



Prepared for the Town of Aberdeen

Task 3: Parking Inventory and User Allocation Plan

September 22, 2025



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CONSULTANTS



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September 22, 2025

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Re: *Task 3: Parking Inventory and User Allocation Plan*
Aberdeen, North Carolina
Walker Consultants Project #19-001639.00

Dear Lindy:

Walker Consultants is pleased to submit this final report for the Town of Aberdeen Parking Inventory and User Allocation for your review. This document summarizes our findings related to the existing and potential parking inventory and subsequent recommendations for a user allocation plan. The information herein is intended to assist in evaluating various issues with developing a strategic downtown parking plan.

We appreciate the opportunity to be of service to you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely,

WALKER CONSULTANTS

A handwritten signature in blue ink, appearing to read "Jim Corbett", is written over a light blue circular background.

Jim Corbett
Director of Municipal Planning Services

Cc: Micah Maani, AICP, Walker Consultants

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Executive Summary

Walker's parking needs analysis identified a need for 491± short-term parking spaces and 335± long-term parking spaces, for a total of 826± parking spaces during a typical peak weekday in December at 2:00 p.m. to support downtown business activities. Upon comparing the existing on- and off-street parking inventory to the parking needs analysis, Walker determined the following preliminary parking inventory deficit results.

Existing Off-Street Inventory	370
Existing On-Street Inventory	225
(minus) Parking Needs Analysis Demand	826
Inventory Deficit	(231)

Upon reviewing the preliminary parking inventory and parking surplus and deficit information, Walker representatives went back and reviewed the land use spreadsheet information provided by the town's planning department. Walker then recreated the following figure, showing 100% of the existing land use data and associated parking inventory, regardless of its proximity to the downtown district, and provided the following updated off-street parking inventory. For a detailed understanding of the discrepancy between the existing inventory and land use inventory totals, please refer to the *Methodology and Findings* section of this report.

Existing Off-Street by Land Use	472
Existing On-Street by Land Use	225
(minus) Parking Needs Analysis Demand	826
Inventory Deficit	(129)

With an inventory shortfall remaining, we then factored in the potential shared parking agreement sites with the existing on- and off-street parking inventory by land use totals and developed the following updated parking inventory surplus results:

Existing Land Use +Potential Shared Parking Inventory	977
(minus) Parking Needs Analysis Demand	826
Surplus Inventory	151

To meet the total parking space demand, Walker recommends allocating the town's public and private parking inventory as follows:

Parking Designation	On-Street	Off-Street	Total	Demand	Surplus
Short-Term	140	374	514	491	23
Long-Term	85	378	463	335	128
Total	225	752	977	826	151

When the shared parking off-street designations are considered, the combined total inventory results in 977± parking spaces. Because the potential inventory (977±) is greater than the demand (826±), this increased inventory now has the potential to benefit the town as it allows the town greater flexibility when identifying future inventory. For a detailed visual of the designated short—and long-term parking locations, please refer to **Figure 02** in the body of this analysis.

01 Project Background

01 Project Background

The Town of Aberdeen, North Carolina, engaged Walker Consultants for assistance with a parking needs analysis for the town's downtown district. The town seeks to understand if its current parking inventory is sufficient for existing and future demand. To initiate this engagement, Walker met with community stakeholders to understand the realities that residents and business owners face with parking in downtown Aberdeen. After the public engagement was completed, Walker prepared a parking needs analysis using shared parking principles and land use quantities provided by representatives of the town's planning department.

As of a January 2025 projection, the Town of Aberdeen recognizes 683± available and potential parking spaces, combining public and privately operated surface lots and public on-street parking. While many of these parking spaces may be designated for private use, none are time-restricted as to how long a motorist may remain parked in each parking space. The following figure represents a draft map of the existing and potential parking inventory identified in January 2025.

Figure 01: Town of Aberdeen Conceptual Layout Plan (January 14, 2025)



Source: Town of Aberdeen; 2025

As shown in **Figure 01**, town representatives identified as many as four (4) unique types of parking inventory categories:

Public Parking Lot	120 spaces
Private Parking Lots (grass)	273 spaces (potential with shared-use agreement)
On-Street Parking	124 spaces (potential with shared-use agreement)
Private Parking Lots (gravel/paved)	166 spaces
Total:	683 spaces

Source: Walker Consultants, 2025

Parking Needs Analysis Recap

Walker's parking needs analysis identified a need for 491± short-term parking spaces and 335± long-term parking spaces for a total identified need of 826± parking spaces during a typical peak weekday in December at 2:00 p.m. Land use data was entered and recorded by eight (8) subdistrict areas within the downtown business district. The result of this effort created a range of parking surplus and shortfall by subdistrict zone and by the total downtown area. The following table shows the results of the recommended parking demand.

