%	NA	41%
Church Lot	60	M 5HR	LOT	55%	96%	61%	63%	33%	87%	57%
Tri Lot	60	MIX	LOT	77%	79%	33%	63%	33%	73%	48%
Permit Tri Lot	23	NM	LOT	NA	88%	47%	67%	50%	76%	66%
W. Pine Lot (Metered)	23	MIX	LOT	63%	83%	51%	78%	68%	94%	52%
W. Pine Lot (Permit)	54	NM	LOT	76%	85%	64%	79%	57%	98%	73%
East Pine Lot	39	MIX	LOT	74%	92%	76%	71%	51%	90%	71%
Pine Ave. Lot (SW CORNER)	37	M 2HR	LOT	92%	94%	81%	59%	17%	79%	94%
Pine Ave. Lot (NW CORNER)	27	M 2HR	LOT	85%	97%	67%	85%	16%	85%	42%
Pine Ave. Lot (SE CORNER)	35	M 5HR	LOT	90%	93%	86%	65%	25%	91%	97%
Pine Ave. Lot (NE CORNER)	26	M 2HR	LOT	91%	97%	55%	68%	11%	79%	23%
Library Lot	35	MIX	LOT	NA	NA	83%	NA	70%	NA	85%
Employee Lot	59	NM	LOT	NA	NA	57%	NA	42%	NA	61%
TOTAL SPACES	920									

1 1977 DATA COLLECTED FROM NOVEMBER AND DECEMBER 1977

2 1992 DATA COLLECTED ON FRIDAY, NOV. 8TH 1991 - 2008 DATA COLLECTED ON THURSDAY, DECEMBER 4TH 2008

3 1992 DATA COLLECTED ON WEDNESDAY, AUG. 21ST 1991 - 2008 DATA COLLECTED ON THURSDAY, JANUARY 8TH 2009

4 1992 DATA COLLECTED ON WEDNESDAY, OCT. 2ND 1991 - 2008 DATA COLLECTED ON WEDNESDAY, JANUARY 21ST 2009

M Meter

NM No Meter

RM Red Post Meter

APPENDIX B3

COMPARISON OF PERCENT UTILIZATION OF AVAILABLE PARKING FOR

VARIOUS **PEAK** PERIODS

LOCATION	TOTAL No. Spaces	TYPE	² S1 - College IN / Peak			³ S2 - College OUT		⁴ S3 - College IN / Avg Day		
			¹ -1977 PERCENT UTILIZATION	10AM - 12:30PM	12PM - 3PM	10:00AM - 12:30PM	10:00AM - 12:30PM	10:00AM - 12:30PM	10:00AM - 12:30PM	
				1992 PERCENT UTILIZATION	2008 PERCENT UTILIZATION	1992 (Avg) PERCENT UTILIZATION	2008 (Peak) PERCENT UTILIZATION	1992 PERCENT UTILIZATION	2008 PERCENT UTILIZATION	
Main St. (West of Market Sq.)	55	M 2HR	CURB	49%	78%	67%	60%	36%	76%	39%
Main St. (East of Market Sq.)	81	M 2HR	CURB	86%	91%	86%	82%	50%	82%	62%
East Main St.	8	NM	CURB	NA	77%	45%	67%	79%	51%	54%
Market St.	83	MIX	CURB	64%	72%	63%	70%	55%	55%	72%
Market Sq.	23	M 2HR	CURB	82%	77%	75%	74%	54%	74%	71%
Jefferson St.	17	NM	CURB	NA	NA	90%	NA	82%	NA	83%
Third St.	49	NM	CURB	NA	NA	41%	NA	56%	NA	63%
North St.	23	NM	CURB	NA	NA	84%	NA	20%	NA	70%
Center St.	13	M 2HR	CURB	100%	88%	44%	88%	51%	80%	64%
Iron St.	10	M 2HR	CURB	83%	76%	61%	45%	22%	62%	67%
Hartman Ave.	15	NM	CURB	NA	NA	83%	NA	22%	NA	84%
East St.	44	M 2HR	CURB	64%	53%	37%	54%	19%	61%	24%
Hoppes Lot	21	MIX	LOT	NA	NA	27%	NA	23%	NA	39%
Church Lot	60	M 5HR	LOT	58%	97%	73%	62%	33%	92%	57%
Tri Lot	60	MIX	LOT	78%	82%	36%	68%	36%	81%	58%
Permit Tri Lot	23	NM	LOT	NA	83%	57%	79%	48%	80%	66%
W. Pine Lot (Metered)	23	MIX	LOT	64%	87%	49%	82%	68%	91%	53%
W. Pine Lot (Permit)	54	NM	LOT	73%	85%	75%	69%	61%	94%	75%
East Pine Lot	39	MIX	LOT	74%	94%	88%	73%	49%	95%	67%
Pine Ave. Lot (SW CORNER)	37	M 2HR	LOT	93%	98%	85%	57%	17%	81%	94%
Pine Ave. Lot (NW CORNER)	27	M 2HR	LOT	81%	99%	55%	90%	14%	93%	42%
Pine Ave. Lot (SE CORNER)	35	M 5HR	LOT	94%	100%	96%	75%	27%	96%	98%
Pine Ave. Lot (NE CORNER)	26	M 2HR	LOT	96%	99%	47%	76%	12%	89%	19%
Library Lot	35	MIX	LOT	NA	NA	92%	NA	76%	NA	91%
Employee Lot	59	NM	LOT	NA	NA	57%	NA	47%	NA	63%
TOTAL SPACES	920									

