



City of Coeur d'Alene
COMPREHENSIVE PARKING PLAN

Final Report

January, 2007



Rich and Associates, Inc.
Parking Consultants – Planners
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In Association with
J.P. Stravens Planning Associates, Inc.



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EXECUTIVE SUMMARY





EXECUTIVE SUMMARY

The Coeur d'Alene Downtown Comprehensive Parking Plan presents a comprehensive examination of parking needs in downtown Coeur d'Alene. The primary goals of the Downtown Comprehensive Parking Plan are to evaluate the utilization of the City of Coeur d'Alene's existing parking supply and to determine if the parking supply is adequate to meet current and future parking demands.

Background research, field work and a review of previous documents and planning reports were undertaken. The following documents were provided to Rich and Associates, Inc., by Coeur d'Alene for use as resource material and to develop an understanding of the community's development goals and objectives:

- ❖ Downtown Public Places Master Plan, December 1999
- ❖ Walker-Macy Study (McEuen Field), 1999
- ❖ Sherman Avenue Corridor Plan, 1989
- ❖ Hyett-Palma Downtown Coeur d'Alene Economic Enhancement Strategy, 1997
- ❖ Coeur d'Alene Comprehensive Plan Draft (2007-2027), 2007
- ❖ Downtown Development Plans, 2007

Public input was a key factor for Rich and Associates to understand the background of Coeur d'Alene. There were several stakeholder meetings, on the following dates:

- ❖ Kick-Off meeting with steering committee, June 18, 2007
- ❖ Group stakeholder meetings (eight), June 20 & 21, 2007
- ❖ Phone stakeholder interviews July-August 2007

Rich and Associates was assisted by J.P. Stravens Planning for certain aspects of this project. J.P. Stravens provided an inventory of public and private parking, a building inventory, and future projects affecting the parking demand in downtown Coeur d'Alene. J.P. Stravens Planning also assisted with the stakeholder interviews and in collecting background information on the area. A demographics analysis prepared by J.P. Stravens can be found in Appendix A.

Fieldwork for the study included a turnover and occupancy study by Rich and Associates staff. The turnover and occupancy study involved an examination of on-street and off-street parking occupancies and vehicle movements encompassing both daytime and evening. The turnover study of the on-street parking was completed on Tuesday, June 19, 2007 and the occupancy study of the off-street parking was completed on Wednesday, June 20, 2007.

The turnover and occupancy analysis was completed to gain an understanding of how parking was being utilized in Coeur d'Alene. The results showed that the on-





street parking peak occupancy occurred between 11:00 A.M. to 1:00 P.M. with 63 percent occupied. In addition, the analysis revealed that of the 1,450 parkers at two hour spaces, 93 percent stayed two hours or less and 7 percent of the vehicles were in violation of the two hour time limit. The off-street parking occupancy peaked at 52 percent with 643 of 1244 spaces observed occupied at peak time between 1:00 P.M. and 3:00 P.M.

The study analyzed how many parking stalls are needed to serve land uses in Coeur d'Alene. The amount of parking needed was derived from several sources; surveys of different land use types in Coeur d'Alene, Rich and Associates models from other communities that have had similar studies undertaken and from resources such as the Institute of Transportation Engineers and the Urban Land Institute.

Currently downtown Coeur d'Alene has a surplus of approximately 507 parking spaces. There are some pocket areas in the downtown that show shortages of parking, however there are parking surpluses with in a block or two of these pockets. The individual block surpluses or deficits correlate with Rich and Associates' observations during the turnover and occupancy. The recommendations presented in **Section 5** are intended to enhance the existing supply of parking through operational, management, configuration, parking pricing and allocation changes aimed at increasing the efficiency of the parking system.

RECOMMENDATION SUMMARY:

5.1 Introduction

The recommendations in Section 5 are a set of tools that are intended to enhance the existing parking supply. These recommendations provide a set of best practices in parking management.

5.2 Parking Enforcement and Fines

5.2.1 Enforcement Personnel:

Parking enforcement staffing levels need to be adequate to ensure that all of the parking is routinely monitored for the entire duration of the applicable regulations according to the day of the week. Specifically, one enforcement officer can monitor between 600 and 800 parking stalls per day. Currently, Coeur d'Alene has enough staff.

5.2.2 Handheld Technology for Enforcement:

Rich and Associates recommend that Coeur d'Alene begin the use of handheld ticket writers to enforce parking. As of now the handheld ticket writers are only used to print the tickets. The enforcement officers are not putting license plates in the units. The handheld units increase efficiency by



storing the license plate numbers of vehicles, thus negating the need to physically chalk tires.

