

# STONEFIELD

August 14, 2020

Township of Southampton  
Planning Board  
5 Retreat Road  
Township of Southampton, New Jersey 08088

**RE: Traffic & Parking Letter Assessment Report  
Proposed Dollar General  
1823 Route 206  
Block 2203, Lot 14  
Township of Southampton, Burlington County, New Jersey  
SE&D Job No. Z-19159**

Dear Board Members:

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this analysis to examine the potential traffic and parking impacts of the proposed Dollar General on the adjacent roadway network. The subject property is located at 1823 Route 206 in the Township of Southampton, Burlington County, New Jersey. The subject property is designated as Block 2203, Lot 14 as depicted on the Township of Southampton Tax Map. The site has approximately 262 feet of frontage along Route 206 and approximately 215 feet of frontage along Red Lion Road. The subject property is presently wooded, undeveloped land. Under the proposed development program, a 9,265-square-foot Dollar General would be constructed. Access is proposed via one (1) full-movement driveway along Route 206.

## **Existing Conditions**

The subject property is located at 1823 Route 206 in the Township of Southampton, Burlington County, New Jersey. The subject property is designated as Block 2203, Lot 14 as depicted on the Township of Southampton Tax Map. The site has approximately 262 feet of frontage along Route 206 and approximately 215 feet of frontage along Red Lion Road. Land uses in the area are a mix of commercial and residential.

Route 206 is classified as an Urban Principal Arterial roadway with a general north-south orientation, and is under the jurisdiction of the New Jersey Department of Transportation (NJDOT). Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 50 mph. Curb and sidewalk are generally not provided along either side of the roadway, shoulders are provided along both sides of the roadway, and on-street parking is not regulated along either side of the roadway. Route 206 provides north-south interstate mobility for predominantly commercial and residential uses along its length.

## **Trip Generation**

Trip generation projections for the proposed Dollar General were prepared utilizing NJDOT’s [Highway Access Permitting System](#) (HAPS) and the Institute of Transportation Engineers’ (ITE) [Trip Generation Manual](#), 10<sup>th</sup> Edition. It is noted that the HAPS does not contain enter/exit trip distribution data for its land uses. Therefore, the enter/exit trip distribution for the proposed use was obtained from ITE’s [Trip Generation Manual](#), 10<sup>th</sup> Edition. Trip generation rates associated with ITE Land Use 814 “Variety Store” were cited for the proposed 9,265-square-foot Dollar General. **Table I** provides the weekday morning, weekday evening, and Saturday midday peak hour trip generation volumes associated with the proposed development.

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15 SPRING STREET, PRINCETON, NJ 08542 609.362.6900 T.

**TABLE 1 – PROPOSED TRIP GENERATION**

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
9,265 SF Variety Store <i>ITE Land Use 814</i>	24	18	42	36	33	69	35	34	69

As stated within Chapter 10 of ITE’s Trip Generation Handbook, 3<sup>rd</sup> Edition, there are instances when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. Variety stores are specifically located to attract motorists already on the roadway. Therefore, the proposed site would be expected to attract a portion of its trips from the traffic passing the site on the way from an origin to an ultimate destination. These trips do not add new traffic to the adjacent roadway system and are referred to as pass-by trips.

Based upon the published ITE data for Land Use 814 “Variety Store,” 34% of the site-generated traffic during the weekday evening peak hour is comprised of pass-by traffic. It should be noted that ITE does not publish weekday morning or Saturday midday peak hour pass-by rates for Land Use 814 “Variety Store;” therefore, to maintain a conservative analysis, no pass-by credit was applied to the weekday morning or Saturday midday peak hours. **Table 2** shows the additional site generated traffic for the proposed development in terms of newly generated traffic and pass-by traffic.

**TABLE 2 – PROPOSED TRIP GENERATION – NEW & PASS-BY TRIPS**

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
“New” Trips	24	18	42	25	22	47	35	34	69
“Pass-By” Trips	--	--	--	11	11	22	--	--	--
<b>Total</b>	<b>24</b>	<b>18</b>	<b>42</b>	<b>36</b>	<b>33</b>	<b>69</b>	<b>35</b>	<b>34</b>	<b>69</b>

As shown in **Table 2**, the site is calculated to generate 42 total new trips during the weekday morning peak hour, 47 total new trips during the weekday evening peak hour, and 69 total new trips during the Saturday midday peak hour. Based on Transportation Impact Analysis for Site Development published by the ITE, a trip increase of less than 100 vehicle trips would likely not change the level of service of the roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

**Site Circulation/Parking Supply**

A review was conducted of the proposed Dollar General using the Site Plan prepared by Stonefield Engineering and Design, LLC dated August 14, 2020. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Under the proposed development program, a 9,265-square-foot Dollar General would be constructed and developed on the presently vacant lot. Access is proposed via one (1) full-movement driveway along Route 206, located at the southeastern corner of the subject property. The proposed driveway would be 36 feet wide. A concrete delivery pad would be located to the southwest of the building. Parking would be provided along the easterly and southerly facades of the building, and circulation and parking maneuvers within the parking lot would be facilitated via a minimum of 25-foot-wide, two-way drive aisles.

Regarding the parking requirements for the proposed development, the Township of Southampton Ordinance requires one (1) parking space per 200 square feet of gross retail floor area. For the proposed 9,265-square-foot Dollar General, this equates to 46 required spaces. The site would provide 46 total parking spaces, inclusive of two (2) ADA accessible parking spaces.

The proposed parking supply was evaluated with respect to data published within the ITE's Parking Generation, 5<sup>th</sup> Edition, for Land Use 814 "Variety Store." Specifically, parking generation rates for "General Urban/Surburban" locations were utilized. The 85<sup>th</sup> percentile parking demand rate during the peak weekday period is 1.79 vehicles per 1,000 square feet of gross retail floor area. For the 9,265-square-foot Dollar General this equates to 17 parking spaces. As such, the proposed parking supply of 46 spaces would be sufficient to support the parking demand of the site.

In order to assess the typical parking demand of a Dollar General of similar size and layout to the proposed development, a parking study was conducted at multiple existing Dollar General locations in New Jersey on multiple dates. The full methodology and results from the parking study can be found appended to this report. The study findings show that the average parking demand for a typical weekday peak period was 9.2 parked vehicles and the maximum parking demand of the studied locations was 27 parked vehicles. The average parking demand for a typical Saturday peak period was 9.1 parked vehicles and the maximum parking demand of the studied locations was 20 parked vehicles. The results of this study indicate that the proposed parking supply of 46 spaces would be sufficient to accommodate the anticipated parking demand of the proposed Dollar General.

## Conclusions

This report was prepared to examine the potential traffic impact of the proposed 9,265-square-foot Dollar General. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on ITE industry data, parking utilization counts, and local characteristics of the site and surrounding area, the parking supply would be sufficient to support this project.

Please do not hesitate to contact our office if there are any questions.