M
NM
RM

Meter
No Meter
Red Post Meter

1 1977 DATA COLLECTED FROM NOVEMBER AND DECEMBER 1977

2 1992 DATA COLLECTED ON FRIDAY, NOV. 8TH 1991 - 2008 DATA COLLECTED ON THURSDAY, DECEMBER 4TH 2008

3 1992 DATA COLLECTED ON WEDNESDAY, AUG. 21ST 1991 - 2008 DATA COLLECTED ON THURSDAY, JANUARY 8TH 2009

4 1992 DATA COLLECTED ON WEDNESDAY, OCT. 2ND 1991 - 2008 DATA COLLECTED ON WEDNESDAY, JANUARY 21ST 2009

APPENDIX B3

COMPARISON OF TURNOVER RATES OF AVAILABLE PARKING FOR

VARIOUS STUDY PERIODS

LOCATION	TOTAL No. Spaces		TYPE (2008)		² S1 - College IN / Peak			³ S2 - College OUT			⁴ S3 - College IN / Avg Day		
					1992 TURNOVER RATE	2008 TURNOVER RATE (HR/veh/sp)	2008 Percent Cars Parked 5+ HR	1992 (Avg) TURNOVER RATE	2008 (Peak) TURNOVER RATE	2008 (Peak) Percent Cars Parked 5+ HR	1992 TURNOVER RATE (HR/veh/sp)	2008 TURNOVER RATE (HR/veh/sp)	2008 Percent Cars Parked 5+ HR
Main St. (West of Market Sq.)	55		M 2HR	CURB	1.75	NA	NA	1.92	1.49	NA	1.81	1.32	NA
Main St. (East of Market Sq.)	81		M 2HR	CURB	1.14	2.01	NA	1.13	1.14	NA	1.13	1.35	NA
East Main St.	8		NM	CURB	1.89	NA	NA	1.96	NA	NA	2.08	NA	NA
Market St.	17		NM Resid.	CURB	4.17	2.43	NA	NA	3.60	NA	5.88	4.11	NA
Market St.	32	32 RM	M 5 HR	CURB	4.12	3.72	NA	3.77	3.37	NA	5.06	4.26	NA
Market St.	30		M 2 HR	CURB	1.48	2.30	NA	2.15	2.24	NA	2.05	2.97	NA
Market St.	4		M 30 MIN.	CURB	1.20	NA	NA	0.72	0.57	NA	0.76	0.58	NA
Market Sq.	23		M 2HR	CURB	1.38	2.04	NA	2.25	1.87	NA	2.03	1.30	NA
Jefferson St.	17		NM	CURB	NA	NA	NA	NA	5.56	44%	NA	5.38	48%
Third St.	49		NM	CURB	NA	NA	NA	NA	4.01	NA	NA	6.63	NA
North St.	23		NM	CURB	NA	NA	NA	NA	NA	NA	NA	NA	NA
Center St.	13		M 2HR	CURB	1.96	1.43	NA	3.03	3.11	21%	NA	3.15	13%
Iron St.	10		M 2HR	CURB	1.61	NA	NA	3.85	1.98	15%	NA	5.50	70%
Hartman Ave.	15		NM	CURB	NA	NA	NA	NA	NA	NA	NA	NA	NA
East St.	44	30 RM	M 2HR	CURB	2.14	1.19	NA	2.31	1.24	NA	NA	1.76	NA
Hoppes Lot	5		M 2 HR	LOT	NA	EMPTY	NA	NA	EMPTY	NA	NA	3.33	NA
Hoppes Lot	4	4 RM	M 2RH	LOT		0.88	NA		4.00	NA		4.94	NA
Hoppes Lot	12	Permit	NM	LOT		4.86	27%		4.90	50%		4.64	55%
Church Lot	60	60 RM	M 5HR	LOT	3.85	4.10	35%	3.85	4.53	36%	4.00	5.50	49%
Tri Lot	29	29 RM	M 5 HR	LOT	1.89	1.96	7%	3.13	2.50	0%	2.27	3.17	17%
Tri Lot	31		M 2 HR	LOT		1.41			1.94			2.26	
Upper Tri Lot	23	Permit	NM	LOT	NA	4.53	26%	NA	6.27	50%	NA	6.78	67%
W. Pine Lot	23		M 2HR	LOT	2.86	2.81	13%	2.50	4.36	31%	3.45	3.24	22%
W. Pine Lot	54	Permit (54 RM)	NM	LOT	4.17	4.84	52%	4.55	5.34	52%	3.13	5.32	43%
East Pine Lot	13		M 2 HR	LOT	2.56	2.75	10%	3.57	1.88	0%	3.33	1.75	0%
East Pine Lot	3	3 RM	M 2 HR	LOT		3.49	14%		4.58	20%		6.42	11%
East Pine Lot	23	21 RM	M 5 HR	LOT		3.66	18%		3.56	19%		6.09	45%
Pine Ave. Lot (SW CORNER)	37	37 RM	M 2HR	LOT	2.94	3.72	19%	4.76	3.12	11%	3.57	7.15	77%
Pine Ave. Lot (NW CORNER)	27		M 2HR	LOT	2.08	2.40	7%	3.13	2.32	7%	3.13	2.36	0%
Pine Ave. Lot (SE CORNER)	35	35 RM	M 5HR	LOT	2.27	4.11	25%	4.00	5.33	50%	4.00	7.15	79%
Pine Ave. Lot (NE CORNER)	26		M 2HR	LOT	2.00	1.50	2%	2.94	0.75	0%	2.00	1.11	7%
Library Lot	16	16 RM	M 2HR	LOT	NA	4.67	28%	NA	5.23	43%	NA	6.83	71%
Library Lot	7		M 2 HR	LOT	NA	2.51	13%	NA	2.90	13%	NA	2.39	5%
Library Lot	12		M 5 HR	LOT	NA	2.47	8%	NA	5.25	47%	NA	4.17	26%
Employee Lot	59	Permit	NM	LOT	NA	2.18		NA	5.95		NA	5.88	
TOTAL SPACES	920												

M Meter
NM No Meter
RM Red Post Meter

2 1992 DATA COLLECTED ON FRIDAY, NOV. 8TH 1991 - 2008 DATA COLLECTED ON THURSDAY, DECEMBER 4TH 2008
3 1992 DATA COLLECTED ON WEDNESDAY, AUG. 21ST 1991 - 2008 DATA COLLECTED ON THURSDAY, JANUARY 8TH 2009
4 1992 DATA COLLECTED ON WEDNESDAY, OCT. 2ND 1991 - 2008 DATA COLLECTED ON WEDNESDAY, JANUARY 21ST 2009



Consulting Engineers
Environmental Scientists
Construction Inspectors

McTish, Kunkel & Associates

APPENDIX C

Post Card Questionnaire Results
1992/2008 Comparison

2008 Post Card Questionnaire received from
November 24, 2008 Through March 17, 2009

DOWNTOWN BLOOMSBURG PARKING SURVEY

1	I visited downtown Bloomsburg today to/for:								
1992	Number Percent	Shop	Work	Resident	Gov't Bus	College	Other (Dine/ library/haircut/etc)	Total	
		42	29	9	1	8	9	98	
		43%	30%	9%	1%	8%	9%		
1	I visited downtown Bloomsburg today to/for:								
2008	Number Percent	Shop	Work	Resident	Gov't Bus	Pro Services	Other (Dine/ library/haircut/etc)	Total	
		51	45	6	1		21	124	
		41%	36%	5%	1%		17%		
2	I parked for:								
1992		< 1/2 HR	1/2 to 1 HR	1 to 2 HRS	2 to 4 HRS	1/2 the day	All day	walked	Total
		23	29	5	5	6	21	0	89
		26%	33%	6%	6%	7%	24%	0%	
2	I parked for:								
2008		< 1/2 HR	1/2 to 1 HR	1 to 2 HRS	2 to 4 HRS	1/2 the day	All day	walked	Total
		23	27	19	8	12	30	5	124
		19%	22%	15%	6%	10%	24%	4%	
3	I parked:								
1992		In the Street		In a parking lot		Both	Total		
		20		63		0	83		
		24%		76%		0%			
3	I parked:								
2008		In the Street		In a parking lot		Both	Total		
		67		50		7	124		
		54%		40%		6%			
4	Given the choice, I prefer to park:								
1992		In the Street		In a parking lot		No Preference	Total		
		12		40		0	52		
		23%		77%		0%			
4	Given the choice, I prefer to park:								
2008		In the Street		In a parking lot		No Preference	Total		
		48		61		15	124		
		39%		49%		12%			
5	I am willing to walk from my parked car to downtown within:								
1992		The Block	1 block	2 blocks	3 or more	Depends	Total		
		16	15	32	24	0	87		
		18%	17%	37%	28%	0%			
5	I am willing to walk from my parked car to downtown within:								
2008		The Block	1 block	2 blocks	3 or more	Depends	Total		
		22	29	37	32	4	124		
		18%	23%	30%	26%	3%			

