

# City of Biddeford, Maine Mill District Parking Feasibility Study

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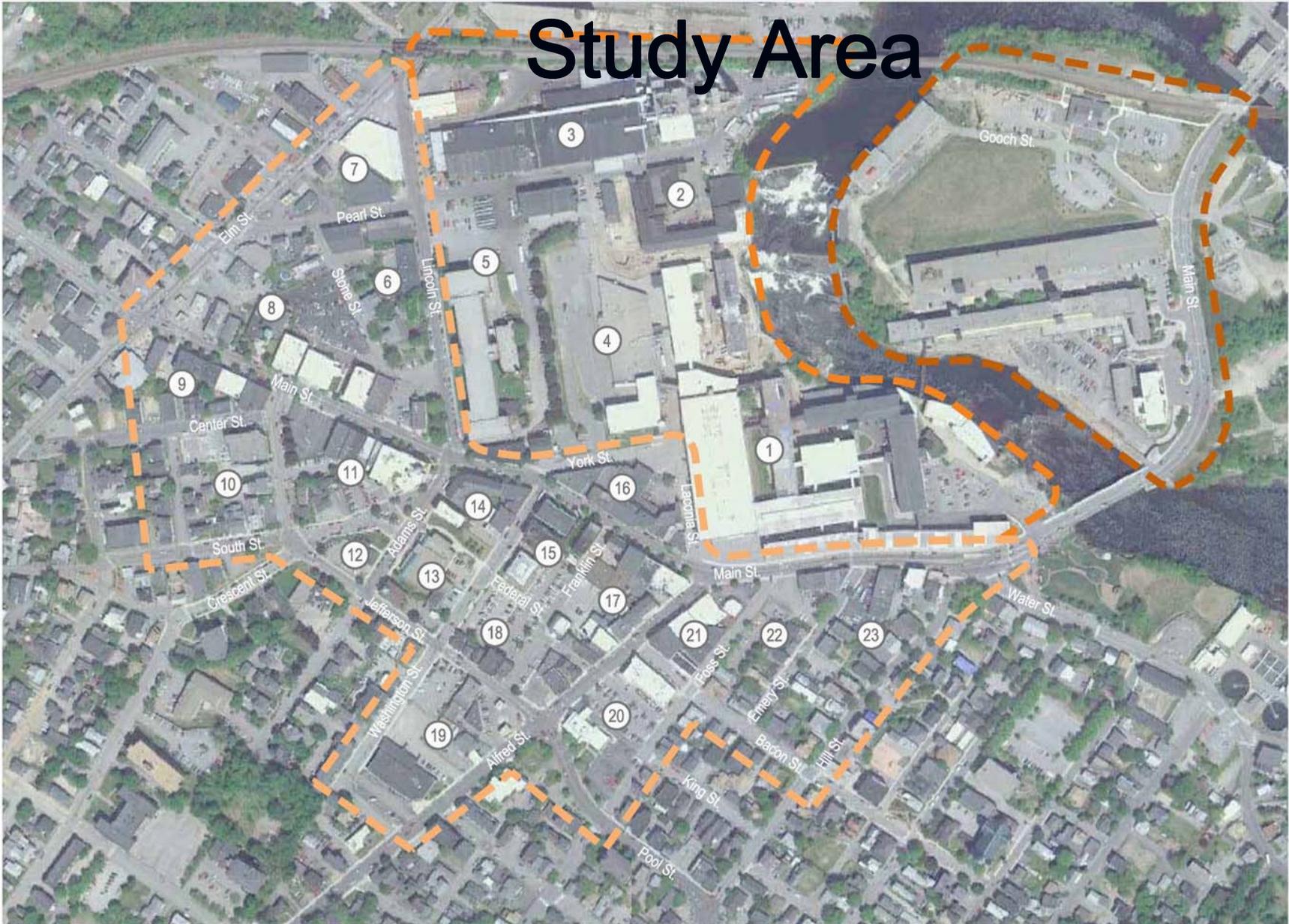
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BLAISE CIVIL ENGINEERING

WRIGHT-RYAN CONSTRUCTION COST



# Study Area



## PARKING STUDY FOR THE CITY OF BIDDEFORD

BIDDEFORD, MAINE



- LEGEND:**
- # BLOCK NUMBER
  - CBD STUDY AREA
  - MILL 1 STUDY AREA
  - MILL 2 STUDY AREA

**BLOCK FACE KEY PLAN:**



Sheet Title:  
**STUDY AREA**

File No	1210	
Scale	NTS	
Date	02-03-2012	
Checked By	AN	

MAP NUMBER:  
**MAP 1**

# Parking Supply

On-Street Parking Totals	367 (26%)
Public Off-Street Parking Totals	<u>276</u> (19%)
Public Parking Totals	643 (45%)
Private Parking Totals	<u>784</u> (55%)
<b>Total Parking in Study Area</b>	<b>1,427</b>