Best regards,



Matthew J. Seckler, PE, PP, PTOE  
**Stonefield Engineering and Design, LLC**



John Corak, PE  
**Stonefield Engineering and Design, LLC**



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engineering & design

## **PARKING COUNT MEMORANDUM**

VARIOUS DOLLAR GENERAL LOCATIONS

**PREPARED FOR:**

SOUTHAMPTON DOLLAR GENERAL, LLC

**PREPARED BY:**

STONEFIELD ENGINEERING & DESIGN, LLC  
Z-19159

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**CHARLES D. OLIVO, PE, PTOE**  
**PRINCIPAL**  
**NJ P.E. LICENSE #46719**

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**MATTHEW J. SECKLER, PE, PTOE**  
**SENIOR PROJECT MANAGER**  
**NJ P.E. LICENSE #48731**

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this memorandum to examine the adequacy of the parking supply of the proposed Dollar General in Southampton Township, Burlington County, New Jersey by comparing the proposed parking supply to the observed parking demand of various Dollar General locations throughout New Jersey. Parking counts were conducted at seven (7) separate locations. The parking counts were collected at the following Dollar General locations:

- ◆ 720 Atlantic City Boulevard, Bayville, New Jersey
- ◆ 1416 East Buckshuntem Road, Millville, New Jersey
- ◆ 380 NJSH 23, Wantage, New Jersey
- ◆ 3400 Haddonfield Road, Pennsauken, New Jersey
- ◆ 1000 West Main Street, Millville, New Jersey
- ◆ 1170 US Route 130, Burlington New Jersey
- ◆ 162 NJSH Route 49, Pennsville, New Jersey

The first three (3) locations listed (Bayville, Millville, Wantage) were counted during the summer months, when the parking demand is expected to greatest based on their proximity to vacation areas. These locations were counted on Friday, August 31, 2018 between 1:00 p.m. and 6:00 p.m. and Saturday, September 1, 2018 between 10:00 a.m. and 3:00 p.m. in five-minute intervals. The following three locations (Pennsauken, Millville, Burlington) were counted on Thursday, October 25, 2018 between 1:00 p.m. and 6:00 p.m. and Saturday, October 27, 2018 between 10:00 a.m. and 3:00 p.m. in five-minute intervals. The final location (Pennsville) was counted on Wednesday, February 13, 2019 from 1:00 p.m. to 6:00 p.m. and Saturday, February 16, 2019, from 10:00 a.m. to 3:00 p.m. in five-minute intervals. The site maps and data from these counts are shown in appended **Figures I** through **20**. It should be noted that the site map for the 1000 West Main Street, Millville was not included, as aerial images of this site are not available at this time.

For five (5) of the locations, the parking supply ranged from 30 spaces to 34 spaces. The Burlington Dollar General and Pennsville Dollar General had higher parking supplies of 97 spaces and 56 spaces, respectively. The data shows that the average peak parking demand for weekdays at the summer locations was approximately 18 spaces. The highest peak parking demand occurred at Millville at 5:55 p.m. and was 25 spaces. The average peak parking demand for Saturdays at the summer locations was 15 spaces. The highest peak parking demand occurred at Millville at 12:20 p.m. and 2:10 p.m. and was 17 spaces. The average peak parking demand for weekdays at non-summer locations was approximately 15 spaces. The highest peak parking demand occurred Pennsauken at 12:45 p.m. and was 20 spaces. The average peak parking demand for Saturdays in non-summer locations was approximately 14 spaces. The highest peak parking demand occurred at Pennsauken at 3:10 p.m. and was 22 spaces. The overall average weekday parking demand was 9.2 occupied spaces and the overall average Saturday parking demand was 9.1 occupied spaces. **Table I** shows the average and peak parking demand of each site. Based on the findings of this study, the proposed parking supply of 46 spaces would be sufficient to accommodate the anticipated parking demand.

**TABLE I – PARKING DEMAND**

	<b>WEEKDAY</b>		<b>WEEKEND</b>	
	<b>Average Peak Demand</b>	<b>Maximum Demand</b>	<b>Average Peak Demand</b>	<b>Maximum Demand</b>
720 Atlantic City Boulevard, Bayville	7.4	12	7.4	13
380 NJSH 23, Wantage	10.5	18	11.1	15
1416 Buckshuntem Road, Millville	13.2	25	10.7	17
1170 US Route 13, Burlington	5.4	10	7.2	11
3400 Haddonfield Road, Pennsauken	11.7	22	11.6	20
1000 West Main Street, Millville	5.5	9	8.6	15
162 NJSH Route 49, Pennsville	10.5	27	7.0	12
<b>Overall</b>	<b>9.2</b>	<b>27</b>	<b>9.1</b>	<b>20</b>



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720 Atlantic City Boulevard  
Township of Bayville, Ocean County, New Jersey

FIGURE 1  
Parking Section Map

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**Figure 2: Existing Parking Utilization Data**

720 Atlantic City Boulevard, Bayville, New Jersey

Friday, August 31, 2018

Time	Section 1	Section 2	Section 3	Total	Utilization
Supply	13	13	5	31	
1:00 PM	4	0	1	5	16%
1:05 PM	3	0	1	4	13%
1:10 PM	4	0	1	5	16%
1:15 PM	4	0	1	5	16%
1:20 PM	6	0	1	7	23%
1:25 PM	6	0	1	7	23%
1:30 PM	5	0	1	6	19%
1:35 PM	5	1	1	7	23%
1:40 PM	7	2	1	10	32%
1:45 PM	7	1	1	9	29%
1:50 PM	8	2	1	11	35%
1:55 PM	8	0	2	10	32%
2:00 PM	9	0	2	11	35%
2:05 PM	7	0	2	9	29%
2:10 PM	6	1	2	9	29%
2:15 PM	3	1	2	6	19%
2:20 PM	3	0	2	5	16%
2:25 PM	7	1	2	10	32%
2:30 PM	8	1	2	11	35%
2:35 PM	7	1	2	10	32%
2:40 PM	5	1	2	8	26%
2:45 PM	2	1	2	5	16%
2:50 PM	1	1	2	4	13%
2:55 PM	3	1	2	6	19%
3:00 PM	6	0	1	7	23%
3:05 PM	6	0	1	7	23%
3:10 PM	4	0	1	5	16%
3:15 PM	4	1	1	6	19%
3:20 PM	4	1	1	6	19%
3:25 PM	4	0	1	5	16%
3:30 PM	5	0	1	6	19%
3:35 PM	5	0	1	6	19%
3:40 PM	3	0	1	4	13%
3:45 PM	8	0	1	9	29%
3:50 PM	6	1	1	8	26%
3:55 PM	8	1	1	10	32%
4:00 PM	9	1	1	11	35%
4:05 PM	9	1	1	11	35%
4:10 PM	9	1	1	11	35%
4:15 PM	5	1	1	7	23%
4:20 PM	6	0	1	7	23%
4:25 PM	8	1	1	10	32%
4:30 PM	7	2	1	10	32%
4:35 PM	5	1	1	7	23%
4:40 PM	3	1	1	5	16%
<b>4:45 PM</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>12</b>	<b>39%</b>
4:50 PM	7	1	1	9	29%
4:55 PM	5	0	1	6	19%
5:00 PM	4	0	1	5	16%
5:05 PM	1	1	1	3	10%
5:10 PM	3	0	1	4	13%
5:15 PM	4	0	1	5	16%
5:20 PM	5	0	1	6	19%
5:25 PM	6	0	1	7	23%
5:30 PM	4	0	1	5	16%
5:35 PM	6	0	1	7	23%
5:40 PM	6	0	1	7	23%
5:45 PM	7	3	1	11	35%
5:50 PM	6	2	1	9	29%
5:55 PM	6	3	1	10	32%
6:00 PM	7	2	1	10	32%



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Figure 3: Existing Parking Utilization Data  
 720 Atlantic City Boulevard, Bayville, New Jersey  
 Saturday, September 1, 2018