6	I live in:						
1992		Bloomsburg	Outside Bloomsburg	Total			
		32	24	56			
		57%	43%				
6	I live in:						
2008		Bloomsburg	Outside Bloomsburg	Total			
		57	67	124			
		46%	54%				
7	How many times per month have you been discouraged by lack of parking and gone elsewhere?:						
2008		Never	1-2	3-5	More than 5	No Answer	Total
		32	30	22	33	7	124
		26%	24%	18%	27%	6%	
8	On average, I visit downtown Bloomsburg:						
1992		Daily	3-5 x week	2 x week	1 x week	Total	
		30	19	9	28	86	
		35%	22%	10%	33%		
8	On average, I visit downtown Bloomsburg once a:						
2008		Day	Week	Month	Year	Total	
		71	45	5	3	124	
		57%	36%	4%	2%		
9	I would rate parking in downtown Bloomsburg as:						
1992		Excellent	Good	Fair	Poor	No Answer	Total
		1	23	42	24	0	90
		1%	26%	47%	27%	0%	
9	I would rate parking in downtown Bloomsburg as:						
2008		Excellent	Good	Fair	Poor	No Answer	Total
		3	20	44	55	2	124
		2%	16%	35%	44%	2%	
10	Common Comments or Suggestions about parking in downtown Bloomsburg:						
2008	(In order from most to least common)						# of Resp.
	1	More 5 hour parking / More 5 hr. parking for employees only					11
	2	Student housing should provide parking / Students taking up too many lot spaces					10
	3	Residents, employees, and students parking on Main St. is a problem					7
	4	Build a parking garage					7
	5	Students & Business owners/employees need separate parking					7
	6	Workers should not have to pay to park					6
	7	Less permit-parking, more public parking					4
	8	More lighting in lots and alleys for safety. More pedestrian friendly					4
	9	Give merchants tokens to reward their customers					4
	10	More Free Parking					3
	11	Parking spaces too crowded / Lack of accessible parking					3
	12	Available Parking Spaces hard to find					3
	13	Partnership with college to provide parking					2
	14	Red Post Metered do not guarantee space for permittee					2
	15	Parking signs not visible (customers do not know where to park)					2
16	Complicated parking regulations and zoning (i.e. permit, meters, residential)					2	

Additional Comments:

DISSATISFIED PARKING FEE INCREASE	1
DO NOT PENALIZE SHOPPERS	1
GIVE 1 HOUR FREE FOR SHOPPERS	1
NO PLUGGING METERS SAT & SUN	1
PROBATION OFFICE ON 1ST ST. PARKING LOT	1
ROSEMONT CEMETERY PARKING LOT	1
SNOW REMOVAL NOT ADEQUATE	1
PINE AVENUE LOT OVER UTILIZED	1
SIDE STREETS ALL PERMIT, NOT GOOD	1
DO NOT LIKE BEING TICKETED	1
1 HR FOR 25 CENTS GOOD DEAL	1
FREE DELIVERY PASSES	1
EMPLOYEES TAKING ALL SPOTS DURING CHRISTMAS	1

ANALYZED RESULTS

- 1 Workers who parked on the street
- 2 Workers who prefer to park on the street
- 3 Shoppers and Others who parked on the street
- 4 Shoppers and Others who preferred to park on the street
- 5 Workers who rated Bloomsburg Parking as Poor
- 6 Workers who rated Bloomsburg Parking as Fair
- 7 Shoppers and Others who rated Bloomsburg Parking as Poor
- 8 Shoppers and Others who rated Bloomsburg Parking as Fair
- 9 Shoppers and Others who rated Blooms. Parking as Good and Excellent
- 10 Shoppers and Others who Parked for 2 hours or less
- 11 Workers who Parked for 1/2 the day to all day / night
- 12 Shoppers/Others willing to walk **WITHIN THE BLOCK OR 1 BLOCK**
- 13 Workers willing to walk **WITHIN THE BLOCK OR ONE BLOCK**

1992			2008		
No. of Respondents	No. of possible respondents	Percent	No. of Respondents	No. of possible respondents	Percent
NA	NA	NA	30	45	67%
2	20	10%	12	45	27%
NA	NA	NA	46	72	64%
8	19	42%	39	72	54%
12	24	50%	24	45	53%
9	24	38%	11	45	24%
8	40	20%	28	72	39%
16	40	40%	28	72	39%
16	40	40%	14	72	19%
39	40	98%	59	72	82%
19	24	79%	36	45	80%
16	40	40%	31	72	43%
9	21	43%	17	45	38%

Note Several cards have one or more or no circled answers in different categories which will have an effect on the overall results. The sum of respondents or categories may be greater or less than the total number of cards received.

For Multiple Selections:
Worker Takes Ultimate Precedence
Followed by Shopper
Followed by Resident

APPENDIX D

COUNCIL REPORT - METER COLLECTION

										Year
2008	Main Street	Pine Ave	Triangle	Church	West Pine	East Pine	Hoppes	Library	Total	to Date
Jan	\$4,338.10	\$1,007.26	\$609.10	\$143.66	\$169.35	\$431.76	\$6.95	\$328.71	\$7,034.89	\$7,034.89
Feb	\$4,492.37	\$1,014.03	\$734.17	\$203.20	\$190.35	\$456.00	\$8.05	\$410.50	\$7,508.67	\$14,543.56
Mar	\$4,018.16	\$997.45	\$743.90	\$213.05	\$276.75	\$401.66	\$11.60	\$387.75	\$7,050.32	\$21,593.88
Apr	\$5,451.36	\$1,441.82	\$1,074.25	\$284.21	\$378.65	\$532.14	\$20.15	\$436.66	\$9,619.24	\$31,213.12
May	\$5,199.71	\$1,377.50	\$909.46	\$254.40	\$397.26	\$522.98	\$18.10	\$587.92	\$9,267.33	\$40,480.45
June	\$3,582.01	\$1,152.49	\$765.10	\$199.65	\$265.51	\$480.40	\$18.20	\$406.20	\$6,869.56	\$47,350.01
July	\$5,795.55	\$1,435.00	\$896.85	\$239.80	\$273.30	\$588.16	\$16.30	\$599.85	\$9,844.81	\$57,194.82
Aug	\$4,581.88	\$1,263.68	\$753.50	\$168.90	\$195.01	\$366.42	\$8.25	\$470.37	\$7,808.01	\$65,002.83
Sept	\$7,970.40	\$1,575.93	\$1,016.93	\$520.16	\$363.25	\$1,254.60	\$9.95	\$577.05	\$13,288.27	\$78,291.10
Oct	\$4,183.90	\$525.57	\$746.61	\$329.47	\$324.62	\$536.95	\$11.65	\$480.33	\$7,139.10	\$85,430.18
Nov	\$5,242.63	\$1,098.58	\$879.03	\$388.50	\$308.30	\$491.57	\$6.85	\$439.21	\$8,854.67	\$94,284.85
Dec	\$1,191.83	\$1,400.35	\$842.47	\$410.10	\$238.95	\$524.05	\$5.40	\$476.17	\$5,089.32	\$99,374.17
Total	\$56,047.90	\$14,289.66	\$9,971.37	\$3,355.10	\$3,381.30	\$6,586.69	\$141.45	\$5,600.72	\$99,374.19	

APPENDIX D

RED METER PERMIT STUDENT/ RESIDENT V. EMPLOYEES DISTRIBUTION IN LOTS

LOT	TOTAL AVAILABLE	COST EACH	STUDENTS	EMPLOYEES	TOTAL SOLD TO DATE	Still Available
ALL LOTS	245	\$125	164 (\$20,500)	81 (\$10,125)	245	0
EMPLOYEE LOT	58	\$125	0	50 (\$6,250)	50	8
HOPPEs	12	\$100	5 (\$500)	5 (\$500)	10	2
TRI LOT (STUDENTS ONLY)	6	\$125	6 (\$750)	0	6	0
EAST ST ONLY	10	\$100	1 (\$100)	4 (\$400)	5	5
REVENUE DOLLARS	\$40,825		\$21,850.00	\$17,275	\$39,125	

APPENDIX D

BLOOMSBURG POLICE DEPARTMENT Ticket Revenue 2008

Month	Tickets Total (includes Credit Card Sales)
January	\$7,301.00
February	\$8,156.00
March	\$11,945.00
April	\$20,203.00
May	\$13,815.00
June	\$8,597.00
July	\$6,800.00
August	\$8,043.00
September	\$14,088.00
October	\$13,544.00
November	\$16,988.00
December	\$6,328.00
Total	\$135,808.00

ARTICLE VI
Off-Street Parking

§ 215-39. General parking regulations.