5.2.3 Enforcement Vehicles:

If and when Coeur d'Alene needs new enforcement vehicles Hybrid vehicles should be considered. The new vehicles need to be energy efficient such as electric or hybrid and should be capable of driving in all types of weather.

5.2.4 Graduated Fines:

Consider introducing a graduated fine system to aid in discouraging multiple infractions by individuals. The use of handheld computer technology compliments this effort, as the software can track license plate information and the infraction particulars. The software can then identify multiple infractions within a given time period and issue a ticket accordingly.

5.2.5 Multiple Tickets:

Currently Coeur d'Alene issues multiple tickets to a vehicle who parks at a short stay space all day. This policy is constant with the policies of many other communities surveyed by Rich and Associates. Continue to issue multiple tickets

5.2.6 Courtesy Ticket:

Rich and Associates suggests that from a public relations standpoint Coeur d'Alene may want to consider courtesy tickets for the first offense during a specific period of time.

5.2.7 Vehicle Immobilization with Multiple Unpaid Parking Tickets:

Consider implementing an ordinance allowing the use of a tire boot. This device is a lock that is applied to the wheel of a vehicle, which makes it immobile. The circumstances under which such a device is used are:

- Non-payment of parking fines (15 or more).
- Repetitive abuse of on-street parking.

5.3 Parking Management

5.3.1 Parking Duration:

Two hour parking should be the dominant duration for on-street parking as it suits the needs of the majority of customers and visitors. Individuals requiring more than two hours for parking should be directed to off-street parking areas. The other duration that should be found on-street is fifteen minute or



thirty minute parking for use as pick-up and drop off stalls or very short-term parking. The fifteen-minute parking should be located as either the first or last stall on the block face where needed. Coeur d'Alene currently has on-street parking set up this way.

5.3.2 On-Street Parking Space Striping:

Consider striping the on-street parking spaces to make enforcement more efficient as well as making it easier for customer/visitors to park without taking more than one space.

5.3.3 Parking Allocation:

Customer/visitor parking should remain close and convenient, while employee parking should remain toward the back of lots.

5.3.4 ADA Parking Requirements:

Based on our review there are sufficient handicapped spaces provided in parking lots that meet the ADA guidelines. On-street spaces are not covered by the guidelines with respect to the number of spaces required.

5.3.5 Valet Parking:

Valet parking is currently not used in downtown Coeur d'Alene. As land uses change and evolve there is the potential for use of valet parking especially for restaurant and entertainment venues that makes coming downtown a more attractive adventure.

5.3.6 Taxi Parking:

Similar to the valet recommendation, the City should have a policy in place for taxi stands to allow taxi operators to lease or rent on-street parking from the City for use as taxi stands.

5.3.7 Bicycle Parking/Enhancements:

In following Coeur d'Alene's Downtown Public Places Master Plan consider making the downtown a more bicycle friendly downtown and providing adequate and useable bicycle parking.

5.3.8 Special Events Parking Plan:

Rich and Associates recommend that a plan be developed for parking during special events. This plan should include a remote lot location (public school, church, city or county owned lot) and if necessary an agreement with the lot owner, as well as some form of shuttle service possibly arranged with the local transit service, or schools.



5.3.9 Privately Developed Parking:

Discourage future development of private surface parking lots in the downtown core. Small surface parking lots disrupt pedestrian activity and reduce density.

5.3.10 In-Lieu-Fee:

The city of Coeur d'Alene has an ordinance in the Zoning Code regarding In-Lieu-Fee for parking. The ordinance is well written, though it lacks an amount to charge for the in-lieu-fee which allows a developer to build a project without providing parking.

5.4 Pedestrian Enhancements/Activity:

Pedestrian movement is very a very important aspect of parking. It is very difficult to get people to park beyond the front door of their destination if there is any worry about safety or the experience is not pleasant.

5.4.1 Create a pedestrian gateway from the parking lot south of Front Street leading to Sherman Avenue:

Create a defined entrance to the downtown for pedestrians parking in the Front Street lot using landscaping, lighting, art work and banners to create a clear connection between the waterfront and the downtown.

5.4.2 Minimize Surface Lots and Breaks Between Buildings:

Minimize surface lots and large breaks between buildings to promote walking in the downtown.

5.4.3 Install Pedestrian Wayfinding Kiosks:

Consider adding pedestrian wayfinding to the downtown.