*Based on Rich and Associates' experience and best practices, we have found that to successfully manage municipal parking in small downtowns it is especially desirable for the municipality to have control of at least 50 percent of the parking supply. Biddeford currently falls short of this benchmark at 45 percent.*

# Parking Supply



**PARKING STUDY FOR THE CITY OF BIDDEFORD**  
 BIDDEFORD, MAINE



**LEGEND:**

- # BLOCK NUMBER
- CBD STUDY AREA
- MILL 1 STUDY AREA
- MILL 2 STUDY AREA
- ON STREET PARKING**
- BARRIER FREE
- UNMARKED
- 2 HR.
- 1 HR.
- 15 MIN.
- 30 MIN.
- MOTORCYCLE
- RESERVED
- TAXI
- LOADING ZONE
- OFF STREET PARKING**
- PUBLIC
- PRIVATE
- BARRIER FREE
- T TAXI

**BLOCK FACE KEY PLAN:**



Sheet Title:  
**PARKING SUPPLY**

File No.	1210
Scale	NTS
Date	02-03-2012
Checked By	AN

MAP Number:  
**MAP 2**

# Turnover and Occupancy Observations

- Most on-street parking was less than 84% occupied
- Municipal lots were generally less than 74% occupied throughout the day
- **18%** of vehicles parked at 2 hour parking spaces exceeded the posted time limit
  - 36 vehicles remained in a 2 hour parking space between 4 and 10 hours.
  - **Best Practice: violation rates should not exceed 5%-7%**
- Valuable 2 hour parking spaces are not turning over
  - **Employees and business owners are most likely taking these spaces.**

# Current Parking Surplus Deficit

- Parking Demand For Core Downtown
  - Demand does not include Mill District
  - Calculation based on existing land use
    - Provided by the HOB and City of Biddeford

Parking Demand	1,227 spaces
Number of Parking Stalls	<u>1,427</u> spaces
Total Parking Surplus	200 spaces

- Includes public and private parking

# PARKING STUDY FOR THE CITY OF BIDDEFORD

BIDDEFORD, MAINE



**LEGEND:**

- # BLOCK NUMBER
- CBD STUDY AREA
- MILL 1 STUDY AREA
- MILL 2 STUDY AREA

**SURPLUS OF PARKING**

- +100
- 0 through 99

**DEFICIT OF PARKING**

- 99 through -1
- 100 +

**BLOCK FACE KEY PLAN:**



Sheet Title:

**SURPLUS/ DEFICIT (CURRENT)**

File No	1210
Scale	NTS
Date	02-03-2012
Checked By	AN



MAP NUMBER:

**MAP 4**



# Future 5 YR Parking Surplus Deficit

- Future Parking Demand For Core Downtown
  - Based on a 40% re-occupancy of vacant space (52,609 sf) in the study area (not including the Mill District)

Parking Demand	1,286 spaces
Number of Parking Stalls	<u>1,427</u> spaces
Total Parking Surplus	141 spaces

- Includes public and private parking

# PARKING STUDY FOR THE CITY OF BIDDEFORD

BIDDEFORD, MAINE



**LEGEND:**

- # BLOCK NUMBER
- CBD STUDY AREA
- MILL 1 STUDY AREA
- MILL 2 STUDY AREA

**SURPLUS OF PARKING**

- +100
- 0 through 99

**DEFICIT OF PARKING**

- 99 through -1
- 100 +

**BLOCK FACE KEY PLAN:**



Sheet Title:

## SURPLUS/DEFICIT (5 YEARS)

File No	1210	
Scale	NTS	
Date	02-03-2012	
Checked By	AN	

MAP Number:

**MAP 4.1**



# Core Downtown Summary

- On-street 2 hour parking spaces are not turning over
- Results of the occupancy study correlates with R&A's calculations of the parking demand
- Municipal (public) parking areas are not well utilized
- Core Area (blocks 13, 14, 16 and 17) in the future have parking deficits that need to be addressed
- **Areas of improvement**
  - to increase availability of the current parking supply and parking perceptions
    - Signage and Wayfinding
    - Enforcement
    - Marketing of Parking
    - Public and Private joint ventures in parking lots

# Mill District

- Total of 1,513,200 SF of space identified for development including 497 dwelling units.
- Projected parking needs based on phased development
  - Projected parking need in five years for 1,555 spaces.
  - Currently, there are approximately 681 spaces and based on observations these spaces are reaching maximum occupancy.
  - Total build-out projected need for 2,448 spaces.