- A. Off-street parking facilities shall be provided to lessen congestion on the streets. The facilities required herein shall be available to patrons throughout the hours of operation of the particular business or use for which such facilities are provided. As used herein, the term "parking space" includes either covered garage space or uncovered parking lot space located off the public right-of-way.
- B. All parking spaces shall be ample in size for the vehicles for which use is intended. The net parking space per vehicle shall not be less than nine feet wide when measured at right angles to the edge of the parking area and 18 feet long. Parking spaces, and the approaches thereto, shall be paved. Parking and loading areas shall be graded to dispose of all surface water and shall be maintained in good condition at all times. Outdoor parking space shall be deemed to be part of the open space of the lot on which it is located. Nothing contained herein shall be constructed to modify paving requirements set forth elsewhere in this chapter.
- C. Aisle width.
- (1) In order to ensure adequate space for backing out of a parking space, all parking lots must conform to the following standards for minimum aisle width:

Stall Angle	Minimum Aisle Width (feet)
90°	25
75°	22
60°	19
45°	14
30°	11

- (2) Minimum width of aisles providing access to stalls for two-way traffic shall be 25 feet.
- D. For commercial manufacturing developments with a gross floor area in excess of 100,000 square feet, parking areas may be designed using a sixty-one-foot module.
- E. A garage or carport may be located wholly or partly inside the walls of the principal building, or attached to the outer walls. The garage may be constructed under a yard or

court, provided that the level of such yard or court shall conform to the general level of the other yards or courts on the lot. The space above an underground garage shall be deemed to be part of the open space of the lot on which it is located.

§ 215-40. Facilities required.

A. Any of the following buildings hereafter erected and any building hereafter converted into one of the following buildings and any open area hereafter used for commercial purposes shall be provided with not less than minimum parking spaces as set forth below. These spaces shall be readily accessible to, and within a reasonable distance from, the buildings served thereby. Parking spaces shall be on the same lot as the principal building or open area, except when otherwise authorized in conformity with the following regulations:

(1) The required parking spaces shall be situated within 600 feet of the principal building or open area in question. Such remote parking area shall be owned by the zoning applicant.

B. Off-street parking shall be provided as follows and shall be in addition to any handicapped stalls required:

(1) Dwellings: two parking spaces for each dwelling unit.

(2) Apartments. Off-street parking for apartments shall be provided at the following rates:

Number of Bedrooms/Apartment	Parking Spaces Per Apartment Unit
0	1.00
1	2.00
2	2.00
3	2.00
4	3.00

(3) Rooming houses, hotels, motels, guest houses and lodging houses: at least one parking space for each guest room, plus one additional space for every employee based on the maximum number of workers present at any one time. If a restaurant in connection with the above is open to the public, the off-street parking facilities shall be not less than those required for restaurants, in addition to those required for guest rooms.

(4) Theaters, auditoriums, churches, schools, stadiums or any other place of public or private assembly: at least one parking space for each three seats provided for public or private assembly.

(5) Retail stores: at least one parking space for each 200 square feet of public floor area plus one space for each employee based on the maximum number of workers present at any one time.

(6) Food markets and grocery stores: one parking space per 100 square feet of public floor area.

- (7) Restaurants and bars: at least one parking space for each two customer seats, plus one additional space for every employee based on the maximum number of workers present at any one time.
- (8) Barber shop, beauty shop and hair styling shop: 2½ parking stalls for each chair plus one additional space for every employee based on the maximum number of workers present at any one time.
- (9) Office buildings: at least one parking space for each 200 square feet of net leasable floor area, or fraction thereof. Net leasable floor area shall be the total internal area of the building, less bathroom area, hallway area and storage area.
- (10) Shopping centers: not less than three square feet of automobile parking space, exclusive of driveways, and pedestrian walks shall be provided for each square foot of gross floor area, except that in planned commercial developments comprised of combination office and commercial uses with a gross floor area in excess of 100,000 square feet, off-street parking shall be provided at the rate of five spaces per 1,000 square feet of floor area.
- (11) Industrial establishments: at least one parking space for each employee based on the maximum number of workers present at any one time. Plus one parking stall for each 200 square feet of office space provided within the building.
- (12) Wholesale establishments: at least one parking space for each employee based on the maximum number of workers present at any one time. Plus one parking stall for each 200 square feet of public floor area denoted to display sales or office space.
- (13) Major garages or automobile service stations: at least two parking spaces for each service bay plus one parking space per pump and one parking space for every employee based on the maximum number of workers present at any one time.
- (14) Hospitals and sanitariums: parking space shall be provided for visitors at the rate of at least one parking space for each two accommodations (beds) for patients. Such spaces shall be in addition to those necessary for doctors and other administrative personnel on a basis of one for every employee based on the maximum number of workers present at any one time.
- (15) Nursing or convalescent home: one parking stall per each three beds plus one parking stall for each employee based on the maximum number of workers present at any one time.
- (16) Take-out and delivery uses: where no seating on premises at least one parking space for each 50 square feet of public floor area plus one space for each employee based on the maximum number of workers present at any one time.
- (17) Open areas used for commercial purposes: at least one parking space for each 1,500 square feet of area or fraction thereof.
- (18) Dance halls, roller rinks, clubs, lodges and other similar places: at least one parking space for each 100 square feet of floor area.

- (19) Mortuaries, funeral homes and undertaking establishments: at least one parking space for each 30 square feet of public area, not including hallways for public use. Such space shall be in addition to:
- (a) Employee parking needs.
 - (b) Service area for mobile equipment, such as hearses and ambulances.
- (20) Swimming pools: where a swimming pool is the principal use at least one parking space for each four persons based upon the designed capacity of the pool.
- (21) Home occupations: in addition to the spaces required for each dwelling unit, not less than:
- (a) Clergymen: two client spaces.
 - (b) Architect, landscape architect, engineer, accountant and attorney: two client spaces.
 - (c) Physician and dentist: three client spaces.
 - (d) Writer, realtor and insurance agent: three spaces.
 - (e) Instruction in the arts: three client spaces.
 - (f) Dressmaker, milliner, etc.: two spaces.
- (22) In addition to all of the above minimum requirements, additional spaces for visitor parking and salesmen shall be provided to the specific requirements of each use.
- (23) No part of the public right-of-way of any street or road shall be used in computing the required area for parking, however, parallel parking may be permitted along the curb or edge of an access drive or private road, provided that the spaces are not less than eight feet by 20 feet in addition to the required width for the circulation of vehicles.
- (24) All off-street parking facilities with a capacity for five or more vehicles must conform to the following standards.
- (a) Parking facilities must be set back from street right-of-way lines by at least five feet.
 - (b) A minimum of three feet of this setback area shall be developed as a planting strip. The design of said parking area and type of plants shall be approved by the Loyalsock Township Planning Commission.
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- (c) Entrances and exits should be located at least 50 feet away from nearby street intersections.
- (25) For other uses not enumerated, the parking requirements shall be established by the Board of Supervisors.

§ 215-41. Modification of requirements.

The governing body may authorize after review by the Planning Commission a modification, reduction or waiver of the foregoing requirements, if it should find that in the particular case appealed the peculiar nature of the use, or the exceptional situation or condition can justify such action.

§ 215-42. Loading and unloading space.

- A. In addition to the off-street parking spaces required above, all commercial and industrial establishments, hospitals or sanitariums and other similar uses shall provide adequate off-street area for loading and unloading of supplies to and from vehicles.
- B. In no case where a building is erected, converted or enlarged, shall public rights-of-way be used for loading and unloading space.

