

# ABERDEEN TRANSIT ORIENTED DEVELOPMENT COMPREHENSIVE PARKING STUDY

## 1. INTRODUCTION

This 2014 Transit Oriented Development Parking Study builds upon the Aberdeen Transit Oriented Development (TOD) Master Plan and the 2014 Development Code Revision-TOD District Ordinance #14-O-05. It offers supplemental data and recommendations to assist in implementing the parking elements of both these documents. The Study focuses on public parking in Aberdeen’s designated TOD Area and is primarily intended to confirm the Master Plan’s concept that existing public parking is available to meet new parking needs. To aid in these efforts, this study provides maps, charts, and text on the following subjects:

**EXISTING PUBLIC PARKING:** An inventory of the existing supply and utilization of existing public parking primarily within the TOD Regulating Plan area. Public parking includes City owned parking lots and on-street spaces on the local and State roads. Spaces in areas dedicated by Maryland Transit Administration (MTA) for commuter use were also inventoried. This assessment of current public parking utilization is based on a field count conducted on a weekday and during general office hours.

**FUTURE TOD PARKING DEMAND:** A re-assessment of the projected TOD parking needs, as stated in the Aberdeen TOD Master Plan. This is to determine if the parking requirements and methodologies established by the TOD ordinance affect the need for new parking in the TOD area. The goal is to determine if the use of available public parking might help reduce the need identified in the TOD Master Plan for several large parking garages.

**PUBLIC PARKING MANAGEMENT:** Recommendations for managing and promoting public parking in the TOD Area in order to better serve the projected parking needs.

**WAYFINDING SIGNAGE FOR PARKING:** An evaluation of existing directional signage for parking and recommendations for signage improvements to better direct people to the off-street and future structured public parking locations.

## 2. EXISTING PUBLIC PARKING

Existing Parking Supply - The existing parking supply numbers were determined by physical counts using aerial maps and field investigation. Approximately 1,091 existing spaces were found. These parking spaces were classified into three primary categories; on-street parking, off-street City lots, and MARC/AMTRAK areas. The count is an estimate because some of the streets do not have painted stripes to define individual spaces. The existing supply includes:

- 142 spaces in City owned off-street parking lots;
- 613 on-street spaces on local and state roads; and
- 336 transit parking spaces located in a combination of off street lots and designated APG Road overflow on-street areas.

All the surveyed parking areas and their space counts are shown on the *Existing Public Parking Supply Inventory Map – Figure 1*.

This study reveals differences in reported parking supply numbers. The City of Aberdeen’s Comprehensive Plan identified three municipal parking lots in downtown Aberdeen providing 237 free spaces. For this report, only two existing parking lots with a total of 142 spaces in the TOD Area were identified. These are located at North Parke and Walnut Streets, and North Rogers Street.

The Comprehensive Plan also identified 268 designated parking spaces at the Aberdeen Train Station and within close proximity to the station.

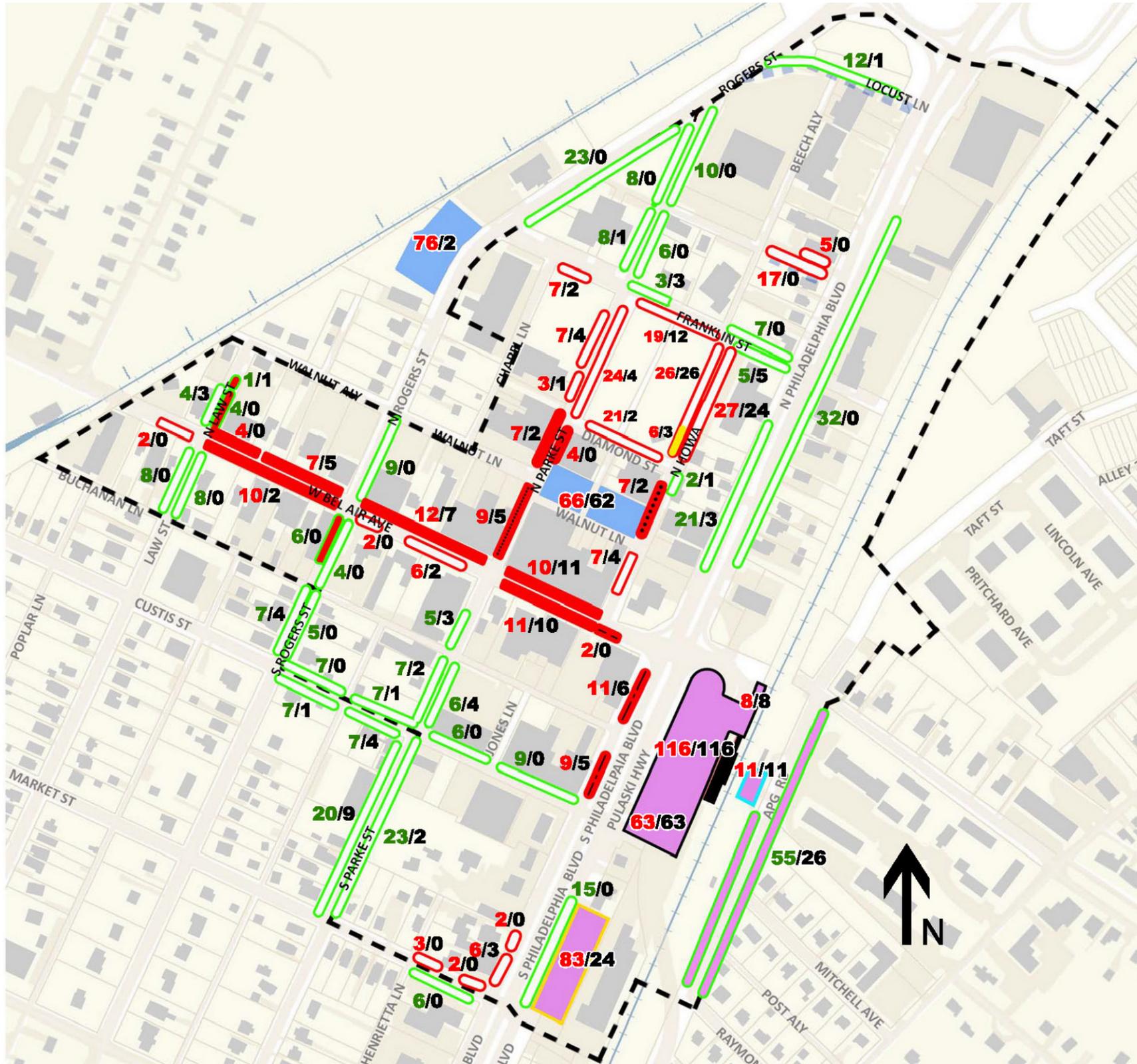
The MTA reported that a 2010 Survey identified 375 existing parking spaces around the Aberdeen Train Station. However, only 243 spaces were observed based on aerial photos and information from MTA about their lease agreement for MARC overflow parking around the station. Approximately 132 spaces are unaccounted for and could not be verified by MTA. See *Aerial View – Figure 2*, identifying parking lots in the TOD area, provided by the City of Aberdeen. The 2013 Field Check provided as part of this study of the MARC station parking supply located 336 spaces. We concur with this number for this study. These differences are explained in Chart 1.