Time	Section 1	Section 2	Section 3	Total	Utilization
Supply	13	13	5	31	
10:00 AM	4	0	1	5	16%
10:05 AM	4	0	1	5	16%
10:10 AM	5	1	1	7	23%
10:15 AM	3	1	1	5	16%
10:20 AM	1	1	1	3	10%
10:25 AM	3	1	1	5	16%
10:30 AM	3	2	1	6	19%
10:35 AM	6	2	1	9	29%
10:40 AM	7	3	1	11	35%
10:45 AM	9	3	1	13	42%
10:50 AM	6	3	1	10	32%
10:55 AM	5	3	1	9	29%
11:00 AM	5	2	1	8	26%
11:05 AM	5	3	1	9	29%
11:10 AM	3	4	1	8	26%
11:15 AM	5	1	1	7	23%
11:20 AM	4	1	1	6	19%
11:25 AM	6	1	1	8	26%
11:30 AM	6	1	1	8	26%
11:35 AM	8	2	1	11	35%
11:40 AM	8	1	1	10	32%
11:45 AM	7	0	1	8	26%
11:50 AM	7	0	1	8	26%
11:55 AM	6	1	2	9	29%
12:00 PM	7	1	2	10	32%
12:05 PM	5	1	2	8	26%
12:10 PM	6	1	2	9	29%
12:15 PM	6	2	2	10	32%
12:20 PM	7	0	2	9	29%
12:25 PM	4	1	1	6	19%
12:30 PM	4	1	1	6	19%
12:35 PM	5	1	1	7	23%
12:40 PM	7	1	1	9	29%
12:45 PM	6	1	1	8	26%
12:50 PM	6	1	1	8	26%
12:55 PM	6	1	1	8	26%
1:00 PM	6	1	1	8	26%
1:05 PM	5	1	1	7	23%
1:10 PM	5	1	1	7	23%
1:15 PM	5	2	1	8	26%
1:20 PM	3	2	1	6	19%
1:25 PM	3	4	1	8	26%
1:30 PM	2	3	1	6	19%
1:35 PM	1	2	1	4	13%
1:40 PM	4	1	1	6	19%
1:45 PM	5	0	1	6	19%
1:50 PM	4	0	1	5	16%
1:55 PM	3	1	2	6	19%
2:00 PM	2	1	2	5	16%
2:05 PM	1	1	2	4	13%
2:10 PM	1	1	2	4	13%
2:15 PM	4	0	2	6	19%
2:20 PM	7	0	2	9	29%
2:25 PM	6	1	2	9	29%
2:30 PM	7	1	2	10	32%
2:35 PM	7	0	2	9	29%
2:40 PM	8	0	2	10	32%
2:45 PM	5	0	2	7	23%
2:50 PM	3	0	2	5	16%
2:55 PM	3	0	2	5	16%
3:00 PM	2	0	2	4	13%



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380 NJSH 23

Wantage Township, Sussex County, New Jersey

**FIGURE 4**  
Parking Section Map

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**Figure 5: Existing Parking Utilization Data**

380 NJ-23, Wantage, New Jersey

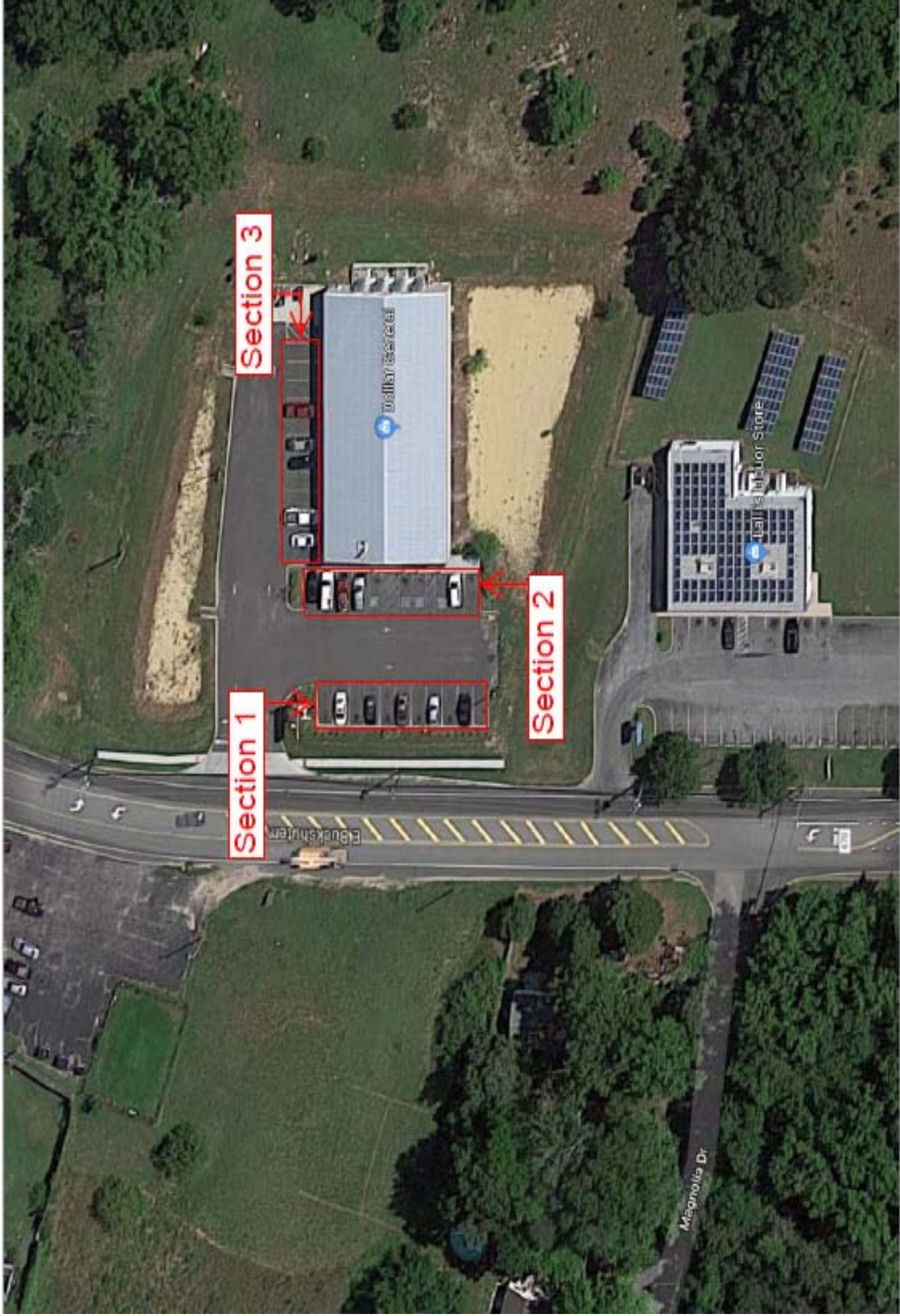
Friday, August 31, 2018

Time	Section 1	Section 2	Section 3	Total	Utilization
Supply	13	13	5	31	
1:00 PM	5	3	4	12	39%
1:05 PM	5	4	5	14	45%
1:10 PM	4	4	6	14	45%
1:15 PM	4	3	6	13	42%
1:20 PM	5	3	5	13	42%
1:25 PM	9	3	5	17	55%
1:30 PM	9	3	4	16	52%
1:35 PM	7	2	4	13	42%
1:40 PM	6	2	3	11	35%
1:45 PM	6	2	4	12	39%
1:50 PM	2	1	4	7	23%
1:55 PM	6	1	4	11	35%
2:00 PM	5	0	4	9	29%
2:05 PM	4	0	4	8	26%
2:10 PM	3	0	3	6	19%
2:15 PM	3	1	2	6	19%
2:20 PM	4	1	2	7	23%
2:25 PM	6	0	2	8	26%
2:30 PM	7	1	2	10	32%
2:35 PM	7	3	5	15	48%
2:40 PM	7	4	6	17	55%
2:45 PM	6	6	6	18	58%
2:50 PM	6	6	4	16	52%
2:55 PM	5	5	4	14	45%
3:00 PM	5	6	4	15	48%
3:05 PM	4	4	3	11	35%
3:10 PM	6	3	4	13	42%
3:15 PM	6	3	3	12	39%
3:20 PM	3	3	2	8	26%
3:25 PM	6	4	3	13	42%
3:30 PM	4	3	2	9	29%
3:35 PM	5	3	3	11	35%
3:40 PM	6	4	3	13	42%
3:45 PM	4	4	3	11	35%
3:50 PM	4	4	4	12	39%
3:55 PM	5	4	3	12	39%
4:00 PM	4	4	2	10	32%
4:05 PM	4	5	2	11	35%
4:10 PM	4	4	4	12	39%
4:15 PM	5	3	5	13	42%
4:20 PM	4	1	4	9	29%
4:25 PM	3	3	4	10	32%
4:30 PM	5	3	2	10	32%
4:35 PM	4	4	2	10	32%
4:40 PM	6	3	3	12	39%
4:45 PM	4	2	1	7	23%
4:50 PM	3	1	2	6	19%
4:55 PM	1	1	1	3	10%
5:00 PM	3	0	1	4	13%
5:05 PM	2	0	1	3	10%
5:10 PM	3	1	2	6	19%
5:15 PM	3	2	1	6	19%
5:20 PM	5	2	2	9	29%
5:25 PM	5	1	2	8	26%
5:30 PM	4	2	1	7	23%
5:35 PM	4	1	1	6	19%
5:40 PM	4	2	2	8	26%
5:45 PM	6	1	3	10	32%
5:50 PM	7	3	3	13	42%
5:55 PM	7	1	2	10	32%
6:00 PM	7	3	3	13	42%