215-43. Surfacing.

- A. Parking and loading areas for more than five vehicles, with driveways, shall be paved to township specifications or as authorized by the Loyalsock Township Board of Supervisors.
- B. All driveways and internal traffic lanes servicing parking areas for more than five vehicles shall be paved to township specifications or as authorized by the Loyalsock Township Board of Supervisors.

215-44. Wheel stops or guard fence.

Where parking areas abut the right-of-way line or property line, the parking area shall be provided with concrete wheel stops, metal guard fence or other material as approved by the Loyalsock Township Planning Commission so that parked vehicles do not overhang any required setback.

215-45. Design of parking and loading areas and access drives.

- A. Design standards. Whenever required or provided under the provisions of this chapter, all parking and loading areas and access drives shall be designed according to the following standards:
 - (1) Except in the case of single- and two-family dwellings the general layout shall be such that there will be no need for motorists to back over public rights-of-way.
 - (2) Access drives shall be paved between the cartway and the property line with a material equal or better than the cartway paving in accordance with township requirements. Access drives on the lot shall be improved with a surface capable of year round use and shall be maintained dust-free. Access drives for single- and two-family dwellings shall not exceed 22 feet in width for one- or two-car garages. Access drives for all other uses shall not exceed 35 feet in width, measured at right angles to

ARTICLE 1345
Off-Street Parking and Loading Requirements

1345.01	Schedule of off-street parking requirements.	1345.03	General provisions.
1345.02	Schedule of off-street loading requirements.	1345.04	Obligation.

CROSS REFERENCES

Parking - see TRAF. Art. 521

Street access- see P. & Z. 1341.01

Parking areas for mixed uses - see P. & Z. 1341.12

1345.01 SCHEDULE OF OFF-STREET PARKING REQUIREMENTS.

In all districts except the Commercial CBD District, off-street parking is required for any building or use which is hereafter erected, reconstructed, restored, extended, enlarged or increased in capacity. Space with adequate access to a street shall be constructed and maintained for the use of the owners or occupants and their invitees and licensees as follows:

Each parking area shall contain sufficient maneuvering space, including interior driveways. The net parking space (stall) per vehicle shall include a rectangle at least 9 feet by 18 feet, except handicapped spaces shall meet Federal standards. Parking area layouts shall be approved by the Zoning Officer.

SCHEDULE OF OFF-STREET PARKING REQUIREMENTS
Principal Use Classification (See Section 1333.05)

USE NUMBERS	USE CLASSIFICATION	REQUIRED PARKING
1-5, 7	Any residential one-family detached or attached dwelling, two-family dwelling, multi-family dwelling with three or more bedrooms.	Two spaces for each dwelling unit.
3, 5, 7	Multi-family dwellings with one or two bedrooms.	One and three-quarter parking spaces for each dwelling unit.
3, 5, 7	Multi-family dwellings containing efficiency units.	One and one-half spaces for each dwelling unit.
3, 5	Multi-family senior housing designed for one and two person households and legally restricted to housing persons 62 years of age or over, their spouse and/or the physically handicapped.	One space for every three dwelling units.
8	Churches and other places of worship.	One space for every 10 persons who may legally be admitted therein at one time under the BOCA National Building Code.

USE NUMBERS	USE CLASSIFICATION	REQUIRED PARKING
12, 13, 21, 39, 86	Libraries, museums, theaters, stadiums, be auditoriums and similar places of public or private assembly.	One space for every four persons who may legally admitted therein at one time under the BOCA National Building Code.
9, 20	Schools and child day care.	One space for each two employees including teachers and administrators, plus off-street space for the safe and convenient loading and unloading of students, plus additional facilities for student parking at the high school level one space per every five students based on design enrollment capacity of high school.
10, 11	Colleges, business colleges, trade schools.	One parking space for every two persons regularly employed at the institution, plus one space for every 200 square feet of instructional area, plus additional space as required by this parking schedule because of any supplementary parking generating activities at the institution.
14, 15	Hospital, nursing and personal care homes.	One space for each four beds intended for patients, plus one space for each employee on a week day shift, including doctors and nurses.
6B and C	Dormitories, fraternity houses and sorority houses.	One and one-half spaces for every two beds, plus one additional space for each two employees thereof. In no case, less than one space.
6D	Group homes.	See Section 1341.25.
6E, 6F	Treatment center or abused person shelter.	One parking space per employee on duty, together with one space for any employee on any continuous shift. As an illustration, if two employees work on the 11:00 p.m. to 7:00 a.m. shift and they are replaced by two employees who work on the 7:00 a.m. to 3:00 p.m shift, then four parking spaces must be available for employees. One parking space for each resident, with the understanding that these spaces will also be necessary to accommodate visitors, volunteers, outside professionals and the like.
6A, 6G, 100	Rooming and/or boarding houses, and/or accessory lodges, or student residences.	One space per resident, with the understanding that these spaces will also be necessary to accommodate visitors, workers and the like.
22-26	Recreational uses, except: bowling alleys.	One space for each five persons of total capacity. Six spaces for each alley.
38, 104	Hotels, motels, inns, exclusive of dining and retail uses.	One space for each guest room plus one space for each two employees.

USE NUMBERS	USE CLASSIFICATION	REQUIRED PARKING
32, 33	Restaurants, taverns and similar uses, including those in hotels, etc.	One space for each two seats or, except in the case of restaurants offering drive-in or take-out service, one space for each two seats or one space for each 50 square feet of total floor area, whichever is greater.
37	Funeral home.	One space for each five seats in viewing room intended to be used at one time.
40, 41	Kennel or veterinary hospital.	One space for each five employee, plus four spaces for each veterinarian.
34, 35, 99 101	General or professional office building, bank, clinic and other building not used for the retailing or wholesaling of merchandise.	One space for each 200 square feet of gross floor area devoted to such use.
6H	Criminal Housing Facility	One parking space per each employee on duty, together with one space for any employee reporting to duty on any contiguous shift. As an illustration, if two employees work on the 11:00 p.m. to 7:00 a.m. shift and they are replaced by two employees who work on the 7:00 a.m. to 3:00 p.m. shift, then four parking spaces must be available for employees. Additionally, one parking space, to be located on site, for each resident, with the understanding that these spaces will also be necessary to accommodate visitors, volunteers, outside professionals, and the like. All employee parking must be within 300 feet of the facility.
27-31, 36 41.1	Retail stores and shops of all kinds, including service outlets, except: Self-service food markets with a gross floor area of more than 10,000 square feet or adult use.	One space for each 200 square feet of floor area not used for storage on the ground floor, plus one space for each 400 square feet of floor area not used for storage on all other floors. One space for each 100 square feet of gross floor area.
16, 18, 19, 42-63, 74, 76-78, 80, 88, 90	Industrial uses, manufacturing, public buildings, processing plants, research or testing laboratories, quarries, solid waste facilities, utility terminals, truck terminals	One space for each 1.5 employees on the largest shift, plus visitor parking and parking for needed company vehicles and equipment.
64-69	a) Vehicle service station and/or repair garage. b) Auto sales and/or rental. c) Other outdoor commercial uses.	a) One space for each 200 square feet of gross building floor area devoted to such use. b) One space per 15 vehicles offered for sale or rent, plus storage spaces for such vehicles. c) One space for each 1,500 square feet of ground area devoted to such use.
17	Clubs, lodges and similar recreation places.	One space for each 300 square feet of gross floor area.