CHART 1 - MTA PARKING SUPPLY

	2013 Field-Check	MTA Inventory	MTA 2010 SURVEY
US40 MTA/Amtrak (Main Lot)	187	116	
US40 Hinder Lot	83	68 (lease agreement)	
Station Westside adjacent	Included-Main Lot	45	
Station Eastside adjacent	11	14	
APG Road Overflow parking on-street*	55	0 (109 future planned)	
Unaccounted for		<b>132+/-</b>	
<b>TOTAL</b>	<b>336</b>		<b>375</b>

\*APG Road overflow parking between East Bel Air and Raymond Avenue parking is currently not striped but is being used for MTA overflow parking. This supply is an estimate, with approximately 55 autos parked near the elevated ramp.

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PUBLIC PARKING SUPPLY	Existing	Occupied	Available
MARC/AMTRAK	336	248	88
OFF STREET CITY PARKING	142	64	78
ON STREET PARKING	613	186	427
<b>TOTAL:</b>	<b>1091</b>	<b>498</b>	<b>593</b>

Existing	Existing	Description
65	TWO HOUR STRIPED PARKING (8:00 AM – 6:00 PM)	
9	TWO HOUR STRIPED PARKING	
20	TWO HOUR STRIPED PARKING (8:00 AM – 6:00 PM MON-SAT)	
2	TWO HOUR STRIPED PARKING (8:00 AM – 6:00 PM MON-FRI)	
7	TWO HOUR STRIPED MUSEUM PARKING ONLY TUE AND THURSDAY (10:00 AM – 1:00 PM)	
5	TWO HOUR NON-STRIPED PARKING (8:00AM - 6:00 PM)	
6	TWO HOUR NON-STRIPED PARKING (8:30AM – 5:30 PM)	
6	30 MIN STRIPED PARKING	
186	STRIPED PARKING – NO SIGNS	
307	NON-STRIPED PARKING – NO SIGNS	

MARC/AMTRAK PARKING	Existing	Occupied	Available
MAIN LOT	187	187	0
EAST SIDE LOT	11	11	0
HINDER LOT	83	24	59
APG ROAD OVERFLOW PARKING	±55	26	29

**9, 4** - NUMBERS REPRESENT EXISTING PARKING COUNTS  
**5, 7** - NUMBERS REPRESENT THE NUMBER OF OBSERVED OCCUPIED PARKING SPACES  
**- - -** TOD AREA BOUNDARIES

FIGURE 1 – EXISTING PUBLIC PARKING SUPPLY INVENTORY

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FIGURE 2 – AERIAL VIEW  
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Parking Availability - To assess the current level of public parking use, we inventoried and cataloged the types of spaces present and physically counted the number of public parking spaces that were occupied on a typical weekday morning. Figure 1 shows the detailed results. These counts show the patterns of use in the TOD Area. Chart 2 summarizes our findings.

CHART 2 - SUMMARY OF EXISTING PARKING SUPPLY /OCCUPANCY

		EXISTING SPACES	OCCUPIED SPACES	VACANT SPACES-%	PRICING
OFF-STREET LOTS	MARC/AMTRAK	336	248	88 or 26%	None
	CITY LOTS	142	64	78 or 54%	None
	<b>Sub-total</b>	<b>478</b>	<b>312</b>	<b>166 or 35%</b>	
ON-STREET SPACES	STRIPED	306	142	164 or 52%	None
	NON-STRIPED	307	44	263 or 86%	None
	<b>Sub-total</b>	<b>613</b>	<b>186</b>	<b>427 or 70%</b>	
<b>TOTALS</b>		<b>1091</b>	<b>498 or 46%</b>	<b>593 or 54%</b>	

**\*A vacancy rate of 15% is generally considered optimal.**

The 613 on-street parking spaces fall into several categories as mapped on Figure 1. There are 120 striped spaces with no time restrictions and 186 striped spaces with use restrictions imposed by City signs. Restrictions appear to focus on limiting parking duration on commercial streets. Most signs limit parking to two hours or less during defined business hours. The various time restrictions are noted on Figure 1. No posted areas were found with restrictions designed to reserve parking for residents during evening hours. In addition to the striped parking, we estimated via measurements that

there is room for 307 spaces on streets that have not been striped to define individual spaces.

Looking specifically at the MTA parking areas, we determined that of the 336 surveyed spaces for transit users, 88 spaces (or 26%) were vacant on the day of our count.

As Figure 1 illustrates, some lots and streets had a much higher level of occupancy than others during the survey period. The least occupied areas appeared to be less convenient to the district's existing day time activities. It was also noted during late day counting, that some of the less occupied MARC parking spaces were not well lit which may contribute to their under utilization. The existing pattern of spot shortages and surpluses in the parking supply system will change as re-development occurs and streetscapes are improved. This will re-distribute the parking demand as stated in the TOD Master Plan and allow future TOD users to make better use of this City asset. It is assumed that the City will update posted time restriction signs to manage these changing demand patterns.