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Figure 6: Existing Parking Utilization Data  
 380 NJ-23, Wantage, New Jersey  
 Saturday, September 1, 2018

Time	Section 1	Section 2	Section 3	Total	Utilization
Supply	9	9	12	30	
10:00 AM	7	5	2	14	47%
10:05 AM	3	4	5	12	40%
10:10 AM	4	4	5	13	43%
10:15 AM	5	3	5	13	43%
10:20 AM	4	1	2	7	23%
10:25 AM	5	2	3	10	33%
10:30 AM	5	3	3	11	37%
10:35 AM	6	3	2	11	37%
10:40 AM	7	5	2	14	47%
10:45 AM	6	5	2	13	43%
10:50 AM	7	5	2	14	47%
10:55 AM	7	4	3	14	47%
11:00 AM	6	4	2	12	40%
11:05 AM	6	5	2	13	43%
11:10 AM	4	3	4	11	37%
11:15 AM	3	4	4	11	37%
11:20 AM	7	3	2	12	40%
11:25 AM	6	4	1	11	37%
11:30 AM	5	3	2	10	33%
11:35 AM	6	3	2	11	37%
11:40 AM	6	4	2	12	40%
11:45 AM	5	3	2	10	33%
11:50 AM	5	4	2	11	37%
11:55 AM	3	3	2	8	27%
12:00 PM	6	4	2	12	40%
12:05 PM	7	3	2	12	40%
12:10 PM	7	2	1	10	33%
12:15 PM	6	3	2	11	37%
12:20 PM	3	2	3	8	27%
12:25 PM	4	2	2	8	27%
12:30 PM	5	4	3	12	40%
12:35 PM	5	3	2	10	33%
12:40 PM	2	3	3	8	27%
12:45 PM	6	2	2	10	33%
12:50 PM	3	6	4	13	43%
12:55 PM	3	5	2	10	33%
1:00 PM	4	4	3	11	37%
1:05 PM	4	3	3	10	33%
1:10 PM	5	2	4	11	37%
1:15 PM	5	3	4	12	40%
1:20 PM	4	3	4	11	37%
1:25 PM	6	4	5	15	50%
1:30 PM	5	3	3	11	37%
1:35 PM	6	3	3	12	40%
1:40 PM	5	4	3	12	40%
1:45 PM	7	4	3	14	47%
1:50 PM	3	5	5	13	43%
1:55 PM	4	5	4	13	43%
2:00 PM	3	4	4	11	37%
2:05 PM	4	4	4	12	40%
2:10 PM	2	3	3	8	27%
2:15 PM	2	3	3	8	27%
2:20 PM	4	5	3	12	40%
2:25 PM	4	5	4	13	43%
2:30 PM	3	5	3	11	37%
2:35 PM	3	3	3	9	30%
2:40 PM	4	4	2	10	33%
2:45 PM	4	2	2	8	27%
2:50 PM	3	2	3	8	27%
2:55 PM	5	1	4	10	33%
3:00 PM	2	1	5	8	27%



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1416 East Buckshuntem Road  
City of Millville, Cumberland County, New Jersey

FIGURE 7  
Parking Section Map

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**Figure 8: Existing Parking Utilization Data**

1416 East Buckshuntem Road, Milville, New Jersey

Friday, August 31, 2018

Time	Section 1	Section 2	Section 3	Total	Utilization
Supply	11	10	11	32	
1:00 PM	3	4	2	9	28%
1:05 PM	3	5	2	10	31%
1:10 PM	3	6	3	12	38%
1:15 PM	4	3	3	10	31%
1:20 PM	2	2	3	7	22%
1:25 PM	2	5	3	10	31%
1:30 PM	6	4	3	13	41%
1:35 PM	5	5	1	11	34%
1:40 PM	3	7	3	13	41%
1:45 PM	4	2	2	8	25%
1:50 PM	3	4	4	11	34%
1:55 PM	4	4	4	12	38%
2:00 PM	3	4	2	9	28%
2:05 PM	4	5	3	12	38%
2:10 PM	4	4	2	10	31%
2:15 PM	3	3	3	9	28%
2:20 PM	5	2	5	12	38%
2:25 PM	5	4	2	11	34%
2:30 PM	7	5	5	17	53%
2:35 PM	5	8	4	17	53%
2:40 PM	4	6	7	17	53%
2:45 PM	4	5	6	15	47%
2:50 PM	5	5	3	13	41%
2:55 PM	5	6	2	13	41%
3:00 PM	4	6	2	12	38%
3:05 PM	5	5	3	13	41%
3:10 PM	6	5	3	14	44%
3:15 PM	4	5	4	13	41%
3:20 PM	4	2	5	11	34%
3:25 PM	3	2	5	10	31%
3:30 PM	4	4	5	13	41%
3:35 PM	4	4	3	11	34%
3:40 PM	3	5	1	9	28%
3:45 PM	2	4	1	7	22%
3:50 PM	3	5	1	9	28%
3:55 PM	3	6	2	11	34%
4:00 PM	2	4	2	8	25%
4:05 PM	5	3	4	12	38%
4:10 PM	2	4	4	10	31%
4:15 PM	4	3	4	11	34%
4:20 PM	5	4	6	15	47%
4:25 PM	6	4	3	13	41%
4:30 PM	4	3	3	10	31%
4:35 PM	3	5	2	10	31%
4:40 PM	6	5	5	16	50%
4:45 PM	6	5	6	17	53%
4:50 PM	7	5	3	15	47%
4:55 PM	9	4	4	17	53%
5:00 PM	9	5	7	21	66%
5:05 PM	7	7	7	21	66%
5:10 PM	8	6	8	22	69%
5:15 PM	4	5	5	14	44%
5:20 PM	4	4	5	13	41%
5:25 PM	4	7	5	16	50%
5:30 PM	6	6	7	19	59%
5:35 PM	6	5	3	14	44%
5:40 PM	3	4	2	9	28%
5:45 PM	6	7	5	18	56%
5:50 PM	6	8	7	21	66%
5:55 PM	8	9	8	25	78%
6:00 PM	9	9	7	25	78%

# STONEFIELD

**Figure 9: Existing Parking Utilization Data**  
 1416 East Buckshuntem Road, Millville, New Jersey  
 Saturday, September 1, 2018