USE NUMBERS	USE CLASSIFICATION	REQUIRED PARKING
71-73	Airports, high hazard uses.	As required by Council.
70, 75, 79, 81-85, 91-98, 102, 103	Cemeteries, agricultural uses, parking lots, accessory uses.	None required.
104	Bed and breakfast inn.	One parking space per rental unit.

(Ord. 5745. Approved 4-16-98; as amended by Ord. 5825 §1. Approved 8-3-00.)

1345.02 SCHEDULE OF OFF-STREET LOADING REQUIREMENTS.

In all districts, one or more loading berths or other space shall be provided for standing, loading and unloading operations, either inside or outside a building and on the same or adjoining premises, with every building or structure hereafter erected or enlarged, in accordance with the following table.

A loading berth shall have the minimum plan dimensions of 12 feet by 45 feet and 14 feet overhead clearing, plus necessary access space. A loading space need not necessarily be a full berth but shall be sufficient to allow normal loading and unloading operations of a kind and magnitude appropriate to the premises served thereby. The Zoning Officer shall determine the sufficiency of loading space but, in no case, shall the use of such space hinder the free movement of vehicles and pedestrians over a street, sidewalk or alley.

USE CLASSIFICATION	REQUIRED LOADING SPACE
(a) Retail operation (including restaurant and dining facilities within hotels and office buildings) with a gross floor area over 20,000 square feet	One berth for each 20,000 square feet of gross floor area or major fraction thereof.
(b) Retail operations and all ground floor nonresidential uses with a gross floor area less than 20,000 square feet; wholesale and industrial operations with a gross floor area less than 10,000 square feet	A loading space (not necessarily a full berth) as defined above in this Section.
(c) Office building, hospitals and hotels with a gross floor area of 100,000 square feet or more.	One berth for each 100,000 square feet of floor area or major fraction thereof.

USE CLASSIFICATION	REQUIRED LOADING SPACE														
<p>(d) Manufacturing, wholesale and storage operations with a gross floor area of 10,000 square feet or over as follows:</p> <table> <tr> <th><u>Square Feet</u></th><th><u>Number of Berths</u></th></tr> <tr> <td>10,000 - 40,000</td><td>One</td></tr> <tr> <td>40,000 - 100,000</td><td>Two</td></tr> <tr> <td>100,000 - 160,000</td><td>Three</td></tr> <tr> <td>160,000 - 240,000</td><td>Four</td></tr> <tr> <td>240,000 - 320,000</td><td>Five</td></tr> <tr> <td>For each additional 90,000</td><td>One additional</td></tr> </table> <p>Any building with a gross floor area over 20,000 square feet not specifically mentioned herein which requires the receipt or distribution of materials by vehicles</p>	<u>Square Feet</u>	<u>Number of Berths</u>	10,000 - 40,000	One	40,000 - 100,000	Two	100,000 - 160,000	Three	160,000 - 240,000	Four	240,000 - 320,000	Five	For each additional 90,000	One additional	<p>One</p>
<u>Square Feet</u>	<u>Number of Berths</u>														
10,000 - 40,000	One														
40,000 - 100,000	Two														
100,000 - 160,000	Three														
160,000 - 240,000	Four														
240,000 - 320,000	Five														
For each additional 90,000	One additional														
<p>(e) Any building with a gross floor area over 20,000 square feet not specifically mentioned herein which requires the receipt or distribution of material by vehicles</p>	<p>One berth.</p>														

(Ord. 5745. Approved 4-16-98; Ord. 5870 §2. Approved 5-16-02)

1345.03 GENERAL PROVISIONS.

(See also Sections 1344.06 and 1379.04 and 1383)

- (a) Location of Parking Areas. Required parking shall be located on the same lot as the use that the parking serves, except as follows:
- (1) Required parking may be located on a different lot from the use that the parking serves if the parking is within: (a) 300 feet from the dwellings it serves and (b) 500 feet from non-residential uses it serves.
 - a. Parking to serve any use may be placed within a CBD, CC, CS, ML or MH District.
 1. Parking within the INST District shall only be permitted to serve uses allowed within the INST District and dwellings.
 2. Parking within each Residential District shall only be permitted to serve uses allowed within that district and dwellings.
 3. Parking within the Open Space District shall only be permitted to serve uses allowed within the Open Space District and dwellings.
 4. Such parking areas shall meet all other requirements of this Ordinance.
- (b) Assignment of Parking Space in Grouped Lots. The required parking spaces for any number of separate uses may be combined in one lot; but the required spaces assigned to one use may not be assigned to another use at the same time, except that one-half of the parking spaces required for places of worship, theaters or assembly halls whose peak attendance will be at night, Saturdays or Sundays may be assigned to a use which will be closed at night, on Saturdays and on Sundays.

- (c) Remote Parking Lots Encumbered. Where provision of required parking for a building or use established or enlarged subsequent to the adoption of this Zoning Ordinance involves one or more parcels of land that are not a part of the lot on which the principal use is situated, the applicant for a permit for the principal use shall submit, with his application for a building permit, an instrument duly executed and acknowledged subjecting such parcels of land to parking uses in connection with the principal use to which it is accessory. The applicant shall deposit the necessary registration fee; and, upon the issuance of a building permit, the Bureau of Codes shall cause such instrument to be registered in the office of the Register of Deeds.
- (d) Setback of Parking and Loading Areas. All parking and loading areas shall be set back from the street line in conformance with pertinent yard requirements, except that permitted parking areas, but not loading areas, may be located in required yards adjoining streets, provided they are separated from the street by a substantial wall or fence not more than 33 percent open or a dense hedge in accordance with Section 1383.04.
- (e) Landscaping.
 - (i) Lots less than or equal to 20 stalls require a landscaped area of a minimum of 3 percent of the total area of the parking lot.
 - (ii) Lots over 20 stalls require a landscaped island at least 5' x 18' for every 18 spaces in a single row or 5' x 36' for 36 spaces in a double row, together with a minimum canopy of 10 percent of the total vehicle area. Equivalent areas may be used in corners of lots keeping in mind that a tree needs a minimum of 20 square feet.
 - (iii) All landscaping must be in accordance with Article 1383.
- (f) Demolition. When a structure is demolished and demolition is for the purpose of providing parking, then the provisions of this Ordinance and Article 1383 apply.
- (g) Surfacing. Every parking area, loading area and driveway shall be paved with a durable dustless material approved by the Bureau of Codes, graded to dispose of all surface water and maintained in good condition.
- (h) Drainage. In C, R or INST Districts, paved parking and loading areas shall be provided with area drains connected to a storm sewer to eliminate surface drainage over sidewalks in the public right-of-way.
- (i) Required Screening When Vehicular Use Areas Abut Public Rights-Of-Way. On the site of a building or structure or lot providing off-street parking areas or other vehicular use area, there shall be provided landscaping between such area and such right-of-way, as follows:
 - (1) A strip of land at least 4 feet in depth located between the abutting right-of-way and the off-street parking area or other vehicular use area which is exposed to an abutting right-of-way shall be landscaped. Such landscaping shall include one small or medium tree for each 35 lineal feet or 45 feet for a large tree or fraction thereof within the 4 foot strip or within the right-of-way areas reserved for the planting of street trees. In addition, a hedge, wall or other landscaping shall be planted within the landscaped strip in accordance with Section 1383.04, except as provided in Section 1341.17. The landscape strips along the public rights-of-way shall be presentations which will be varied through color, shape and texture of landscape material. The remainder of the required landscaped areas shall be landscaped with grass, ground cover or other landscape treatment.
- (j) Required Screening Between Vehicular Use Areas and Abutting Residential or Institutional Use. All buildings or structures or lots providing an off-street parking area or vehicular use area of five spaces or more, shall be provided with a wall or hedge or other landscape screen not greater than 6 feet in height nor less than 4 feet in height and a minimum width of 4 feet, to form a continuous screen between the off-street parking area or vehicular use area and any abutting or any residential or institutional use. Such landscape screen shall be located between the common lot line

and the off-street parking area or other vehicular use area exposed to the abutting property. If the screen consists all or in part of plant materials, such plant materials shall be planted in a planting strip of not less than 4 feet in width. Fence material may be substituted for the above which meets the range of height limits and may consist of up to 50 percent gaps in the material. Chain link and plastic construction fencing material is not acceptable.