In order to assess the potential for public parking to accommodate new parking needs in the three delineated sub-areas of the Master Plan, the existing supply and availability of on and off-street public parking was estimated within Station Square, Festival Square, and Residential Square sub-areas. Additionally, spaces in the remaining TOD Area that are not located directly in an identified sub area were also counted. Approximately 882 spaces were identified in the three sub-areas, with the remaining 209 located in the surrounding vicinity within the TOD. The findings are shown in Chart 3 as follows:

CHART 3 - SUMMARY OF SUB-AREAS IN TOD DISTRICT ZONE

	Station Square	Residential Square	Festival Square	Not in Sub-area	TOTAL
<b>Occupied/ not avail</b>	<b>248</b>	<b>56</b>	<b>169</b>	<b>29</b>	<b>502</b>
<b>Vacant/ available</b>	<b>145</b>	<b>124</b>	<b>150</b>	<b>180</b>	<b>542</b>
<b>TOTAL SUPPLY</b>	<b>383</b>	<b>180</b>	<b>319</b>	<b>209</b>	<b>1091</b>

Possible Future Public Parking Supply - Based on further review of the TOD Master Plan, it is estimated that there is potential for approximately 250 other parking spaces in the TOD Area that were not counted in the TOD Master Plan Parking program. This number includes about 74 additional on-street parking spaces on existing and planned streets in the TOD District zoning area. The number and areas are based on a review of the TOD Regulating Plan street sections and the field review of the TOD District zoning area streets. These potential additions are shown on the *Additional Possible On-Street Parking – Figure 3*. Some of these street segments exist and already have space for parking, but currently have signage that prohibits parking. Other segments are new street segments or streets where design changes are called for that would result in the creation of new on-street spaces.

The future 250 parking number also includes MTA's plans for about 176 future parking spaces which were noted in the Master Plan, but not counted in the MTA inventory. These additional spaces are identified in the TOD Master Plan as lots on the east side of the station. Design concepts for this parking have been further refined in the November, 2012 MTA Aberdeen Station Square Feasibility Study.

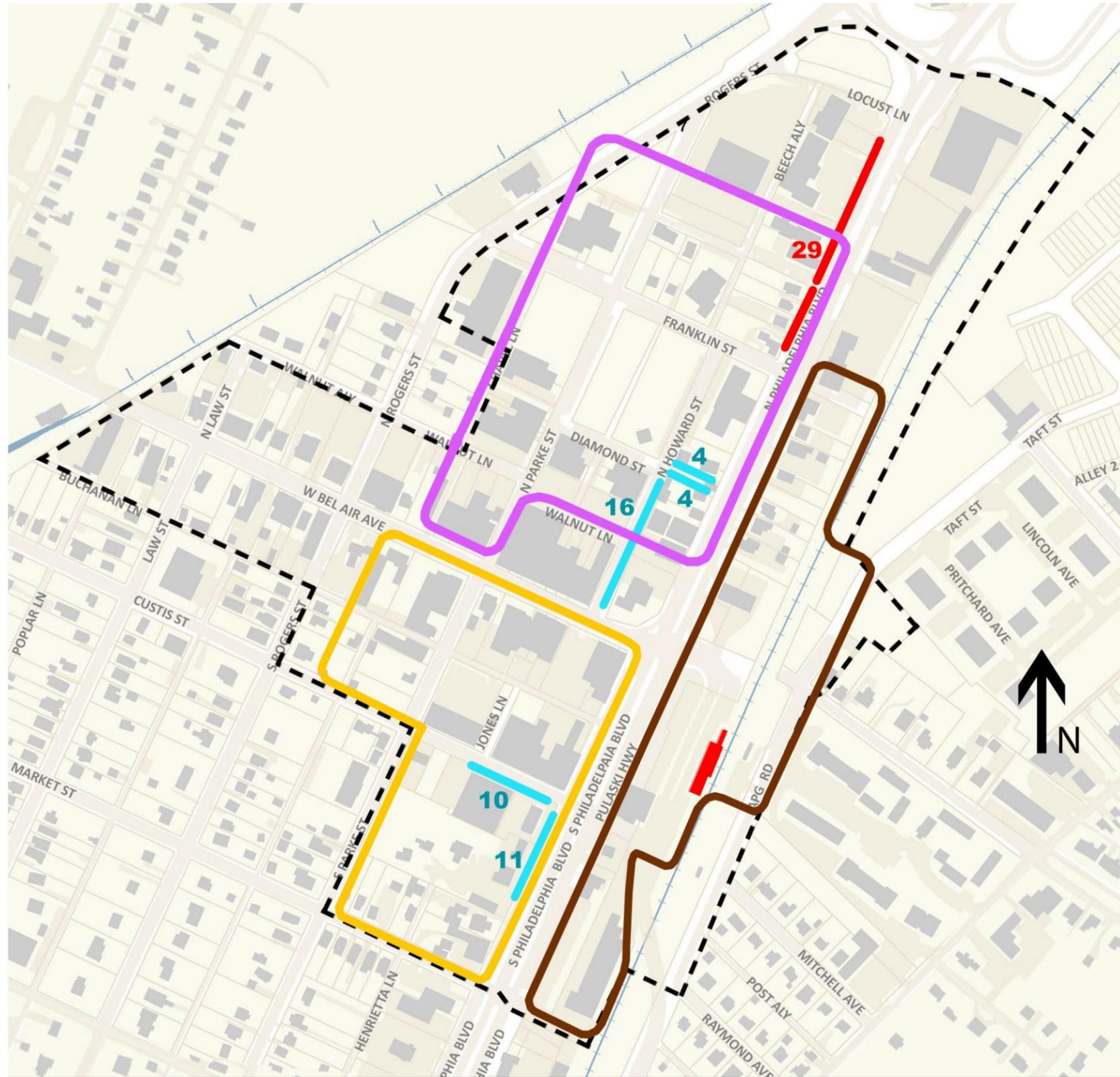


FIGURE 3 – ADDITIONAL POSSIBLE ON-STREET PARKING  
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These improvements identified by MTA as lots along Taft Street north of East Bel Air Avenue were originally proposed for 67 spaces, plus 109 parking spaces by the east side of the station along APG Road, to yield 176 net new spaces. The November 2012 MTA Aberdeen Station Square Feasibility Study further revised these parking configurations to provide 131 total new spaces (42 Taft A/B, and 89 associated with the station and along APG Road). The total number of planned parking spaces was slightly reduced by the updated design concept in the 2012 Station Square Feasibility Study to be more pedestrian friendly and to be compatible with the neighborhood’s characteristics.

