
June 11, 2013

John Snyder Architects
142 East State Street
The Commons
Ithaca, NY 14850
Attn: John Snyder

RE: Proposed Purity Ice Cream Expansion
Parking Evaluation
City of Ithaca, Tompkins County, NY

Dear Mr. Snyder,

The following letter outlines our assessment and conclusions regarding the parking needs for the proposed Purity Ice Cream Expansion. Our assessment is intended to provide the City of Ithaca with a basis upon which to decide if there is a need to construct additional off street parking. We have reviewed the Location Plan prepared by your office dated May 2, 2013, as well as a narrative discussing the current parking situation, and a spreadsheet that uses two methodologies to calculate current and future parking needs for Purity Ice Cream.

Location & Expansion Plan

Purity Ice Cream is located at the intersection of Fulton Street and Meadow Street and it bordered by Cascadilla Street. The site currently provides parking for 21 vehicles however, it is noted that the spaces are not clearly marked and that patrons may “create” their own parking spaces on the site resulting in more onsite parking than is documented.

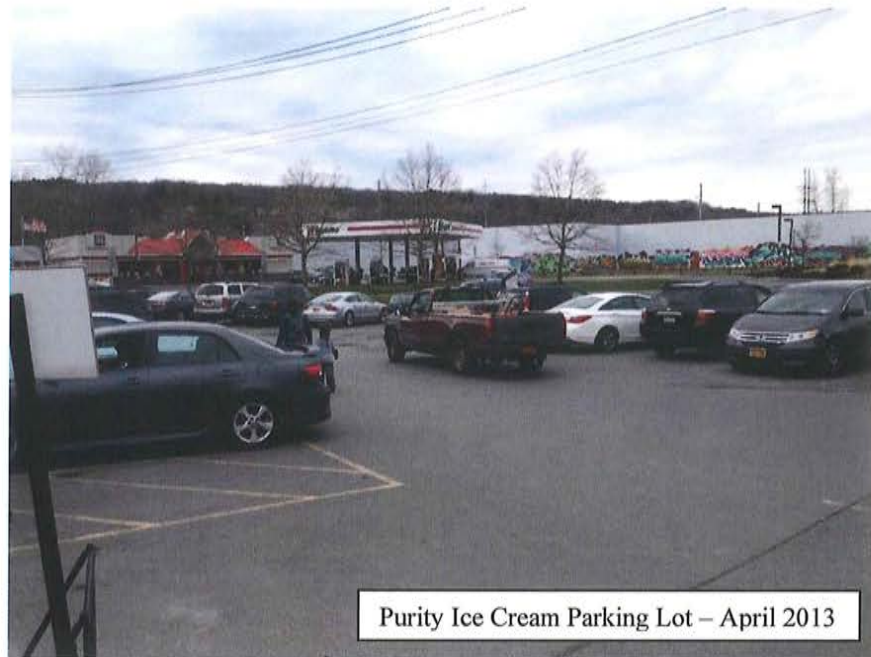
The proposed site plan modifies the access points and the building and provides better defined parking, thus resulting in a net loss of onsite parking for a larger retail store and more employees.

The following photos (to the right and below) show the current parking situation



Looking south along Meadow Street

on the site and the adjacent on-street parking during the month of April. Both the on-street parking and on-site parking lot appear to be full.



MXD Analysis

We reviewed the applicability of using the Mixed Use Trip Generation (MXD) Tool for this site. The MXD tool is used to estimate daily and peak hour trip generation for much larger sites (on the order of 100-500 acres) which generate between 10,000 and 80,000 trips per day. The proposed site is less than 1 acre and is expected to generate 175-340 trips per day depending on the season. In addition, daily and/or peak hour trips do not equate to parking space needs and generally do not include employees who do not enter/exit the site during peak hours. Given that the proposed development is considerably smaller than the developments for which the MXD Tool is intended, and that concerns with the proposed expansion center around the need for additional parking, the MXD Tool is not applicable or helpful in this particular evaluation.