# Parking Needs

## ■ Parking Needs for 5 Year Mill District

■ Project Parking Needs	1,555 spaces
■ Project Parking Supply (On Site w/loss for PS Site)*	1,042 spaces
Deficit	<hr/> -513 spaces

\* Assumes approximately 505 spaces in a parking structure.

# Parking Needs

## ■ Parking Needs for Mill District Build Out

■ Project Parking Needs	2,448 spaces
■ Project Parking Supply (On Site w/loss for PS Site)*	2,273 spaces
Deficit	<hr/> -175 spaces

\*Assumes approximately 1,913 spaces in a parking structure at build out.

# Mill District Parking

# Preliminary Parking Plan

- Phase 1 Parking Structure 505 spaces
- Phase 2 and 3 Parking Structure adds +/- 1,408 spaces
- Parking in downtown needs to be improved
  - Signage
  - Enforcement
  - Marketing
  - Parking Allocation
  - Paid Parking
- Create a Parking System

# Pay and Display Meters

- Now being used in Portland
- Accepts coins, credit cards and debit cards
- Can be programmed to provide variable time
- Can use pay by phone





# Project and Finance Costs

Proposed Parking Structure With Equity From TIF Bond  
Mill District Biddeford, Maine  
Phase 1 Parking Structure 505 Spaces

1 Construction Cost	505 x \$20,000	\$10,100,000 <sup>1</sup>
2 Professional Fees (Architectural/Engineering & Reimbursed)		\$505,000
3 Insurance		\$55,000
4 Legal and Accounting		\$40,000
5 Geotech and Survey		\$35,000
6 Contingency		\$1,500,000
7 Equity TIF Bond		(\$6,600,000)
8 On Street Pay and Display		\$400,000
<b>9 Project Cost to be Financed</b>		<b>\$6,035,000</b>

10 Financing Term	20 Years
11 Interest Rate	3.5 %
12 Term of Construction	12 Months

### Financing Costs

13 Interest During Construction		\$224,000
14 Interest Income	40% @ 1%	(\$26,000)
15 Legal & Accounting Fees	@ 0.25%	\$16,000
16 Debt Service Reserve		None
17 Financing Fees (Points)	@ 2.00%	\$128,000
18 Cost of Issuance	@ 0.35%	\$22,000
19 <i>Total Financing Costs</i>		\$364,000
20 + Project Cost to Be Financed		<u>\$6,035,000</u>
21 <b>Total Amount of Bonds</b>		<b>\$6,399,000</b>
22 <b>Debt Service</b>		<u><b>\$450,000</b></u>

<sup>1</sup> Costs do not include waterproofing or landscaping on podium level, though these occur in Phase 2

		YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10
<b><u>Parking Rates</u></b>											
Hourly Rate		\$0.50	\$0.50	\$0.50	\$0.75	\$0.75	\$0.75	\$1.00	\$1.00	\$1.00	\$1.25
Permit Rate Residents		\$50.00	\$50.00	\$50.00	\$60.00	\$60.00	\$60.00	\$70.00	\$70.00	\$70.00	\$80.00
Permit Rate Regular		\$35.00	\$35.00	\$35.00	\$45.00	\$45.00	\$45.00	\$55.00	\$55.00	\$55.00	\$65.00
-	<b>Revenue From Operations</b>										
1	Hourly Parking	\$48,125	\$48,125	\$48,125	\$72,188	\$72,188	\$72,188	\$96,250	\$96,250	\$96,250	\$120,313
2	Permits Residents	\$231,660	\$231,660	\$231,660	\$277,992	\$277,992	\$277,992	\$324,324	\$324,324	\$324,324	\$370,656
3	Permits Regular	\$83,538	\$83,538	\$83,538	\$107,406	\$107,406	\$107,406	\$131,274	\$131,274	\$131,274	\$155,142
4	Meter Revenue	\$226,875	\$226,875	\$226,875	\$340,313	\$340,313	\$340,313	\$453,750	\$453,750	\$453,750	\$567,188
6	<b>Total Revenue</b>	\$590,198	\$590,198	\$590,198	\$797,898	\$797,898	\$797,898	\$1,005,598	\$1,005,598	\$1,005,598	\$1,213,298
	<b>Expenses</b>										
7	<b>Operating Expenses Parking Deck</b>	\$138,875	\$144,430	\$150,207	\$156,215	\$162,464	\$168,963	\$175,721	\$182,750	\$190,060	\$197,662
8	<b>Operating Expenses On Street</b>	\$50,000	\$52,000	\$54,080	\$56,243	\$58,493	\$60,833	\$63,266	\$65,797	\$68,428	\$71,166
9	<b>Repair and Replacement Sinking Fund</b>	\$25,250	\$25,250	\$25,250	\$25,250	\$25,250	\$25,250	\$25,250	\$25,250	\$25,250	\$25,250
8	<b>Total Net Revenue From Operations</b>	\$376,073	\$368,518	\$360,661	\$560,189	\$551,691	\$542,853	\$741,361	\$731,801	\$721,860	\$919,220
10	<b>Debt Service</b>	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000
11	<b>Surplus or Deficit</b>	(\$73,927)	(\$81,482)	(\$89,339)	\$110,189	\$101,691	\$92,853	\$291,361	\$281,801	\$271,860	\$469,220
12	<b>Accumulated Surplus or Deficit</b>	(\$73,927)	(\$155,409)	(\$244,748)	(\$134,559)	(\$32,868)	\$59,985	\$351,346	\$633,147	\$905,007	\$1,374,227