5.4.4 Minimize Pedestrian and Vehicular Interaction:

Minimize pedestrian and vehicular interaction by creating a clear differential between the street and sidewalk.

5.5 Signage

Rich and Associates recommend the following five types of parking signs that increases drivers' way finding experience. These include:

- Introduction
- Directional
- Location
- Identification
- Way Finding





5.6 Marketing

Marketing is one of the most important aspects of a successful parking system. Marketing should be used every time there is a change to the parking system and should be directed towards downtown employers, employees and customers/visitors. It is very important to help encourage downtown employees to park in the long-term parking areas to preserve the on-street parking for customers and visitors. Additionally, an individual's perception of Coeur d'Alene is greatly enhanced if they know ahead of time where that can park and what it may cost.

5.7 McEuen Play Field

Rich and Associates was asked to review the McEuen Play Field Master Redevelopment Concept (plan shown on page 27). This project and plan was reviewed and accepted by City Council. The project would re-configure the existing parking lot which has a current capacity of 488 spaces plus 48 boat trailer spaces.

Overall the McEuen Play Field design could be used to create a better connection between the waterfront and Sherman Avenue. There are only a small number of stalls lost to the re-configuration and the overall appearance of the parking would be greatly enhanced. This design would likely help mixed use development to occur along Front Avenue, especially developments that include residential units.

Though Coeur d'Alene has a surplus of parking at the present time, future developments in the downtown will greatly impact the parking and are projected to create parking shortages. Many communities are viewing parking as an economic development tool, and as an incentive to bring development into the downtown. The key question for Coeur d'Alene is whether the city should preemptively plan, design and construct a new parking structure before the demand increases, or wait until demand exceeds supply.

The benefit of building additional parking ahead of the demand is the ability to quickly promote Coeur d'Alene to potential and desirable commercial interests, who may otherwise locate elsewhere. Specifically, the city could better control a mixture of uses, create a dense walkable downtown, thus creating more shared use parking.

The proposed parking structure site is located on the north west half of the block bounded by Coeur d'Alene Avenue on the north, Fourth Street on the east, Lakeside Avenue on the south and Third Street on the West. The proposed existing site encompasses all of the block except the Federal Building and the adjacent parking lot. There are 53 parking spaces in the public city lot and there are 25 spaces that could be eliminated on the rest of the block. There is a 20-foot public alley that runs east/west through the block.



There are two possible options that Rich and Associates examined. Option One would eliminate 53 public parking spaces and 11 private spaces. Option Two would eliminate 25 private parking stalls.

There are several tools provided in this report to help determine when it is necessary to build additional parking. In two to three years it may be appropriate for Coeur d'Alene to complete a new turnover and occupancy study depending on whether there are substantive changes in land use and/or re-occupancy of vacant space. Potential new parking opportunities/solutions are presented in **Section 6**.

The recommendations given provide a comprehensive approach to improving parking downtown today as well as give a set of tools in planning for future growth in the downtown.





DEFINITIONS

The following are definitions used for the analysis:

- **Turnover** - Turnover is the number of vehicles that occupied a parking space in a particular period. For example, if a parking lot has 100 spaces and during the course of the day, 250 different vehicles occupied the lot, then the turnover is two and a half times (2.5).
- **Occupancy** - the length of time a parking space is occupied by a vehicle.
- **Circuit** - A circuit refers to the two-hour period between observances of any one particular parking space. For the turnover and occupancy study, a defined route was developed for each survey vehicle. One circuit of the route took approximately two hours to complete and each space was observed once during that circuit.
- **Block Face** - A number was assigned to each block within the study area. Each block is then referenced by its block number and by a letter (A, B, C or D). The letter refers to the cardinal face of the block; with (A) being the north face, (B) the east face, (C) the south face and (D) the west face. Therefore, a block designated as 1A would refer to the north face of block 1.
- **Modal Split** – Method of transportation (i.e. automobile, mass or public transit, walking, train, etc.).
- **Parking Demand** – The number of parking spaces generated by a single-purpose building, multi-purpose building, group of buildings or outdoor amenity.
- **Parking Need** – Represents the number of parkers who need to be accommodated in a given parking facility after the use of alternative parking facilities is considered. Use is affected by price, location, accessibility and user restriction.
- **Parking Supply** – The number of parking spaces available for use by a specified group or groups of individuals (i.e. shoppers, employees, etc.).