(Ord. 5745. Approved 4-16-98; Ord. 5869. Approved 5-16-02)

1345.04 OBLIGATION.

- (a) Existing Parking. Structures and uses in existence at the original date of the adoption of this Zoning Ordinance (September 9, 1971) shall not be subject to the requirements of this Article so long as the kind or extent of use is not changed, provided that any parking facility now serving such structures or uses shall not, in the future, be reduced below such requirements.
- (b) Continuing Obligation. All required parking facilities shall be provided and maintained so long as the use exists which the facilities were designed to serve. Off-street parking facilities shall not be reduced in total extent after their provision nor be used for any purpose that interferes with its availability for the parking need it is required to serve, except that such reduction or change in use may be made upon approval by the Zoning Hearing Board but only after proof that, by reason of diminution in floor area, seating area, the number of employees or change in other factors controlling the regulation of the number of parking spaces, such reduction is in conformity with the requirements of this Article.
- (c) Change in Requirements. Whenever there is an alteration of a structure or a change or extension of a use which increases the parking requirements according to the standards of Section 1345.01, the total additional parking required for the alteration, change or extension shall be provided in accordance with the requirements of that Section.

(Ord. 5745. Approved 4-16-98)

OFF-STREET PARKING, LOADING AND ACCESS DRIVEWAYS

800 OFF-STREET PARKING REQUIREMENTS

In all districts, in accordance with every use, there shall be provided at the time any new building or structure is erected or any existing building is converted to a new use, or increased in capacity, off-street parking spaces in accordance with the requirements of this Section. The facilities required herein shall be available throughout the hours of operation of the particular business or use for which they are provided.

- A. Each parking area shall contain at least 270 square feet of usable area per vehicle, including interior driveways. The net parking area per vehicle shall be not less than nine (9) feet by 18 feet.
- B. All parking spaces and areas shall be graded for proper drainage and shall be surfaced so as to provide a durable, dustless wearing surface, and shall be so designed to provide for the orderly and safe parking or storage of vehicles. All such areas shall be maintained in good condition.
- C. Parking spaces may be located on a lot other than that containing the principal use, but shall be located within 300 feet of multi-family residences and within 500 feet of any non-residential use. Such remote parking area shall remain under the control and care of the owner or operator of the use to which it is accessory. Where such remote parking areas are to be used, the applicant shall submit an instrument which authorizes and limits the use of said area to parking in connection with the principal use.
- D. The required parking spaces for any number of separate uses may be combined in one lot, but the required spaces assigned to one use may not be assigned to another use at the same time. Parking spaces required for uses whose peak attendance will be at night or on Sundays, may be assigned to a use which will be closed at night and/or on Sundays.
- E. Adequate provisions shall be made for ingress and egress to all parking spaces. Access to off-street parking areas shall be limited to a minimal number of well-defined locations. In no case shall unrestricted access along the length of a street upon which the parking abuts be permitted, except where the parking area is less than 35 feet in depth. Parking areas shall be designed so there will be no need for motorists to back over major thoroughfares.
- F. A strip of land at least ten (10) feet in width shall be reserved as open space between any street line and any parking area which is angled at 45 degrees

or less. The reserve strip shall be protected by wheel bumpers or curbs and shall be planted with grass, shrubs or trees.

- G. Parking areas for public, semi-public or non-residential purposes shall be effectively screened on each side which adjoins or faces a Residential District. Such screening shall consist of a fence or wall, a building, or shall meet the requirements for screen plantings set forth in Section 506 of this Ordinance.
- H. Any lighting which is used to illuminate off-street parking areas shall be mounted and shielded in such a manner that will effectively eliminate direct glare on adjacent properties or upon public streets.
- I. Off-street parking shall be provided as set forth in TABLE 1. In the case of any building or premises, the use of which is not specifically mentioned herein, the provisions for a use so mentioned and to which said use is similar, in the opinion of the Zoning Hearing Board, shall apply. In the case of mixed uses, the total number of required parking or loading spaces shall be the sum of the required spaces for the various uses computed separately.

TABLE 1

OFF-STREET PARKING SCHEDULE

<u>Use Classification</u>	<u>Minimum Spaces Required</u>
1. Single and two-family dwelling units.	- 2 for each dwelling unit.
2. Multi-family dwelling units.	- 2 for each dwelling unit.
3. Elderly housing complexes, not including nursing homes.	- 1 for each 2 units.
4. Churches, theaters & places of public or private assembly.	- 1 for each 3 seats.
5. Schools.	- 1 for each 3 auditorium seats + 1 for each employee.
6. Retail stores or business establishments; or food markets or grocery stores under 20,000 sq.ft.	- 1 for each 150 sq.ft. of retail floor area.
7. Food markets or grocery stores over 20,000 sq.ft.	- 1 for each 200 sq.ft. of retail floor area.

(Continued on Next Page)

Use Classification

Minimum Spaces Required

- | | |
|--|---|
| 8. Convenience food markets. | - 1 for each 200 sq.ft. of gross floor area. |
| 9. Restaurants & taverns. | - 1 for each 2 customer seats + 1 for each employee. |
| 10. Professional offices, including medical buildings. | - 1 for each 300 sq.ft. of floor area + 1 for each 2 employees. |
| 11. Motels or transient lodging facilities. | - 1 for each guest room + 1 for each 2 employees. |
| 12. Automotive repair garages. | - 1 for each 200 sq.ft. of retail floor area. |
| 13. Automotive sales lots and service stations. | - 1 for each 150 sq.ft. of retail floor area. |
| 14. Nursing or personal care homes or similar institutional uses. | - 1 for each 4 beds + 1 for each employee, inc. medical personnel. |
| 15. Industrial operations, including warehouses. | - 1 for each 2 employees in the maximum work shift. |
| 16. Clubs, lodges & similar facilities. | - 1 for each 100 sq.ft. of gross floor area. |
| 17. Bowling alleys. | - 6 for each alley. |
| 18. Parks, playgrounds, and public or semi-public recreational uses. | - 1 for each 5 persons of total facility capacity. |
| 19. Truck stops. | - As recommended by the Institute of Traffic Engineers for specific facilities. |

801 OFF-STREET LOADING REQUIREMENTS

Off-street loading berths or other space shall be provided in connection with every commercial, industrial, institutional or other building or part thereof. Such accommodations shall be provided in accordance with the standards of Section 800 and shall meet the following requirements.

- A. Each off-street loading space or berth shall not be less than 12 feet in width, 50 feet in length, and shall have an overhead clearance of no less than 14

feet, exclusive of drives or maneuvering area. The loading area shall be entirely located on the lot being served, either inside or outside of a building, and shall be designed so that there will be no need for drivers to use or back over public walkways or rights-of-way.

- B. Loading areas and spaces shall be constructed at grade level whenever possible. When necessary, ramps may be permitted, with a grade not exceeding 5 percent and protection against water impoundment or drifting snow.
- C. The number of loading spaces required shall be as set forth in TABLE 2.