Table 01: Aberdeen Business District Parking Demand Totals by Subdistrict and Cumulative Totals

Parking Demand									
	Main Street	South Street	Sycamore Street	Poplar Street	Sandhills Blvd	Knight Street	Exchange Street	Maple Ave	Total
Customer/Visitor	129	75	104	82	55	13	22	11	491
Employee/Resident	86	68	63	82	15	12	6	3	335
Total	215	143	167	164	70	25	28	14	826

Source: Walker Consultants, 2025

Using the information obtained from the parking needs analysis, Walker representatives proceeded to develop a user allocation strategy to meet the short-term parking demand needs while recommending perimeter areas to satisfy the long-term parking demand needs. As a result of this effort, Walker representatives have delivered a recommended user allocation plan that best demonstrates the use of public and private parking inventory to maximize parking space turnover where needed and provide reasonable options for long-term visitor and employee parking needs.

02 Methodology and Findings

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Parking Inventory

Parking inventory amounts by subdistrict and all of the downtown area were derived from associated land use totals provided by the town's planning department. To calculate the parking inventory levels in Walker's parking needs analysis, Walker factored the existing public and private off-street parking inventory with the existing on-street inventory for each zone. The results of this exercise have been provided in the following table.

Table 02: Aberdeen Business District Parking Supply Inventory Total by Subdistrict and Cumulative Totals

Parking Inventory									
	Main Street	South Street	Sycamore Street	Poplar Street	Sandhills Blvd	Knight Street	Exchange Street	Maple Ave	Total
Public Inventory	80	13	70	92	0	18	27	0	300
Private Inventory	60	58	42	22	75	22	16	0	295
Total	140	71	112	114	75	40	43	0	595

Source: Walker Consultants, 2025

The data showed 300± public parking spaces and 295± private parking spaces with a total of 595± parking spaces in downtown Aberdeen.¹

Parking Inventory Surplus and Deficit

Walker representatives then compared the existing parking inventory to the parking demand and developed the following results, shown below in **Table 03**.

Table 03: Aberdeen Business District Parking Surplus/Deficit by Subdistrict and Cumulative Totals

Surplus (+)/Deficit (-)									
	Main Street	South Street	Sycamore Street	Poplar Street	Sandhills Blvd	Knight Street	Exchange Street	Maple Ave	Total
Public Inventory	-49	-62	-34	10	-55	5	5	-11	-191
Private Inventory	-26	-10	-21	-60	60	-10	10	-3	-40
Total	-75	-72	-55	-50	5	15	15	-14	-231

Source: Walker Consultants, 2025

¹ As demonstrated in Walker's Task 2 deliverable, several of the non-core land uses provided in the land use spreadsheet were intentionally omitted from the parking needs analysis because of their distance from the downtown core and their single-use needs.

As evidenced in the table above, the negative numbers reflect a deficit of parking inventory and the positive numbers reflect a surplus of parking inventory by public and private inventory categories within each subdistrict, resulting in a combined deficit or surplus of parking inventory needs. Walker representatives determined the following preliminary parking inventory deficit results.

Existing Off-Street Inventory	370
Existing On-Street Inventory	225
<u>(minus) Parking Needs Analysis Demand</u>	<u>826</u>
	(231)

Off-Street Parking Inventory by Land Use

Upon reviewing the parking inventory and parking surplus and deficit information, Walker representatives went back and reviewed the land use spreadsheet information provided by the town's planning department. We then recreated the following figure, showing 100% of the land use data and associated parking inventory, regardless of its proximity to the downtown district, and provided the following updated off-street parking inventory.