Time	Section 1	Section 2	Section 3	Total	Utilization
Supply	11	10	11	32	
10:00 AM	1	5	4	10	31%
10:05 AM	2	6	4	12	38%
10:10 AM	1	5	4	10	31%
10:15 AM	1	3	4	8	25%
10:20 AM	1	6	5	12	38%
10:25 AM	1	3	4	8	25%
10:30 AM	2	2	4	8	25%
10:35 AM	1	4	3	8	25%
10:40 AM	1	2	4	7	22%
10:45 AM	0	0	3	3	9%
10:50 AM	0	4	3	7	22%
10:55 AM	1	4	2	7	22%
11:00 AM	3	5	2	10	31%
11:05 AM	1	4	1	6	19%
11:10 AM	2	4	1	7	22%
11:15 AM	3	2	2	7	22%
11:20 AM	0	3	2	5	16%
11:25 AM	1	4	1	6	19%
11:30 AM	2	5	3	10	31%
11:35 AM	2	5	2	9	28%
11:40 AM	4	6	3	13	41%
11:45 AM	3	5	6	14	44%
11:50 AM	4	6	3	13	41%
11:55 AM	4	4	2	10	31%
12:00 PM	3	7	3	13	41%
12:05 PM	3	7	3	13	41%
12:10 PM	3	5	4	12	38%
12:15 PM	2	8	5	15	47%
12:20 PM	4	7	6	17	53%
12:25 PM	3	6	4	13	41%
12:30 PM	2	5	6	13	41%
12:35 PM	3	3	4	10	31%
12:40 PM	3	5	2	10	31%
12:45 PM	4	2	5	11	34%
12:50 PM	1	5	2	8	25%
12:55 PM	4	7	3	14	44%
1:00 PM	3	3	1	7	22%
1:05 PM	3	7	4	14	44%
1:10 PM	4	4	6	14	44%
1:15 PM	4	4	5	13	41%
1:20 PM	4	3	3	10	31%
1:25 PM	1	5	2	8	25%
1:30 PM	0	5	2	7	22%
1:35 PM	0	2	2	4	13%
1:40 PM	2	6	3	11	34%
1:45 PM	2	7	5	14	44%
1:50 PM	4	4	4	12	38%
1:55 PM	6	4	3	13	41%
2:00 PM	5	5	3	13	41%
2:05 PM	3	6	5	14	44%
2:10 PM	4	6	7	17	53%
2:15 PM	5	4	4	13	41%
2:20 PM	3	3	6	12	38%
2:25 PM	4	5	4	13	41%
2:30 PM	3	6	4	13	41%
2:35 PM	2	3	6	11	34%
2:40 PM	2	4	5	11	34%
2:45 PM	2	4	3	9	28%
2:50 PM	4	5	4	13	41%
2:55 PM	5	6	3	14	44%
3:00 PM	5	5	6	16	50%



# STONEFIELD

1170 US Route 130

City of Burlington, Burlington County, New Jersey

FIGURE 10  
Parking Section Map



# STONEFIELD

Figure 11: Existing Parking Utilization Data

1170 US Route 130, Burlington, New Jersey

Wednesday, October 24, 2018

Time	Section 1	Section 2	Section 3	Total	Utilization
Supply	23	16	58	97	
1:00 PM	2	1	3	6	6%
1:05 PM	1	1	4	6	6%
1:10 PM	1	1	4	6	6%
1:15 PM	2	1	3	6	6%
1:20 PM	2	1	5	8	8%
1:25 PM	1	1	2	4	4%
1:30 PM	1	0	2	3	3%
1:35 PM	2	0	2	4	4%
1:40 PM	4	0	1	5	5%
1:45 PM	3	0	3	6	6%
1:50 PM	3	0	2	5	5%
1:55 PM	2	0	1	3	3%
2:00 PM	2	1	1	4	4%
2:05 PM	2	1	1	4	4%
2:10 PM	2	1	1	4	4%
2:15 PM	1	1	3	5	5%
2:20 PM	1	1	3	5	5%
2:25 PM	4	1	3	8	8%
2:30 PM	2	1	2	5	5%
2:35 PM	1	1	3	5	5%
2:40 PM	1	1	2	4	4%
2:45 PM	3	0	3	6	6%
2:50 PM	4	0	1	5	5%
2:55 PM	2	0	1	3	3%
3:00 PM	2	0	2	4	4%
3:05 PM	1	0	3	4	4%
3:10 PM	2	0	2	4	4%
3:15 PM	4	0	2	6	6%
3:20 PM	3	0	2	5	5%
3:25 PM	4	0	3	7	7%
3:30 PM	3	0	3	6	6%
3:35 PM	3	0	2	5	5%
3:40 PM	8	0	2	10	10%
3:45 PM	6	0	3	9	9%
3:50 PM	4	0	2	6	6%
3:55 PM	3	0	1	4	4%
4:00 PM	1	0	1	2	2%
4:05 PM	1	0	3	4	4%
4:10 PM	2	0	4	6	6%
4:15 PM	2	0	4	6	6%
4:20 PM	0	0	1	1	1%
4:25 PM	2	0	4	6	6%
4:30 PM	0	0	4	4	4%
4:35 PM	2	0	5	7	7%
4:40 PM	3	0	3	6	6%
4:45 PM	2	0	4	6	6%
4:50 PM	0	0	5	5	5%
4:55 PM	0	0	6	6	6%
5:00 PM	2	0	4	6	6%
5:05 PM	2	0	3	5	5%
5:10 PM	1	0	6	7	7%
5:15 PM	0	0	5	5	5%
5:20 PM	0	0	6	6	6%
5:25 PM	0	0	8	8	8%
5:30 PM	0	0	9	9	9%
5:35 PM	2	0	7	9	9%
5:40 PM	2	0	5	7	7%
5:45 PM	2	0	2	4	4%
5:50 PM	2	0	4	6	6%
5:55 PM	1	0	3	4	4%
6:00 PM	1	0	4	5	5%