### 3. FUTURE TOD PARKING DEMAND

The projected parking demands stated in the TOD Master Plan were reviewed for new TOD development using the comparative summary shown on page 46 of the Plan. The parking requirements listed in the Aberdeen Development Code for the TOD district were then applied to the Master Plan’s development program to see if the new parking ratio requirements and sharing methodologies changed the projected number of spaces needed to support the projected land development. The results of our analysis are shown on Chart 4.

We found that with the application of the TOD district regulations to the Master Plan’s development program, the required amount of parking decreased only modestly. The change in parking methodology yielded a total TOD district requirement of 252 fewer spaces. This dropped the total requirement from 2,540 to 2,288, a change of about 10%. We conclude that the Master Plan’s overall parking demand estimate of 2,540 parking spaces is still a useful guide for City planning and recommend that it be retained. This modest excess reduces the need for users to circulate extensively to find the last open spaces.

Chart 4 also shows the change in demand within the Master Plan’s three district sub-areas using the TOD parking zone methodology compared to the Master Plan parking projections. Here we found that the degree of change varies. The Festival Square area parking requirements increased by 129, the Station Square area decreased by 347, and the Residential Square area requirement decreased by 34. The *TOD Parking Zones Key Map – Figure 4* identifies the boundaries of the TOD development districts, as well as the three sub-areas.

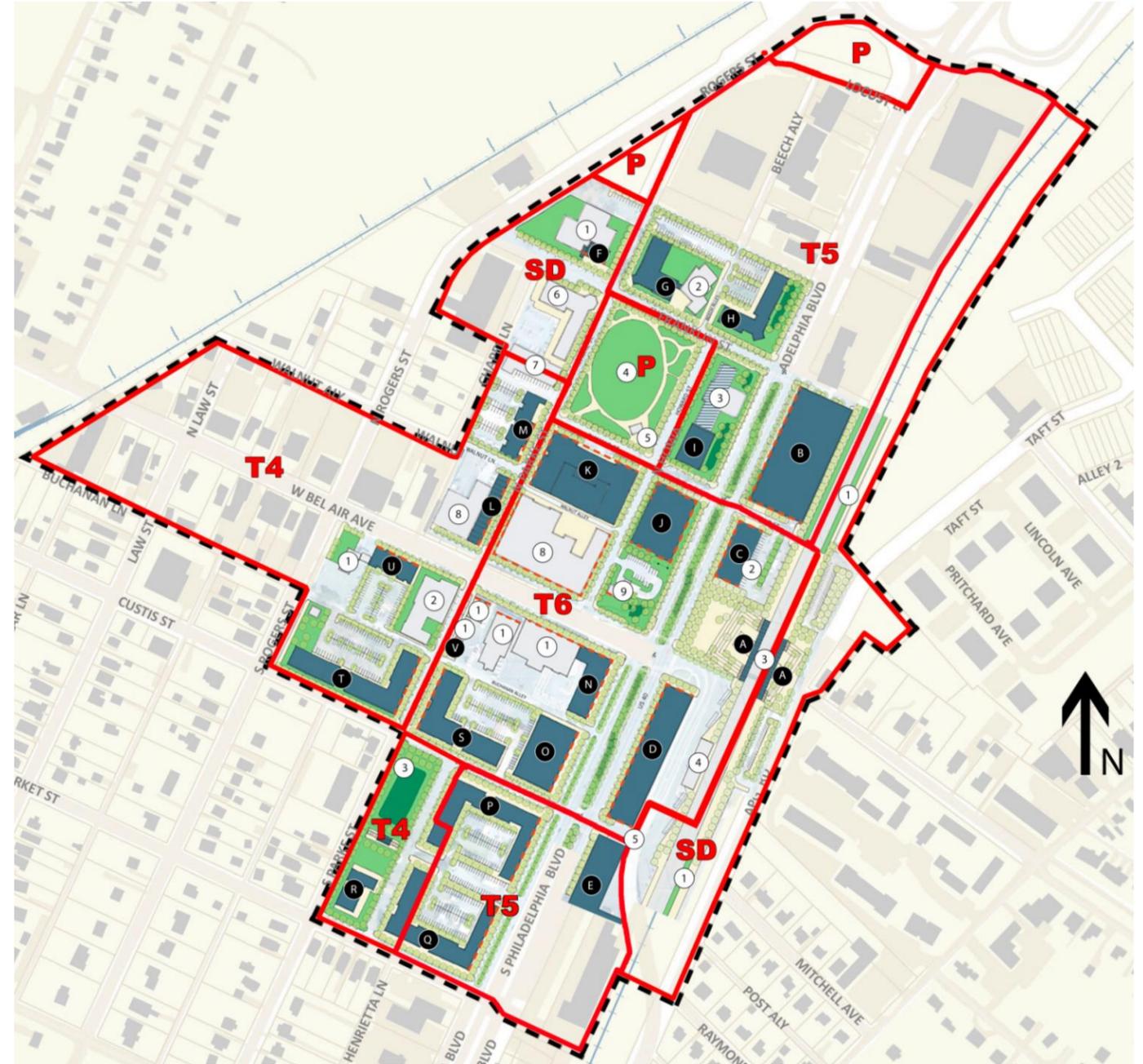
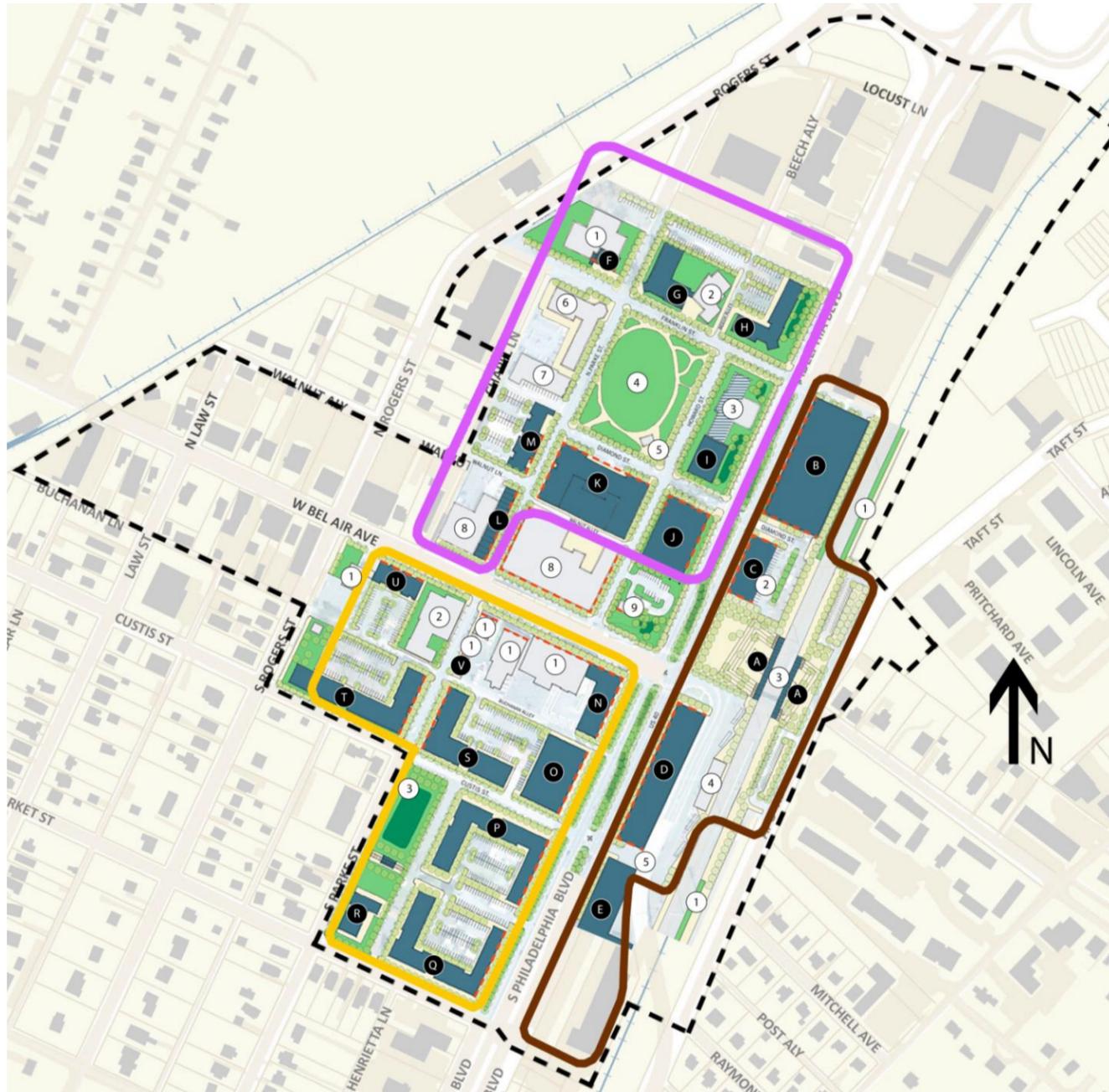
CHART 4 – ABERDEEN TOD MASTER PLAN  
COMPARATIVE SUMMARY DEVELOPMENT PROGRAM