	YR 11	YR 12	YR 13	YR 14	YR 15	YR 16	YR 17	YR 18	YR 19	YR 20
<b><u>Parking Rates</u></b>										
Hourly Rate	\$1.25	\$1.25	\$1.50	\$1.50	\$1.50	\$1.75	\$1.75	\$1.75	\$2.00	\$2.00
Permit Rate Residents	\$80.00	\$80.00	\$90.00	\$90.00	\$90.00	\$100.00	\$100.00	\$100.00	\$110.00	\$110.00
Permit Rate Regular	\$65.00	\$65.00	\$75.00	\$75.00	\$75.00	\$85.00	\$85.00	\$85.00	\$95.00	\$95.00
<b>- Revenue From Operations</b>										
1 Hourly Parking	\$120,313	\$120,313	\$144,375	\$144,375	\$144,375	\$168,438	\$168,438	\$168,438	\$192,500	\$192,500
2 Permits Residents	\$370,656	\$370,656	\$416,988	\$416,988	\$416,988	\$463,320	\$463,320	\$463,320	\$509,652	\$509,652
3 Permits Regular	\$155,142	\$155,142	\$179,010	\$179,010	\$179,010	\$202,878	\$202,878	\$202,878	\$226,746	\$226,746
4 Meter Revenue	\$567,188	\$567,188	\$680,625	\$680,625	\$680,625	\$794,063	\$794,063	\$794,063	\$907,500	\$907,500
6 <b>Total Revenue</b>	\$1,213,298	\$1,213,298	\$1,420,998	\$1,420,998	\$1,420,998	\$1,628,698	\$1,628,698	\$1,628,698	\$1,836,398	\$1,836,398
<b>Expenses</b>										
7 <b>Operating Expenses Parking Deck</b>	\$205,569	\$213,792	\$222,343	\$231,237	\$240,487	\$250,106	\$260,110	\$270,515	\$281,335	\$292,589
8 <b>Operating Expenses On Street</b>	\$74,012	\$76,973	\$80,052	\$83,254	\$86,584	\$90,047	\$93,649	\$97,395	\$101,291	\$105,342
9 <b>Repair and Replacement Sinking Fund</b>	\$25,250	\$25,250	\$25,250	\$25,250	\$25,250	\$25,250	\$25,250	\$25,250	\$25,250	\$25,250
8 <b>Total Net Revenue From Operations</b>	\$908,467	\$897,284	\$1,093,353	\$1,081,257	\$1,068,678	\$1,263,295	\$1,249,689	\$1,235,538	\$1,428,522	\$1,413,217
10 <b>Debt Service</b>	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000
11 <b>Surplus or Deficit</b>	\$458,467	\$447,284	\$643,353	\$631,257	\$618,678	\$813,295	\$799,689	\$785,538	\$978,522	\$963,217
12 <b>Accumulated Surplus or Deficit</b>	\$1,832,693	\$2,279,977	\$2,923,330	\$3,554,587	\$4,173,265	\$4,986,560	\$5,786,248	\$6,571,787	\$7,550,309	\$8,513,525

# Keys to Success

- Parking must be improved in downtown
- Parking needs to be consistent between Mill District and downtown with respect to policies and charging for parking
- Parking must be enforced

# Discussion