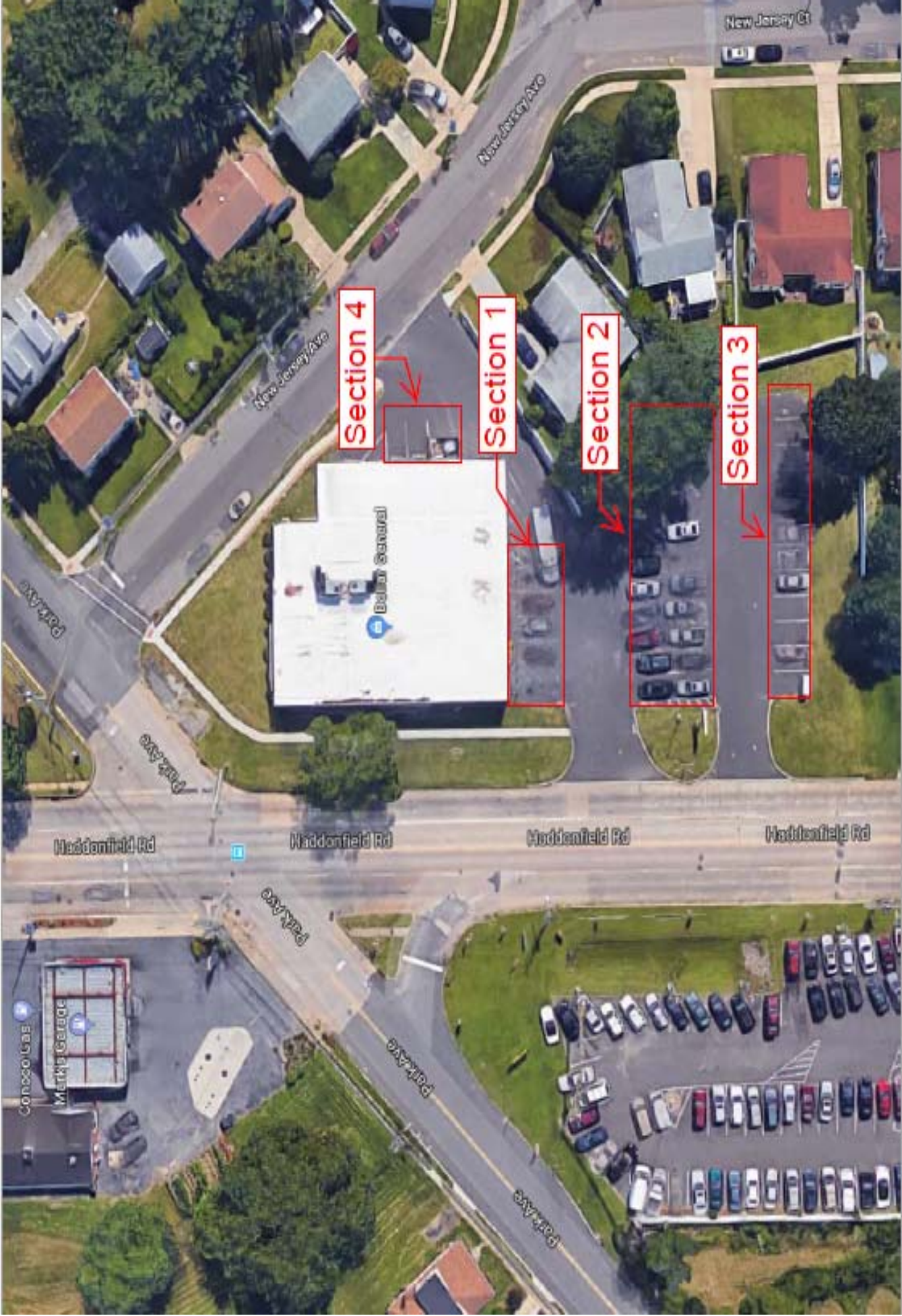
# STONEFIELD

Figure 12: Existing Parking Utilization Data

1170 US Route 130, Burlington, New Jersey

Saturday, October 27, 2018

Time	Section 1	Section 2	Section 3	Total	Utilization
Supply	23	16	58	97	
10:00 AM	5	0	3	8	8%
10:05 AM	4	0	2	6	6%
10:10 AM	4	0	2	6	6%
10:15 AM	3	0	2	5	5%
10:20 AM	3	0	3	6	6%
10:25 AM	3	0	4	7	7%
10:30 AM	2	0	4	6	6%
10:35 AM	2	0	3	5	5%
10:40 AM	3	0	6	9	9%
10:45 AM	3	0	6	9	9%
10:50 AM	5	0	5	10	10%
10:55 AM	6	0	5	11	11%
11:00 AM	3	0	6	9	9%
11:05 AM	3	0	5	8	8%
11:10 AM	4	0	4	8	8%
11:15 AM	5	0	3	8	8%
11:20 AM	9	0	2	11	11%
11:25 AM	7	0	4	11	11%
11:30 AM	4	0	5	9	9%
11:35 AM	1	0	4	5	5%
11:40 AM	2	0	4	6	6%
11:45 AM	1	0	2	3	3%
11:50 AM	2	0	4	6	6%
11:55 AM	0	0	3	3	3%
12:00 PM	4	0	3	7	7%
12:05 PM	6	0	4	10	10%
12:10 PM	5	0	4	9	9%
12:15 PM	2	0	1	3	3%
12:20 PM	1	0	2	3	3%
12:25 PM	2	0	7	9	9%
12:30 PM	2	0	5	7	7%
12:35 PM	2	0	4	6	6%
12:40 PM	0	0	5	5	5%
12:45 PM	0	0	7	7	7%
12:50 PM	0	0	7	7	7%
12:55 PM	1	0	8	9	9%
1:00 PM	2	0	6	8	8%
1:05 PM	0	0	5	5	5%
1:10 PM	0	0	5	5	5%
1:15 PM	0	0	3	3	3%
1:20 PM	1	0	3	4	4%
1:25 PM	1	0	2	3	3%
1:30 PM	2	0	2	4	4%
1:35 PM	2	0	7	9	9%
1:40 PM	4	0	6	10	10%
1:45 PM	1	0	5	6	6%
1:50 PM	3	0	4	7	7%
1:55 PM	3	0	3	6	6%
2:00 PM	3	0	2	5	5%
2:05 PM	3	0	3	6	6%
2:10 PM	2	0	6	8	8%
2:15 PM	3	0	6	9	9%
2:20 PM	4	0	6	10	10%
2:25 PM	6	0	4	10	10%
2:30 PM	7	0	4	11	11%
2:35 PM	7	0	4	11	11%
2:40 PM	5	0	6	11	11%
2:45 PM	6	0	5	11	11%
2:50 PM	5	0	4	9	9%
2:55 PM	2	0	3	5	5%
3:00 PM	2	0	4	6	6%



3400 Haddonfield Road  
Pennsauken Township, Camden County, New Jersey

# STONEFIELD

FIGURE I3  
Parking Section Map

# STONEFIELD

Figure I4: Existing Parking Utilization Data

3400 Haddonfield Road, Pennsauken, New Jersey

Thursday, October 25, 2018

Time	Section 1	Section 2	Section 3	Section 4	Total	Utilization
Supply	5	14	12	3	34	
1:00 PM	4	2	1	1	7	21%
1:05 PM	3	3	1	1	7	21%
1:10 PM	4	4	1	1	9	26%
1:15 PM	2	3	1	1	6	18%
1:20 PM	2	4	1	1	7	21%
1:25 PM	3	6	1	1	10	29%
1:30 PM	2	5	1	1	8	24%
1:35 PM	3	8	1	1	12	35%
1:40 PM	3	5	1	1	9	26%
1:45 PM	3	4	1	1	8	24%
1:50 PM	4	6	1	1	11	32%
1:55 PM	3	5	1	1	9	26%
2:00 PM	4	5	3	1	12	35%
2:05 PM	5	4	3	2	12	35%
2:10 PM	3	5	2	2	10	29%
2:15 PM	4	5	2	1	11	32%
2:20 PM	3	6	2	1	11	32%
2:25 PM	4	4	4	1	12	35%
2:30 PM	3	9	4	1	16	47%
2:35 PM	2	8	3	1	13	38%
2:40 PM	3	6	2	1	11	32%
2:45 PM	4	8	2	1	14	41%
2:50 PM	3	5	2	1	10	29%
2:55 PM	4	5	4	1	13	38%
3:00 PM	4	6	4	1	14	41%
3:05 PM	2	8	4	1	14	41%
3:10 PM	5	11	6	1	22	65%
3:15 PM	5	9	6	1	20	59%
3:20 PM	4	6	5	1	15	44%
3:25 PM	4	6	5	1	15	44%
3:30 PM	2	7	4	1	13	38%
3:35 PM	1	3	4	1	8	24%
3:40 PM	3	4	5	1	12	35%
3:45 PM	4	4	4	1	12	35%
3:50 PM	5	6	4	1	15	44%
3:55 PM	3	6	3	1	12	35%
4:00 PM	3	7	3	1	13	38%
4:05 PM	4	6	5	1	15	44%
4:10 PM	4	9	5	1	18	53%
4:15 PM	3	8	4	1	15	44%
4:20 PM	2	7	4	1	13	38%
4:25 PM	2	8	3	1	13	38%
4:30 PM	3	8	3	1	14	41%
4:35 PM	2	6	2	2	10	29%
4:40 PM		5	2	1	7	21%
4:45 PM	3	6	2	1	11	32%
4:50 PM	3	4	2	1	9	26%
4:55 PM	2	5	2	1	9	26%
5:00 PM	2	7	2	1	11	32%
5:05 PM	1	6	2	1	9	26%
5:10 PM	1	5	2	1	8	24%
5:15 PM		7	2	1	9	26%
5:20 PM	2	9	2	1	13	38%
5:25 PM	2	7	2	1	11	32%
5:30 PM	3	9	2	1	14	41%
5:35 PM	4	8	3	1	15	44%
5:40 PM	4	8	2	1	14	41%
5:45 PM	2	8	1	1	11	32%
5:50 PM	2	9	2	1	13	38%
5:55 PM	4	6	3	1	13	38%
6:00 PM	2	4	2	1	8	24%