Table 04: Existing Off-Street Parking Inventory by Land Use Designation

Location Address	Business Name	Public/ Private	Inventory	Designation	
				Short-Term	Long-Term
Talbooth Street Parking Lot	Town of Aberdeen	Public	40	40	
Garrett Street Parking Lot	Town of Aberdeen	Public	22	22	
205 Knight Street	Recovering Moore Resource	Private	9	9	
105 East South Street	Carolina Barbell	Private	10	10	
103 West South Street	Studio Violet	Private	12	12	
200 West South Street	Coca-Cola Bottling Co.	Private	28		28
201 West South Street	Calvary Chapel of the Sandhills	Private	9	9	
101 North Poplar Street	Vacant 4,705 sq ft building	Private	6	6	
105 North Poplar Street	Owned by 105 North Poplar Street	Private	8	8	
108 North Poplar Street	Village Wine Shop	Private	4	4	
114 North Poplar Street	Hair Jazz	Private	18	18	
200 North Sandhills Blvd	Used by 200 North Sandhills Blvd	Private	8	8	
200 North Poplar Street	Aberdeen Physical Therapy	Private	5	5	
	Windstream Private Parking Lot	Private	3		3
301 North Poplar Street	Sweet Fridays	Private	2	2	
309 North Poplar Street	Cybertech	Private	3	3	
104 South Poplar Street	Page Methodist Fellowship	Private	30	30	
111 South Poplar Street	United State Post Office	Private	22	22	
115 North Sycamore Street	Sunshine Antiques/Moon Village	Private	4	4	
177 North Sycamore Street	Vacant 13,570 sq ft building	Private	34	34	
215 North Sycamore Street	Professional Office Space	Private	5		5
301 North Sycamore Street	Professional Office Space	Private	10		10
305 North Sycamore Street	Professional Office Space	Private	2		2
377 North Sycamore Street	Professional Office Space	Private	4		4
120 South Sycamore Street	Aberdeen Carolina & Western Railway	Public	11	11	
140 South Sycamore Street	High Octaine Coffee Shop	Private	5	5	
416 South Sycamore Street	Resivior International	Private	5		5
120 Talbooth Street	Town of Aberdeen	Public	4	4	
	Vacant Land	Private	4		
100 North Sandhills	Gary's Auto Center	Private	10		10
206 North Sandhills Boulevard	Retail Multi Vendors	Private	24	24	
306 North Sandhills Boulevard	Gary's Transmission	Private	17		17
102 South Sandhills Boulevard	T & S Beauty Supply	Private	9	9	
105 South Sandhills Boulevard	First Bank	Private	12	12	
123 Exchange Street	New Page Memorial Library Location	Public	18		18
120-129 Exchange Street	Artist League of the Sandhills	Private	16		16
208 West Maple Avenue	NAPA Auto Parts	Private	13		13
	Vacant Land Coca Cola Storage	Private	13		13
	Soiree on South Private Parking	Private	13	13	
Total			472	324	144

Source: Walker Consultants and the Town of Aberdeen; 2025

As shown in **Table 04**, the total existing off-street parking inventory is 472± parking spaces. This table also reflects a suggested designation of short-term parking (324±) and long-term parking (144±) for each business location in downtown Aberdeen. These numbers are reflected in the two columns on the right side of the table.

On-Street Parking Inventory by Land Use

Walker representatives also observed and reported the existing on-street parking inventory by individual blocks in the downtown district. The inventory was identified for each side of the street, providing a total parking inventory for each side of the block. This table also suggests the designation of short-term parking (140±) and long-term parking (85±) for each business location in downtown Aberdeen. These numbers are reflected in the two columns on the right side of the table.

Table 05: Existing On-Street Parking Inventory

North/South Streets		Inventory		Designation	
Street Name	Block #	West Side	East Side	Short-Term	Long-Term
North Poplar Street	100 N	0	15	15	0
	200 N	0	20	0	20
South Poplar Street	100 S	0	5	5	0
North Sycamore Street	100 N	16	18	34	0
	200 N	6	0	0	6
South Sycamore Street	100 S	9	0	9	0
	200 S	21	0	0	21
Talbooth Street	100 N	4	0	4	0
Exchange Street	100 N	0	9	0	9
Pine Street	100 N	8	0	0	8
Tarbell Street	200 S	0	0	0	0
Sub-Total		64	67	67	64
Total		131		131	

East/West Streets		Inventory		Designation	
Street Name	Block #	North Side	South Side	Short-Term	Long-Term
Knight Street	100 W	0	7	7	0
	200 W	7	5	12	0
South Street	100 E	0	0	0	0
	100 W	0	10	10	0
Pony Express Way	100 E	0	3	3	0
Maple Street	100 E	0	0	0	0
	100 W	0	0	0	0
Saunders Street	100 W	0	0	0	0
	200 W	0	0	0	0
East Main Street	100 E	3	3	0	6
	200 E	7	8	0	15
West Main Street	100 W	16	19	35	0
	400 W	6		6	0
Sub-Total		39	55	73	21
Total		94		94	
Combined Total		225		140	
				85	

Source: Walker Consultants and the Town of Aberdeen; 2025

Using the combined off-street and on-street parking inventory associated with 100% the land use quantities, Walker representatives determined the following adjusted parking inventory deficit results.