STATION SQUARE	SF OR # UNITS	UNITS	MASTER PLAN PARKING REQUIRED # SPACES	MASTER PLAN PARKING PROVIDED # SPACES	TOD DISTRICT PARKING REQUIRED # SPACES
SUBTOTAL OFFICE/ACADEMIC	246,000	SF			
SUBTOTAL RETAIL/COMMERCIAL	66,300	SF			
SUBTOTAL PARKING SPACES			1,407	1,759	1060
<b>FESTIVAL SQUARE</b>					
SUBTOTAL OFFICE/COMMUNITY CTR	87,000	SF			
SUBTOTAL RETAIL/COMMERCIAL	36,700	SF			
SUBTOTAL HOUSING	161	DU			
SUBTOTAL HOTEL ROOMS	200	RMS			
SUBTOTAL PARKING SPACES			487	540	616
<b>RESIDENTIAL SQUARE</b>					
SUBTOTAL OFFICE	66,000	SF			
SUBTOTAL RETAIL/COMMERCIAL	59,500	SF			
SUBTOTAL HOUSING	357	DU			
SUBTOTAL PARKING SPACES			646	693	612
<b>TOTALS</b>					
SUBTOTAL OFFICE/ACADEMIC/COMMUNITY CTR	399,600	SF			
SUBTOTAL RETAIL/COMMERCIAL	162,500	SF			
SUBTOTAL HOUSING	518	DU			
SUBTOTAL HOTEL ROOMS	200	RMS			
SUBTOTAL PARKING SPACES			2,540	2,992	2,288

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MASTER PLAN DESIGNATED DEVELOPMENT AREAS

TOD DEVELOPMENT DISTRICTS



- LEGEND**
- RESIDENTIAL SQUARE BOUNDARIES
  - FESTIVAL SQUARE BOUNDARIES
  - STATION SQUARE BOUNDARIES
  - TOD AREA BOUNDARIES

- LEGEND**
- TOD DISTRICTS
  - TOD AREA BOUNDARIES

FIGURE 4 – TOD PARKING ZONES KEY MAP  
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## RECOMMENDATIONS FOR FUTURE PARKING SUPPLY

We used this study's parking demand re-assessment and parking supply findings to review the adequacy of the planned parking supply concepts in the TOD Master Plan. The Plan projected a supply of 2,992 spaces as defined on Tables 2, 3, & 4 of the Plan.

The Master Plan's count included the following:

- 0 on-street parking spaces (These are mentioned but not quantified.)
- 576 off-street surface parking lots – in planned new parking lots
- 2,416 structured parking spaces – in four planned multi-story parking garages

Our findings conclude that the projected supply exceeds the new overall required supply by 704 spaces. See Chart 5 as it compares the planned supply to the requirements for the district as a whole and for each of the three sub-areas.

Next, the supply changes were reviewed based on the new existing and future on-street parking capacity discovered by this study. We find that if these spaces are added to the Master Plan's supply numbers that the new supply would be 3,419 to 3,493 and there would be 1,131 to 1,381 more spaces than required. To reach this number we added 427 and then 74 to 2,992. These additions represent the following:

- 427 vacant existing on-street parking spaces as identified in Chart 2 on page 4.
- 74 possible new on-street parking spaces - as identified on Figure 3, on page 5.

Additionally, if we also add the 297 space (166 vacant spaces in existing public parking lots as identified on Chart 2, page 4 and 131 planned new MTA parking spaces as identified on page 4) capacity

found in existing and planned off-street parking lots as listed below, then the total supply could be as high 3,790 and the excess could be as high as 2,179.

Our conclusion, based on these findings, is that the Master Plan's overall TOD parking area supply concept is generous.