# STONEFIELD

Figure 15: Existing Parking Utilization Data

3400 Haddonfield Road, Pennsauken, New Jersey

Saturday, October 27, 2018

Time	Section 1	Section 2	Section 3	Section 4	Total	Utilization
Supply	5	14	12	3	34	
10:00 AM	3	3	1	1	7	21%
10:05 AM	4	2	1	1	7	21%
10:10 AM	3	2	1	1	6	18%
10:15 AM	3	3	1	1	7	21%
10:20 AM	2	3	1	1	6	18%
10:25 AM	3	5	1	1	9	26%
10:30 AM	2	3	1	1	6	18%
10:35 AM	4	5	1	1	10	29%
10:40 AM	4	7	1	1	12	35%
10:45 AM	3	4	1	1	8	24%
10:50 AM	4	3	1	1	8	24%
10:55 AM	4	4	1	1	9	26%
11:00 AM	4	5	1	1	10	29%
11:05 AM	4	3	1	1	8	24%
11:10 AM	2	3	1	1	6	18%
11:15 AM	4	6	2	1	12	35%
11:20 AM	3	6	2	1	11	32%
11:25 AM	4	5	0	1	9	26%
11:30 AM	5	3	0	1	8	24%
11:35 AM	6	4	0	1	10	29%
11:40 AM	4	6	0	1	10	29%
11:45 AM	3	5	0	1	8	24%
11:50 AM	5	5	1	1	11	32%
11:55 AM	5	6	2	1	13	38%
12:00 PM	6	3	2	1	11	32%
12:05 PM	3	4	1	1	8	24%
12:10 PM	4	7	1	1	12	35%
12:15 PM	6	6	0	1	12	35%
12:20 PM	5	7	0	1	12	35%
12:25 PM	5	7	0	1	12	35%
12:30 PM	3	9	0	1	12	35%
12:35 PM	4	11	0	1	15	44%
12:40 PM	3	12	1	1	16	47%
12:45 PM	5	12	3	1	20	59%
12:50 PM	5	9	3	1	17	50%
12:55 PM	5	9	2	1	16	47%
1:00 PM	4	11	3	1	18	53%
1:05 PM	3	11	4	1	18	53%
1:10 PM	4	8	3	1	15	44%
1:15 PM	2	10	2	1	14	41%
1:20 PM	2	6	1	1	9	26%
1:25 PM	3	9	0	1	12	35%
1:30 PM	3	10	0	1	13	38%
1:35 PM	4	11	2	1	17	50%
1:40 PM	3	12	2	1	17	50%
1:45 PM	3	10	2	1	15	44%
1:50 PM	4	6	2	1	12	35%
1:55 PM	3	5	0	1	8	24%
2:00 PM	4	7	0	1	11	32%
2:05 PM	5	9	0	1	14	41%
2:10 PM	5	12	0	1	17	50%
2:15 PM	5	7	1	2	13	38%
2:20 PM	3	5	1	2	9	26%
2:25 PM	3	6	1	4	10	29%
2:30 PM	3	5	1	2	9	26%
2:35 PM	4	9	0	2	13	38%
2:40 PM	3	11	0	3	14	41%
2:45 PM	3	9	0	2	12	35%
2:50 PM	3	9	0	2	12	35%
2:55 PM	4	11	1	2	16	47%
3:00 PM	6	8	1	2	15	44%

# STONEFIELD

**Figure 16: Existing Parking Utilization Data**

1000 West Main Street, Millville, New Jersey

Thursday, October 25, 2018

Time	Section 1	Section 2	Section 3	Total	Utilization
Supply	15	12	3	30	
1:00 PM	0	2	0	2	7%
1:05 PM	0	1	0	1	3%
1:10 PM	0	2	0	2	7%
1:15 PM	0	4	0	4	13%
1:20 PM	0	7	0	7	23%
1:25 PM	0	8	0	8	27%
1:30 PM	0	5	0	5	17%
1:35 PM	0	7	0	7	23%
1:40 PM	0	8	0	8	27%
1:45 PM	0	7	0	7	23%
1:50 PM	0	5	0	5	17%
1:55 PM	0	3	0	3	10%
2:00 PM	0	4	0	4	13%
2:05 PM	0	6	0	6	20%
2:10 PM	0	4	0	4	13%
2:15 PM	0	5	0	5	17%
2:20 PM	0	2	0	2	7%
2:25 PM	0	4	0	4	13%
2:30 PM	0	6	0	6	20%
2:35 PM	0	6	0	6	20%
2:40 PM	0	9	0	9	30%
2:45 PM	0	6	0	6	20%
2:50 PM	1	5	0	6	20%
2:55 PM	1	3	0	4	13%
3:00 PM	1	5	0	6	20%
3:05 PM	1	3	0	4	13%
3:10 PM	1	3	0	4	13%
3:15 PM	1	3	0	4	13%
3:20 PM	1	5	0	6	20%
3:25 PM	1	6	0	7	23%
3:30 PM	1	5	0	6	20%
3:35 PM	1	6	0	7	23%
3:40 PM	1	6	0	7	23%
3:45 PM	2	5	0	7	23%
3:50 PM	2	6	0	8	27%
3:55 PM	1	6	0	7	23%
4:00 PM	0	6	0	6	20%
4:05 PM	0	6	0	6	20%
4:10 PM	0	4	0	4	13%
4:15 PM	0	4	0	4	13%
4:20 PM	0	3	0	3	10%
4:25 PM	0	4	0	4	13%
4:30 PM	0	7	0	7	23%
4:35 PM	0	6	0	6	20%
4:40 PM	0	6	0	6	20%
4:45 PM	0	8	0	8	27%
4:50 PM	0	7	0	7	23%
4:55 PM	0	7	1	8	27%
5:00 PM	0	3	1	4	13%
5:05 PM	0	4	1	5	17%
5:10 PM	0	5	1	6	20%
5:15 PM	0	7	1	8	27%
5:20 PM	0	6	1	7	23%
5:25 PM	0	5	1	6	20%
5:30 PM	0	3	1	4	13%
5:35 PM	0	4	1	5	17%
5:40 PM	0	4	1	5	17%
5:45 PM	0	3	1	4	13%
5:50 PM	0	6	1	7	23%
5:55 PM	0	6	1	7	23%
6:00 PM	0	6	1	7	23%

# STONEFIELD

**Figure 17: Existing Parking Utilization Data**

1000 West Main Street, Millville, New Jersey

Saturday, October 27, 2018

Time	Section 1	Section 2	Section 3	Total	Utilization
Supply	15	12	3	30	
10:00 AM	0	3	0	3	10%
10:05 AM	0	1	0	1	3%
10:10 AM	0	1	0	1	3%
10:15 AM	0	5	0	5	17%
10:20 AM	0	7	0	7	23%
10:25 AM	1	6	1	8	27%
10:30 AM	1	8	1	10	33%
10:35 AM	2	8	1	11	37%
10:40 AM	2	7	1	10	33%
10:45 AM	1	6	1	8	27%
10:50 AM	1	5	1	7	23%
10:55 AM	1	3	1	5	17%
11:00 AM	1	5	1	7	23%
11:05 AM	0	4	1	5	17%
11:10 AM	0	9	1	10	33%
11:15 AM	2	7	1	10	33%
11:20 AM	1	10	1	12	40%
11:25 AM	2	9	1	12	40%
11:30 AM	5	8	1	14	47%
11:35 AM	1	8	1	10	33%
11:40 AM	1	8	1	10	33%
11:45 AM	1	6	1	8	27%
11:50 AM	1	7	1	9	30%
11:55 AM	1	5	1	7	23%
12:00 PM	1	5	1	7	23%
12:05 PM	1	6	1	8	27%
12:10 PM	1	7	1	9	30%
12:15 PM	0	5	1	6	20%
12:20 PM	0	7	1	8	27%
12:25 PM	0	5	1	6	20%
12:30 PM	2	10	1	13	43%
12:35 PM	3	7	1	11	37%
12:40 PM	1	6	1	8	27%
12:45 PM	0	4	1	5	17%
12:50 PM	0	7	1	8	27%
12:55 PM	0	7	1	8	27%
1:00 PM	0	8	1	9	30%
1:05 PM	0	5	1	6	20%
1:10 PM	1	5	1	7	23%
1:15 PM	0	10	1	11	37%
<b>1:20 PM</b>	<b>2</b>	<b>12</b>	<b>1</b>	<b>15</b>	<b>50%</b>
1:25 PM	1	7	1	9	30%
1:30 PM	0	5	1	6	20%
1:35 PM	0	8	1	9	30%
1:40 PM	0	11	1	12	40%
1:45 PM	3	10	1	14	47%
<b>1:50 PM</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>15</b>	<b>50%</b>
1:55 PM	1	9	2	12	40%
2:00 PM	0	8	2	10	33%
2:05 PM	0	7	2	9	30%
2:10 PM	1	6	2	9	30%
2:15 PM	2	4	2	8	27%
2:20 PM	0	2	2	4	13%
2:25 PM	1	5	2	8	27%
2:30 PM	1	7	2	10	33%
2:35 PM	1	4	2	7	23%
2:40 PM	1	6	2	9	30%
2:45 PM	0	5	2	7	23%
2:50 PM	0	5	2	7	23%
2:55 PM	3	4	2	9	30%
3:00 PM	4	8	2	14	47%