Existing Off-Street by Land Use	472
Existing On-Street by Land Use	225
(minus) Parking Needs Analysis Demand	826
	(129)

Additional Off-Street Parking Inventory by Land Use

Walker representatives also recognized the following locations where additional off-street inventory could be gained through a shared parking agreement with the landowner. Through the community engagement process and discussions with town staff, Walker representatives learned that these locations are often parked unauthorized during daily business operating hours and planned weekend special events. If shared parking agreements were formalized between the private landowner and the town, this inventory would help the town achieve its projected parking inventory needs. The locations are identified in the following table.

Table 06: Potential Off-Street Parking Inventory Gain with Shared Use Agreement

Location Address	Business Name	Private	Inventory	Designation	
				Short-Term	Long-Term
Exchange Street	Aberdeen Railroad	Private	64		64
South Sycamore Street	Vacant Land Coca Cola Storage	Private	104		104
South Sycamore Street	Aberdeen Railroad	Private	17		17
105 East South Street Unit A&B	Railhouse Brewery	Private	50	50	
204 East South Street	Friends of the Postmaster's House	Private	36		36
Corner of North Poplar and Knight Street	Vacant Land	Private	13		13
			284	50	234

Source: Walker Consultants and the Town of Aberdeen; 2025

As shown in the table above, there is a potential total of 284± off-street parking spaces that could be added to the town's inventory. Using the 129-space shortfall demonstrated in the previous section's graphic, Walker representatives recognize a need to achieve a portion of the potential off-street parking inventory locations to meet the projected parking inventory demand.

Recognizing the importance of incorporating the 50± short-term spaces located at the Railhouse Brewery, we would only need 79± additional parking spaces to erase the 129-space deficit. If every potential shared parking space were utilized, it would leave an excess parking inventory of 155± spaces.

The 79-space deficit could be met with shared parking agreements between a combination of land uses, such as the 104± parking spaces located at the Coca-Cola Storage vacant land site, or the 64± parking inventory spaces located at the Aberdeen Railroad Exchange Street site, plus the 36± parking inventory spaces located at the Friends of the Postmaster's House.

03 Recommendations

03 Recommendations

In order to have an efficient parking system, downtown Aberdeen needs designated short-term and long-term parking. Walker's primary recommendation is to align existing and future parking in downtown Aberdeen with the results of the parking needs analysis to meet these demands.

Based on Walker's parking needs analysis, we determined a demand for 491± short-term parking spaces and 335± long-term spaces, for a total parking space demand of 826± spaces. To meet the total parking space demand, Walker recommends allocating the town's public and private parking inventory as follows:

Table 07: On- and Off-Street Parking Designation

Parking Designation	On-Street	Off-Street	Total
Short-Term	140	374	514
Long-Term	85	378	463
Total	225	752	977

Source: Walker Consultants, 2025

As shown in the previous table, our recommendation is that 140± spaces of the on-street parking inventory would be designated as short-term and the remaining 85± on-street spaces be designated as long-term. Additionally, 374± spaces of the town's off-street should be designated as short-term off-street parking, and 378± should be designated as long-term off-street parking.

When you factor in these on- and off-street designations, the combined total results in 977± parking spaces. However, because the potential inventory is greater than the demand, this benefits the town because it gives the town greater flexibility in adding future inventory.

The spaces designated for short-term or long-term use were based on proximity to commercial activities. It is recommended that parking spaces along commercial corridors with existing on-street parking be designated as short-term parking. This allows patrons easier access to businesses through both parking locations and short-term parking turnover.

For a detailed visual of the designated short- and long-term parking locations, please refer to the figure on the following page. Most short-term on-street parking locations have been allocated along South Poplar Street, West South Street, Knight Street, and West Main Street, while the short-term off-street parking locations in the downtown core have been allocated around Talbooth Street and further south between South Sycamore Street and Garrett Street. Most long-term on-street parking has been allocated along North Poplar Street and East Main Street, while the long-term off-street parking is mostly located off Tarbell Street and Exchange Street.

Walker recommends regulating short-term, on-street parking locations with a time limit and leaving all other on- and off-street parking locations unregulated. We do not recommend installing parking meters to initially regulate time limits; however, time-limited parking should continue to be monitored to achieve parking turnover. If proven ineffective, the addition of metered spaces should be considered.