As a next step, the four planned parking garages in the TOD Master Plan were assessed to determine which could be reduced in size, delayed, or deleted as the Master Plan suggests. The planned garage locations are shown on Figure 4, and are labeled as **B**, **E**, **J** and **O**. They include:

- Station Square: **Garage B** - 956 spaces on 5 floors of 185 spaces each
- Festival Square: **Garage E** - 749 spaces on 3 floors of 250 spaces each
- Residential Square: **Garage J** - 380 spaces on 3 floors of 126 spaces each
- Residential Square: **Garage O** - 331 spaces on 4 floors of 83 spaces each

Using the data in Chart 5 we conclude that some of the garages could be scaled back and/or delayed. There are two reasons for this. First, the Master Plan's recommended supply is significantly larger than the new requirement. Secondly, the Master Plan did not include any on-street parking counts or account for the new data on available capacity in the City's on and off-street parking areas. Our observations and recommendations are as follows:

- 1) Possible Parking Policy Clarification: To achieve a reduction in garage sizes a policy clarification is recommended that would

allow the City and new development applicants to fully acknowledge and utilize the district's public parking supply capacity. While the Master Plan recommends that new development be permitted to count underutilized existing on-street parking to meet some of their parking requirements the TOD ordinance does not specifically provide for this. The City needs a clear means to include these spaces in their calculations. The TOD District includes Section 235-18 O (10) 5. (a), that states required parking may be provided "off-site" within the TOD District, and also notes 235-18 O (10) 5.(a) [1] that *new* on-street parking spaces provided for adjoining ground floor residential uses may be counted toward the minimum parking required for that property. The TOD District parking provisions could specifically identify a formal process and method for acknowledging use of existing, improved, and new on-street and off-street public parking spaces by applicants. Perhaps 10-20% of the total parking needs of new development could be met by available public parking. The amount of vacant spaces in the existing City parking supply as shown on Chart 2 would support this policy even without counting the potential for added on-street parking noted on Figure 3.

- 2) Festival Square Sub-area/ Garage Reduction – We find that this garage could be smaller, reduced by one floor or 250 spaces. The Master Plan calls for a 749 space garage on three floors of 250 each to replace the existing City parking lot. Chart 5 identifies a 76 space surplus, Chart 3 indicates availability of up to 150 existing on and off-street spaces and Figure 3 Identifies another 53 possible future on-street spaces on existing

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CHART 5 – TOD MASTER PLAN BUILDING USE & PARKING SUPPLY – STATION SQUARE, FESTIVAL SQUARE & RESIDENTIAL SQUARE

Building	USE	Master Plan (MP) Parking Supply Sources			MP Estimated Sub-Totals	TOD District Parking			
		Required Parking	Planned Garage Spaces	Planned Off-Street Surface		TOD District Requirements Utilizing Sharing Factors	Difference/ Change in MP		
A	Station Square	468	0	54		468			
B	Parking Garage		956	0		55			
	Retail (Food Market)	54							
C	Retail (Market)	36	0	0		36			
D	Office/Academic	402	0	0		237			
	Retail/Commercial								
E	Parking Garage		749	0		265			
	Office/Academic	446							
	Retail/Commercial								
<b>Station Square sub-totals</b>		<b>1406</b>	<b>1705</b>	<b>54</b>		<b>1759</b>		<b>1061</b>	<b>-699</b>
F	Library Café Addition	9	0	0		9			
G/H	Senior Housing	79	0	82		105			
I	Offices	216	0	0		144			
J	Parking Garage		380	0		15			
	Community Center	15							
K	Hotel [Conf Ctr, Receptions	70	0	0	236				
	Restaurant, Grill, Pub								
L	Live-work Townhouses	38	0	0	43				
	Retail/Commercial								
M	Housing	60	0	78	73				
	Retail/Commercial								
<b>Festival Square sub-totals</b>		<b>487</b>	<b>380</b>	<b>160</b>	<b>540</b>	<b>625</b>	<b>+76</b>		
N	Office	222	0	0	130				
	Retail/Commercial								
O	Parking Garage		331	0	24				
	Community Center	24							
P	Apartments	94	0	75	98				
	Retail/Commercial								
Q	Apartments	94	0	75	98				
	Retail/Commercial								
R	Daycare	0	0	0	0				
S	Apartments	93	0	90	95				
	Retail/Commercial								
T	Apartments	80	0	78	116				
	Retail/Commercial								
U	Apartments	34	0	44	46				
	Retail/Commercial								
V	Retail/Commercial	5	0	0	6				
<b>Residential Square sub-totals</b>		<b>646</b>	<b>331</b>	<b>362</b>	<b>693</b>	<b>613</b>	<b>-81</b>		
<b>Subtotal Spaces - Garage &amp; Surface</b>			<b>2416</b>	<b>576</b>					
<b>TOTALS</b>		<b>2539</b>			<b>2992</b>	<b>2299</b>	<b>-704</b>		

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pavement areas in the district. Therefore, we project a need for about 279 fewer spaces. The policy change above and the modest expense for striping and signage could help reduce redevelopment costs in the sub-area.

- 3) Station Square Sub-area/Garage B Elimination: This garage is planned for 956 spaces on five floors of 185 each. We do not project a need for this garage and suggest that site could be a surface parking lot through Master Plan build out. The surface lot would accommodate approximately 150 spaces and required landscape islands. Our revised sub-area projection is for 979 fewer spaces. This reduction comes from three sources; Chart 5 identifies an excess of 699 parking spaces in the sub-area; Page 4 indicates that MTA plans to build 131 previously unreported new spaces in the district; and acknowledgement of a 149 space reduction in newly reported MTA demand projections for the station.

The Master Plan utilized an MTA projection of 468 spaces, by 2030. For this study, MTA provided updated information about projected impacts and needs for MARC and Amtrak commuter parking lots. The updated projected 2030 demand is 319 spaces if an unlimited supply was available for all riders.

A further rationale for eliminating Garage E is that the Master Plan recommends parking in the Station Square sub-area as shared use. It assumes that spaces that serve commuters during the day could be shared by evening users such as theatres, residences and restaurants. This maximizes the value of each space built. The TOD District allows this, but does not currently include a specific sharing ratio for MTA parking and

other uses. The City would need to address this potential on a site specific basis. As the Station Square sub-area development program does not currently include many evening peak uses, no significant reduction of demand is currently assumed.