162 NJSH Route 49  
Pennsville Township, Salem County, New Jersey

FIGURE I 8  
Parking Section Map

# STONEFIELD



# STONEFIELD

Figure 19: Existing Parking Utilization Data

162 NJSH Route 49, Pennsville, New Jersey

Wednesday, February 13, 2019

Time	Section 1	Section 2	Section 3	Section 4	Total	Utilization
Supply	14	6	14	22	56	
1:00 PM	1	0	4	4	9	16%
1:05 PM	1	0	2	4	7	13%
1:10 PM	1	0	6	2	9	16%
1:15 PM	1	0	4	2	7	13%
1:20 PM	1	0	1	2	4	7%
1:25 PM	1	0	2	1	4	7%
1:30 PM	1	0	2	4	7	13%
1:35 PM	2	0	3	3	8	14%
1:40 PM	2	0	5	4	11	20%
1:45 PM	4	0	5	3	12	21%
1:50 PM	5	0	3	5	13	23%
1:55 PM	7	0	5	4	16	29%
2:00 PM	7	1	5	6	19	34%
2:05 PM	7	1	7	8	23	41%
2:10 PM	7	1	7	12	27	48%
2:15 PM	4	0	2	8	14	25%
2:20 PM	4	0	5	4	13	23%
2:25 PM	2	0	7	1	10	18%
2:30 PM	2	0	6	3	11	20%
2:35 PM	1	0	6	3	10	18%
2:40 PM	1	0	6	2	9	16%
2:45 PM	1	0	3	2	6	11%
2:50 PM	1	0	5	3	9	16%
2:55 PM	1	0	8	2	11	20%
3:00 PM	1	0	8	1	10	18%
3:05 PM	1	0	8	4	13	23%
3:10 PM	1	0	7	4	12	21%
3:15 PM	0	0	10	4	14	25%
3:20 PM	0	0	10	2	12	21%
3:25 PM	0	0	10	5	15	27%
3:30 PM	0	0	7	2	9	16%
3:35 PM	0	0	6	5	11	20%
3:40 PM	0	0	6	1	7	13%
3:45 PM	0	0	6	1	7	13%
3:50 PM	0	0	4	3	7	13%
3:55 PM	0	0	6	4	10	18%
4:00 PM	0	0	7	3	10	18%
4:05 PM	0	0	5	2	7	13%
4:10 PM	0	0	7	5	12	21%
4:15 PM	1	0	7	3	11	20%
4:20 PM	0	0	7	2	9	16%
4:25 PM	1	0	5	5	11	20%
4:30 PM	1	0	5	5	11	20%
4:35 PM	1	0	6	4	11	20%
4:40 PM	1	0	4	3	8	14%
4:45 PM	1	0	4	7	12	21%
4:50 PM	1	0	7	5	13	23%
4:55 PM	1	0	3	4	8	14%
5:00 PM	1	0	5	2	8	14%
5:05 PM	1	0	6	3	10	18%
5:10 PM	1	0	4	2	7	13%
5:15 PM	1	0	3	2	6	11%
5:20 PM	1	0	6	1	8	14%
5:25 PM	1	0	7	2	10	18%
5:30 PM	1	0	7	2	10	18%
5:35 PM	2	0	4	2	8	14%
5:40 PM	2	0	6	3	11	20%
5:45 PM	2	0	6	3	11	20%
5:50 PM	2	0	6	4	12	21%
5:55 PM	2	0	7	2	11	20%
6:00 PM	2	0	4	1	7	13%

# STONEFIELD

Figure 20: Existing Parking Utilization Data

162 NJSH Route 49, Pennsville, New Jersey

Saturday, February 16, 2019

Time	Section 1	Section 2	Section 3	Section 4	Total	Utilization
Supply	14	6	14	22	56	
10:00 AM	1	0	1	0	2	4%
10:05 AM	1	0	1	0	2	4%
10:10 AM	1	0	0	0	1	2%
10:15 AM	2	0	0	0	2	4%
10:20 AM	2	0	1	0	3	5%
10:25 AM	2	1	3	0	6	11%
10:30 AM	2	1	1	1	5	9%
10:35 AM	2	0	2	1	5	9%
10:40 AM	2	0	2	1	5	9%
10:45 AM	2	0	2	4	8	14%
10:50 AM	2	0	3	0	5	9%
10:55 AM	2	0	3	1	6	11%
11:00 AM	2	0	7	2	11	20%
11:05 AM	2	0	7	2	11	20%
11:10 AM	2	0	4	2	8	14%
11:15 AM	2	0	5	1	8	14%
11:20 AM	2	0	5	0	7	13%
11:25 AM	2	0	6	2	10	18%
11:30 AM	2	0	4	1	7	13%
11:35 AM	2	0	4	0	6	11%
11:40 AM	2	0	3	1	6	11%
11:45 AM	2	0	4	1	7	13%
11:50 AM	2	0	8	0	10	18%
11:55 AM	1	0	4	4	9	16%
12:00 PM	1	0	3	4	8	14%
12:05 PM	1	0	4	4	9	16%
12:10 PM	1	0	6	1	8	14%
12:15 PM	1	0	5	1	7	13%
12:20 PM	1	0	4	2	7	13%
12:25 PM	1	0	6	1	8	14%
12:30 PM	1	0	8	1	10	18%
12:35 PM	1	0	7	2	10	18%
12:40 PM	1	0	6	3	10	18%
12:45 PM	1	0	3	2	6	11%
12:50 PM	1	0	4	2	7	13%
12:55 PM	1	0	4	1	6	11%
1:00 PM	1	0	3	1	5	9%
1:05 PM	1	0	4	0	5	9%
1:10 PM	1	0	4	0	5	9%
1:15 PM	1	0	6	2	9	16%
1:20 PM	1	0	6	0	7	13%
1:25 PM	1	0	3	0	4	7%
1:30 PM	1	0	5	0	6	11%
1:35 PM	1	0	8	2	11	20%
1:40 PM	1	0	7	3	11	20%
1:45 PM	1	0	5	3	9	16%
1:50 PM	1	0	4	0	5	9%
1:55 PM	1	0	4	1	6	11%
2:00 PM	1	0	2	1	4	7%
2:05 PM	1	0	5	2	8	14%
2:10 PM	1	0	1	1	3	5%
2:15 PM	1	0	1	2	4	7%
2:20 PM	1	0	3	2	6	11%
2:25 PM	1	0	4	2	7	13%
2:30 PM	1	0	3	3	7	13%
2:35 PM	1	0	4	3	8	14%
2:40 PM	2	0	7	3	12	21%
2:45 PM	2	0	6	4	12	21%
2:50 PM	2	0	4	3	9	16%
2:55 PM	2	0	6	3	11	20%
3:00 PM	2	0	5	1	8	14%