TABLE 2

OFF-STREET LOADING SCHEDULE

<u>Type & Size of Use</u>	<u>Berths Required</u>
1. Retail operations less than 20,000 sq.ft. of gross floor area.	- One (1)
2. Retail operations exceeding 20,000 sq.ft. of gross floor area.	- 1 for each 20,000 sq.ft. of gross floor area or major fraction thereof.
3. Office buildings, hotels & institutional uses.	- One (1)
4. Industrial operations (regardless of gross floor area).	- 1 + berths as required by nature of operation.
5. Any other building with gross floor area exceeding 20,000 sq.ft. requiring receipt or distribution of material by vehicle.	- One (1)

802 DRIVEWAYS AND ACCESS DRIVES

To minimize traffic congestion and control street access in the interest of public safety, and to encourage the appropriate development of street and road access, the following standards shall apply to the construction, creation or alteration of all new or existing driveway or street access points.

A. Access Permit Requirements

Every building or lot shall have access to a public street or an approved

private street. Where possible, all residential lots shall access onto a local street rather than a collector road. Access shall require a Driveway or Highway Occupancy Permit in accordance with PADOT standards or the Township Driveway requirements of this Section.

Any individual, applicant or owner seeking access onto a Township road or intending to create an access driveway onto a Township street shall first obtain a Driveway Permit from the Township Zoning Officer. Application for such Permit shall be on forms prescribed by the Zoning Officer and shall include information regarding location of the property and existing or proposed improvements thereon, the proposed location of the driveway, and plan details of the actual intersection with the Township road. Fees for Driveway Permits shall be established by Resolution of the Board of Supervisors. (See also Section 1204.)

B. Location

Access driveways should be located where street alignment and profiles are favorable, where there are no sharp curves or steep grades, and where sight distance in conjunction with the driveway would be deemed enough not to jeopardize safe traffic operation.

Except in the case of single- and two-family dwellings, all driveways shall be designed so that there will be no need for motorists to back over public rights-of-way.

C. Numbers of Driveways Per Lot

The number of access driveways provided shall be the fewest required to adequately serve the needs of the abutting property. Frontages of 50 feet or less shall be limited to one (1) driveway. Except where frontages exceed 500 feet in length, the number of driveways shall not exceed two (2) per lot or premises.

D. Common Driveways

A common driveway serving two (2) adjoining lots may be permitted, provided that the lot owners involved submit a mutually acknowledged agreement subjecting said lots to such use to the Township Supervisors.

E. Access Driveway Standards

1. Approach Angle.

- a. Single Driveway. Single driveways shall be designed and constructed as close to 90 degrees as site conditions will permit, but shall not be less than 60 degrees, to a point at least ten (10) feet within the property.

- b. Two Driveways. Two-way operation shall be designed and constructed the same as for a single driveway. For one-way operation, such drives shall be designed and constructed to between 45 and 60 degrees.

2. Driveway Approach Radius.

- a. If space permits, the radius connecting the edge of the pavement with the edge of the driveway shall be the minimum radius that will permit turns by the largest vehicle using the driveway with some frequency, in accordance with the following standards.

<u>Vehicle Type</u>	<u>Radius</u>
- Passenger Cars & Commercial and Utility Vehicles of Comparable Wheelbases.	10-15 feet
- Medium-sized Trucks.	15-30 feet
- Tractor-trailer Combinations.	30-50 feet

- b. No radius shall be less than ten (10) feet nor larger than 50 feet.

- c. Driveway approach flares shall be true arcs of circles, and shall be tangent to the pavement edge or curb.

3. Corner Clearance. At the intersection of two streets the distance between the near edge of a driveway and the paved edge of an intersecting street shall be at least 30 feet, measured along the extended pavement edge or curb in residential areas and not less than 75 feet in non-residential circumstances.

4. Edge of Property Line Clearance.

- a. The entire driveway approach shall be within the frontage of the lot to which it gives access.
- b. For driveways with angles of 90 degrees, the edge clearance shall be at least equal to the radius of the arc of the driveway approach or curb return.
- c. Edge clearance may be waived in those cases where a driveway is common for two (2) abutting lots.

5. Driveway Width.

- a. The width of driveways as measured at the intersection of the

driveway with the road right-of-way shall be as follows:

	<u>Minimum</u>	<u>Maximum</u>
- Residential	12 feet	35 feet
- Non-residential	15 feet	35 feet

- b. Where a driveway is separated by a median divider for two-way use, the width may exceed the maximum by an amount equal to the divider width.

6. Sight Distance. Access driveways shall be located at a point of optimum sight distance along the street within the lot frontage limits. For driveways on collector roads, the driveway profile and grading along the right-of-way should provide sight distance along the center line of the traffic lane from the driveway center line viewed from a point 15 feet back from the pavement edge in accordance with PaDOT regulations. (See also Section 504 C. regarding obstructions at street intersections.)

When establishing a driveway, the applicant, owner or individual shall also comply with all regulations for safe sight distance, established from time to time by the Pennsylvania Department of Transportation. No driveway shall be constructed, improved, altered or maintained without compliance with said PaDOT regulations and all other regulations of the Township.

7. Driveway Slope.

- a. Driveways shall be constructed in such a manner so as not to impair the drainage within the street right-of-way or the adjacent area.
- b. Where open shoulders occur, the driveway approach shall be sloped away from the pavement edge at a rate of 1/2 to 1 inch per foot for the width of the shoulder.
- c. Where a drainage ditch exists, an adequate drainage pipe shall be installed under the driveway at the property owner's expense. The applicant will be advised of the necessity, as well as the appropriate size and location for such pipe by the Township Road Master and/or Road Foreman.

8. Barriers May Be Required. Where necessary due to location of driveways and parking areas, a suitable, substantial barrier, such as a raised curb, pipe railing, or wall, shall be installed to prevent encroachment of vehicles onto thoroughfare rights-of-way, sidewalks, and elsewhere as may be required by the Township in order to protect pedestrians, property and public safety.

9. Design Review. Applications for access driveways to serve parking or

loading areas shall be submitted by the Zoning Officer to the Township Engineer and the Planning Commission for review and recommendation. Special designs may be required for large traffic generators.

ARTICLE 9

NONCONFORMITIES

900 NONCONFORMING USES AND STRUCTURES

Any nonconforming use or structure legally existing under prior zoning ordinances at the time of the adoption of this Ordinance or which is created whenever a district is changed by amendment hereafter, may be continued, altered, reconstructed, changed, sold, or maintained even though it does not conform to the regulations of the district in which it is located, except as provided below. It is the intent of this Ordinance to permit these nonconformities to continue until they are removed. (For nonconforming lots, see Section 901.)

A. General Application of Provisions

Nothing herein shall require any change in plans, construction, or designated use of a building or structure which complies with existing laws or for which a permit was granted and/or where the construction shall have started before the date of adoption of this Ordinance or applicable amendment thereto.

B. Abandonment

If any nonconforming use or structure is abandoned for a period of one (1) year, the future use of such building or land shall be in conformity with the District Regulations. There shall be a presumption of intent to abandon a nonconforming use when there occurs a cessation of any such use or activity by an apparent act or failure to act on the part of the tenant or owner to reinstate such use within a period of one (1) year from the date of cessation or discontinuance.

C. Alteration and Reconstruction

1. Repairs and non-structural alterations may be made to a nonconforming building or a building occupied by a nonconforming use.
2. A nonconforming building or building occupied by a nonconforming use which is damaged by fire, flood or other natural causes may be reconstructed, restored and used as before provided that:
 - a. said reconstruction commences within one (1) year of the damage;
 - b. said reconstruction shall not exceed the size, bulk, height and area that existed prior to the damage, unless approved by the Zoning Hearing Board;