- 4) Residential Square/ Garages J and O: The Master Plan identifies 711 spaces in these two garages. We estimate only a slight reduction of 64 fewer structured parking spaces in this district. This reduction is based on the need for 81 fewer spaces per Chart 5 and the presence of 124 existing vacant and 21 possible on-street parking spaces that can be counted toward the development's parking requirements. Garage O could be reduced to three stories of 83 each. We note that these garages should focus on short term commercial and guest parking users rather than residents.
- 5) "Ride sharing" vehicle parking - No parking reductions or dedicated parking set asides are quantified in the plan yet for the proposed car sharing vehicles. The Master Plan states that this will extend the reach of transit riders accessing Aberdeen on MARC/Amtrak, reduce demand for parking at the station, and assist residents who wish to live a car-free or car-light lifestyle.

## 4. PUBLIC PARKING MANAGEMENT

Based on field work, analysis, and findings, the following best practices are recommended for managing the public parking in the TOD Area in order to help serve the projected demand, strengthen the ability of Aberdeen's TOD Area to accommodate parking in a pedestrian oriented way, and avoid oversupply of parking:

- 1) Monitoring - An ongoing monitoring of parking use patterns and parking satisfaction on the part of residents and business should be conducted by the City if it is not already a regular practice. As existing store front commercial uses revitalize and new ones are added, additional amounts of on-street parking may need to be restricted to two-hour use during business hours to preserve the most convenient on-street parking for short term parking. In addition, as evening commercial activity increases, restricted residential parking districts might be needed on the streets in and around the TOD Area. We did not observe a need for this at this time.
- 2) Striping - Clear on-street striping should be added to all TOD Area on-street spaces. Both on-street and off-street lots should be re-striped using City minimum dimensions. Several areas were found to have overly large parking spaces resulting in a loss of potential spaces.
- 3) Signage - The existing City lots should be signed for 9 hour parking only, to allow downtown workers to park there but not commuters. The more remote City lot located on North Rogers St. should be better signed to direct longer term users to that lot as the demand for short term parking increases closer to the Festival Square sub-area.
- 4) Caps, Agreements, and Fees - We do not recommend that the City establish an overall parking cap in the vicinity of the Station Square TOD Area in order to restrict the total amount of parking provided. Business Districts that gain a reputation for inadequate, hard to find parking can find it hard to compete for customers. Construction of more structured

parking spaces than is strictly required by the TOD ordinance should not hinder the implementation of the overall district vision and could be an asset for the community and for future uses.

While the TOD ordinance provides standards that discourage the creation of large single use surface parking lots in the district, establishment of a parking maximum on single user surface parking lots may be desirable. A low maximum parking rate encourages users to seek written contractual agreements with the City or private parties to share their parking fields with others during off peak periods. Existing parking lot owners in the district could be encouraged to explore this option as an added source of income for them and as means to reduce the need for new surface parking lots.

A maximum rate of 30% above the minimum ratio or a rate of 3.75 parking spaces per thousand square feet of commercial building space might be considered. Also it should be clear that any TOD development could meet all their parking requirements via agreements to use near-by off-site parking.

The Master Plan seems to assume that neither the City nor MTA will build public parking garages in the TOD area. Instead the goal appears to be to incentivize private garage operators to offer any excess parking capacity to others on contract or for a fee while reserving those spaces needed for their customers at specific times of the day and week. To achieve this, cross/shared parking agreements might be obtained by the City and offered for use to developers and property owners to encourage private parking lot/garage owners to

offer spaces to other users during non peak periods. Either long term agreements or casual fee based parking could be specified in the shared/cross parking agreement. Garage owners may be able to generate revenues from transit and other off-site users to help fund redevelopment in this manner.

### 5. WAYFINDING SIGNAGE FOR PARKING

Several small and variously designed signs were observed in the areas that direct people to existing off-street City parking lots. A photographic inventory of these signs and their location on a key map is provided in *Existing Way Finding Signs – Figure 5*. (See key notes #1-8 referenced on the map in the Appendix). As the photos show, current signs are rather inconsistent and not highly visible. They are generally too small, too low, and are not reflective enough to be seen easily by people looking for a place to park.

The importance and intent of good parking signage is to direct people to both public and private parking garages and lots, especially when they are located behind buildings and help them understand who can park where and when and for how long.

We recommend a standard thematic parking sign for the area. The City should select one highly graphic standard parking Sign that has a distinctive color (bright blue for instance) and require that it be used to direct people to all available parking for the public through the TOD Area. Require developers and City crews to identify all parking areas where downtown visitors and shoppers can park using this new sign. Place signs on the main streets and at each parking garage/lot entrance. A big P with an arrow and a colored pole should work well. A photographic inventory of the existing parking signage

located on the public streets is shown in *Existing On-street Public Parking Signs – Figure 6*.

In addition, create a variation of this sign for MTA lots. As the photos show, current signs are too inconsistent and not visible, too small, too low, and are not reflective to be effective. Large parking signs provide instant directions. A big P with an arrow and a colored mounting pole where possible should work well. This can be coordinated with new streetscapes. See *Parking Signs Examples – Figures 7 & 8*.

Signs should meet the latest rules from the *Manual on Uniform Traffic Control Devices (MUTCD)* for letter sizes and be made from 3M engineer grade reflective film for enhanced durability and visibility. They should be mounted on heavy duty aluminum that is rigid and durable.

Source: <http://www.myparkingsign.com>

# ABERDEEN TRANSIT ORIENTED DEVELOPMENT COMPREHENSIVE PARKING STUDY

See Key notes #1-8 referenced here, on the map in the Appendix – page 17.