Trip Generation & Parking Projections

We have reviewed the “car visit” calculations provided by Purity Ice Cream in detail. Based upon our experience with similar ice cream store sites, we concur with both the methodology used and the results provided which indicate that the expanded site is expected to generate approximately 55 entering and exiting vehicular trips during the peak hours of the peak season with one exception. The methodology states that “Currently, visits are virtually all by car, with less than 1% visiting by walking or bike” and then assumes a future walking/bicycle share of 3%. Based on the location of the store adjacent to a large residential neighborhood (shown in the image below) and the walkability of the neighborhood (Walk Score of 85 out of 100), we are using a future walking/bicycling share of 20%. Using a 20% share for walking/bicycling, the actual projected volume of peak hour car trips is estimated at 45 vehicles per hour (vph).

We agree with the duration of stay on-site of approximately 40 minutes. The 45 cars entering the site during the peak hour will require approximately 23 parking spaces in addition to the 10-15 employees who require a parking space resulting in a need for 33-38 total parking spaces.



Given the revised site layout, the current number of parking spaces

on site will be reduced from 21 spaces to 17 spaces (including 1 ADA space). In addition, the paved and designated parking areas of the site will be better defined resulting in few, if any, “unmarked” parking spaces. This leaves approximately 16-23 parking spaces needed in off-site locations. Assuming that 8-10 spaces are available in on-street parking areas that are within reasonable walking distance (approximately 400 ft) to Purity, an additional 8-13 parking spaces are needed elsewhere.

The residential and retail portions of the building that are not associated with Purity Ice Cream will be required to park offsite. A parking lot is proposed along Fulton Street at the corner of Esty Street. This lot will provide 38 regular parking spaces (2 spaces are designated ADA). There will be 24 apartment units. Assuming 1 vehicle per unit, which may be low, the apartments will require 24 spaces. This leaves 14 spaces for the retail space employees and customers. Assuming 6 employees and 5 customers at the retail space, this would leave 3 spaces for Purity employees and/or customers. This would be insufficient to accommodate all of the Purity employees and any customer overflow. In addition, this parking lot is located greater than 400 ft from the Purity building and is not conducive to customer parking. Table 1, below, summarizes the parking requirements for the Purity Ice Cream site.

Parking Users	Recommended Parking Needs	Parking Provided
Purity Ice Cream	38 (23 customers + 15 employees at peak season)	Purity Site: 16 + 1 ADA Cascadilla Lot: 11 On-street Parking: 8-10 Total: 35-37 spaces
Additional Retail at Purity	11 (5 customer + 6 employee)	Fulton St Lot: 38 + 2 ADA Surplus: 3 spaces
Residential	24 residents	
Total	73 spaces	65 off-street + 3 ADA 8-10 on-street 73-75 + 4 ADA total

We understand the applicant attempted to arrange parking agreements with some adjacent sites, however, the adjacent site owners were not receptive to a parking agreement because their sites experience peak conditions at the same time as Purity Ice Cream.

It is also important to consider future mixed use redevelopment throughout the neighborhood and the need for on-street parking for other users. These considerations create pressure for additional off-street parking in the area.

Conclusions

In our professional opinion, we see a need to provide off-site parking (in addition to the on-site purity parking lot) for a total of 47-49 vehicles. The vacant space located at the southeast corner of Meadow Street and Cascadilla Street could accommodate 11 parking spaces, is located within reasonable walking distance for both employees and customers of the site, has access to a safe and signal controlled pedestrian crossing, and is controlled by the applicant.

The Fulton lot provides sufficient parking for the residents and retail employees and customers but only provides 3 additional spaces for other uses such as visitors of the apartments or extra resident vehicles.

Both off-site parking lots (Fulton & Cascadilla) are required to accommodate the parking demands of the users on the Purity site.

Should you have any questions regarding these comments, please contact us.

Very truly yours,
SRF & Associates



Amy C. Dake, P.E., PTOE
Senior Transportation Engineer

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