Figure 02: Recommended Short- and Long-Term Parking Designations



Source: Walker Consultants; 2025



Appendices

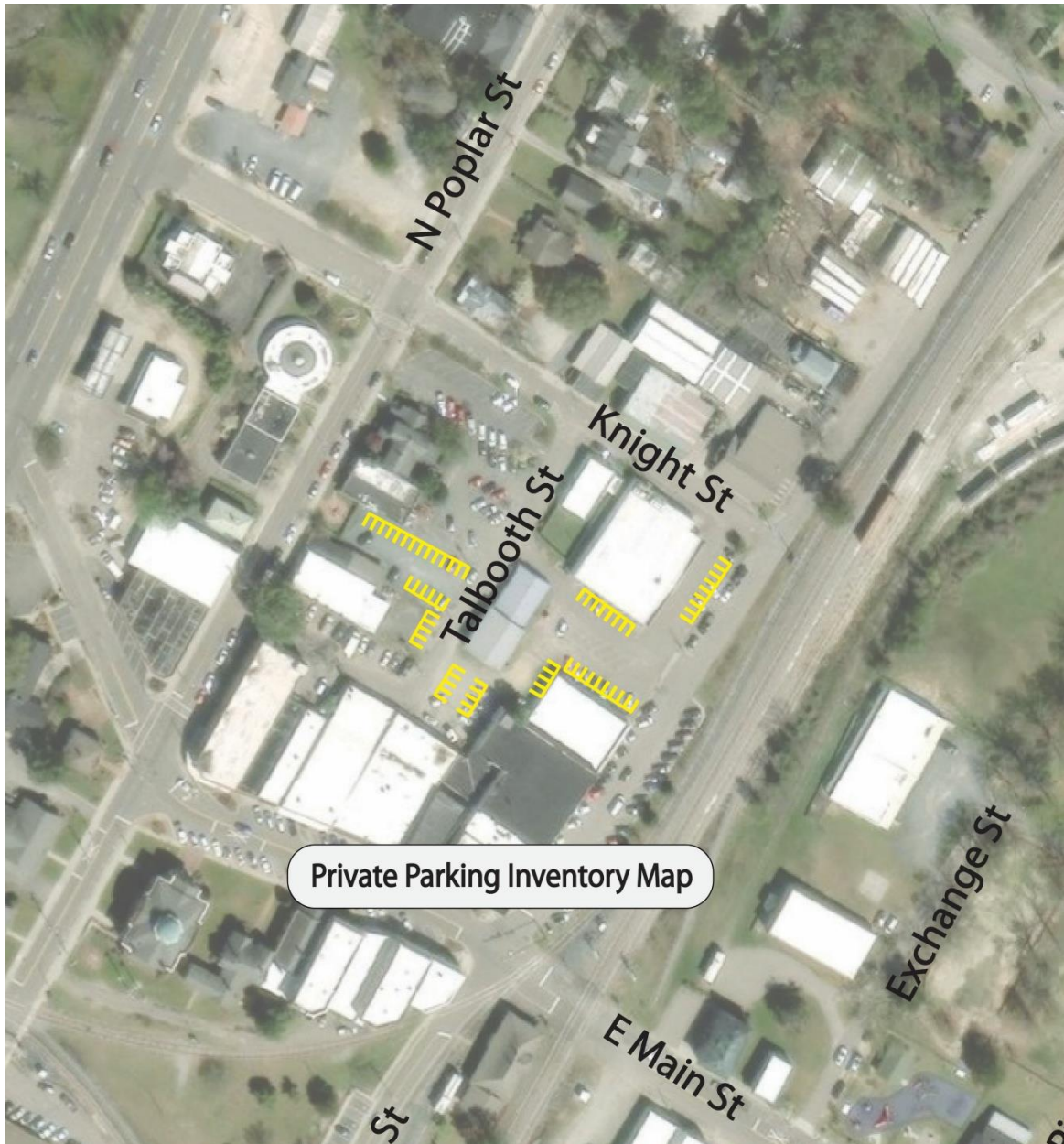
Appendix A: Parking Inventory Maps

Figure 03: Public Parking Inventory Map



Source: Walker Consultants; 2025

Figure 04: Private Parking Inventory Map



Source: Walker Consultants; 2025

Figure 05: Potential Shared Parking Locations



Source: Walker Consultants; 2025

Figure 06: Total Parking Inventory Map



Source: Walker Consultants; 2025