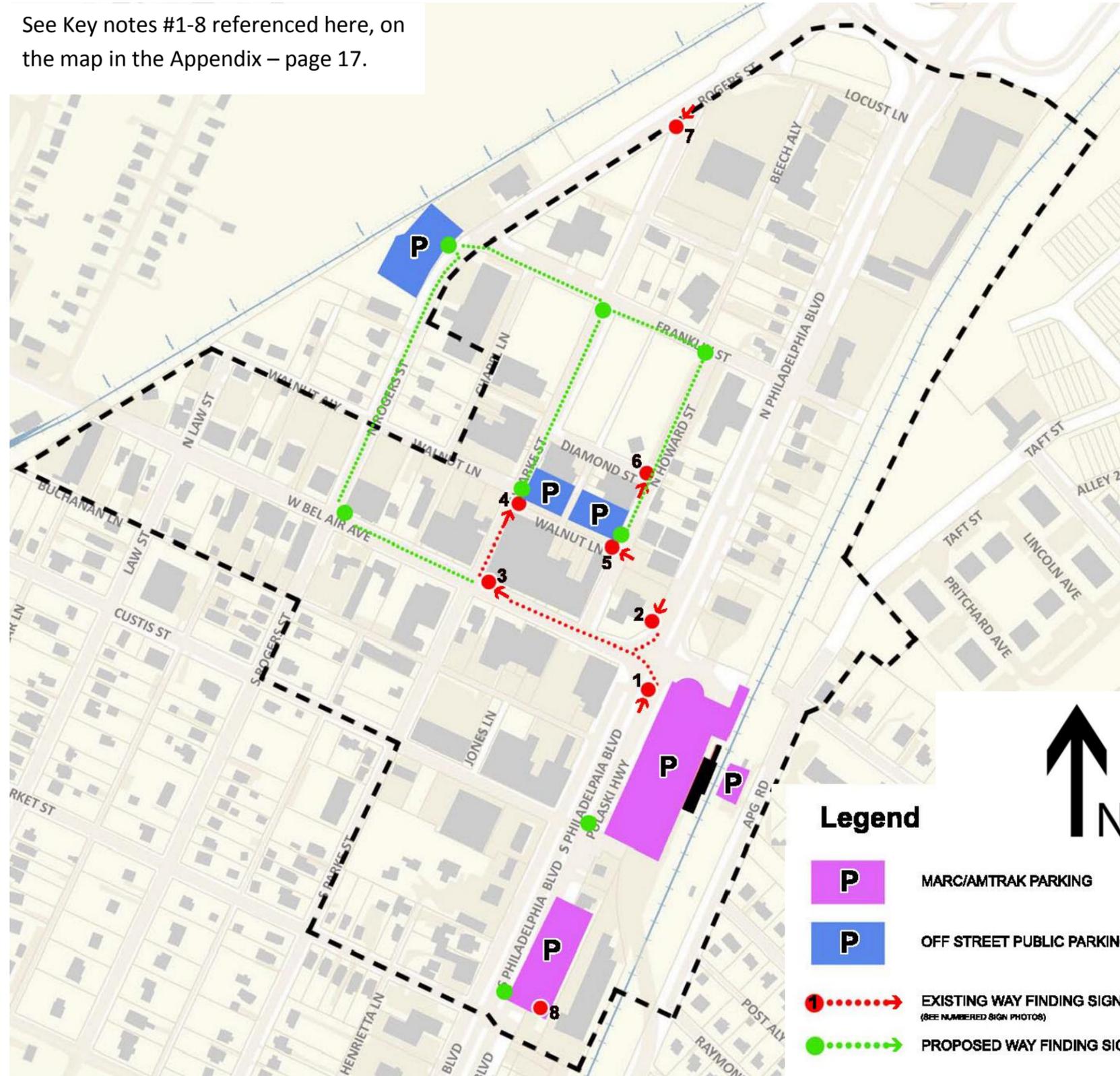


FIGURE 5 - EXISTING WAY FINDING SIGNS  
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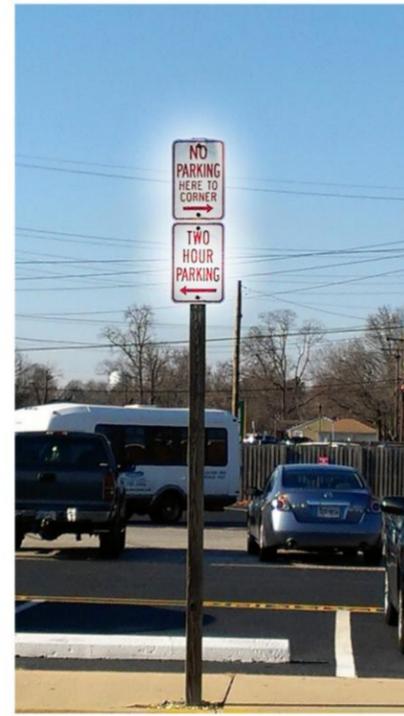


FIGURE 6 - EXISTING ON-STREET PUBLIC PARKING SIGNS  
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FIGURE 7 - PARKING SIGNS EXAMPLES



The following are several inventory/analysis notes that were made after the field assessment. Reference the following sign numbers to the key numbers found on Figure 5 – Existing Way Finding Signs – page 11 of this report.

### Off Street/On Street Existing Public Parking Notes

#### 1. Off Street Public Parking Lots

##### a) **Walnut Lane Parking Lot**

Unclear if this parking has restriction from 7AM-6PM. Barber shop owner mentioned that MARC/AMTRAK commuters are parking here.

Way Finding Signage description:

**Sign #1:** Too small

**Sign #2:** Too small, easy to miss

**Sign #3:** Hard to see if bus or big car is parked in front

**Sign #4:** OK

**Sign #5:** OK

**Sign #6:** Too small, directing to what?

**Sign #7:** Too small, hard to see while driving

##### b) **S. Rogers Street Parking Lot**

This parking lot located approximately 1000 feet from downtown and less than 2000 feet from MARC/AMTRAK station. No way finding signs and/or identifying signs found. Added street lighting would promote use and public safety

##### c) **MARC/AMTRAK Parking Lot**

No way finding signs and/or identifying signs found. Overflow parking observed under APG Road ramp and on along APG Road. Added street lighting would promote use and public safety.

##### d) **Hinder Parking Lot**

Only 24 from 83 available spaces were occupied. Additionally, there are approximately 15 on street parking spaces available.

**Sign #8:** Can't see from Pulaski HWY, need sign directing to the Hinder Parking Lot.

#### 2. Recommendations:

##### **Parke Street:**

Owner of business stated that people have been observed parking along this street and walking over to Amtrak area.

##### **W Bel Air Ave:**

Parallel parking spaces are longer than 22 feet.

Recommended dimensions for on street parallel parking spaces are 8' by 22', with 20 feet clearance prior to pedestrian crosswalk and intersection.

##### **Howard Street Museum Parking:**

Museum Parking Only Tuesday and Thursday 10am-1pm. (Image#2)