SECTION 1: Parking Study Overview





SECTION 1 PARKING STUDY OVERVIEW

1.1 Background

This parking study, prepared for the City of Coeur d'Alene, serves to examine the Downtowns existing parking system from both a qualitative and quantitative standpoint. The City of Coeur d'Alene contracted Rich and Associates to prepare a Downtown Comprehensive Parking Plan which would inventory and review the existing parking and make recommendations regarding issues such as the development of potential future parking, operations, management, and enforcement.

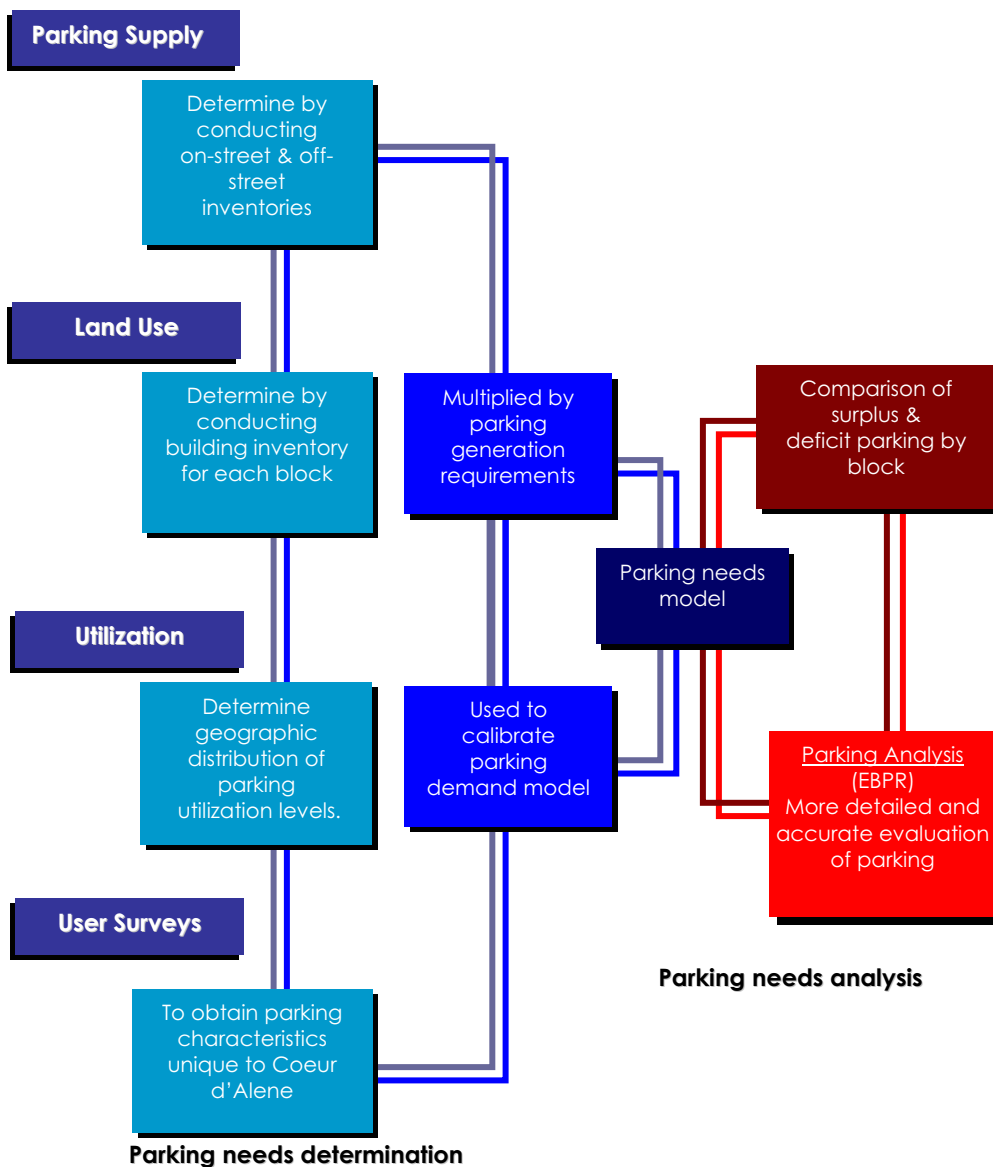




1.2 Scope of Services

Phase One of developing the Downtown Parking Master Plan is a process of quantifying and qualifying the parking needs in the study to determine the parking demand for the study area. This was done through field work, utilization studies, surveys and a series of public and stakeholder meetings. The flow chart below details the process.

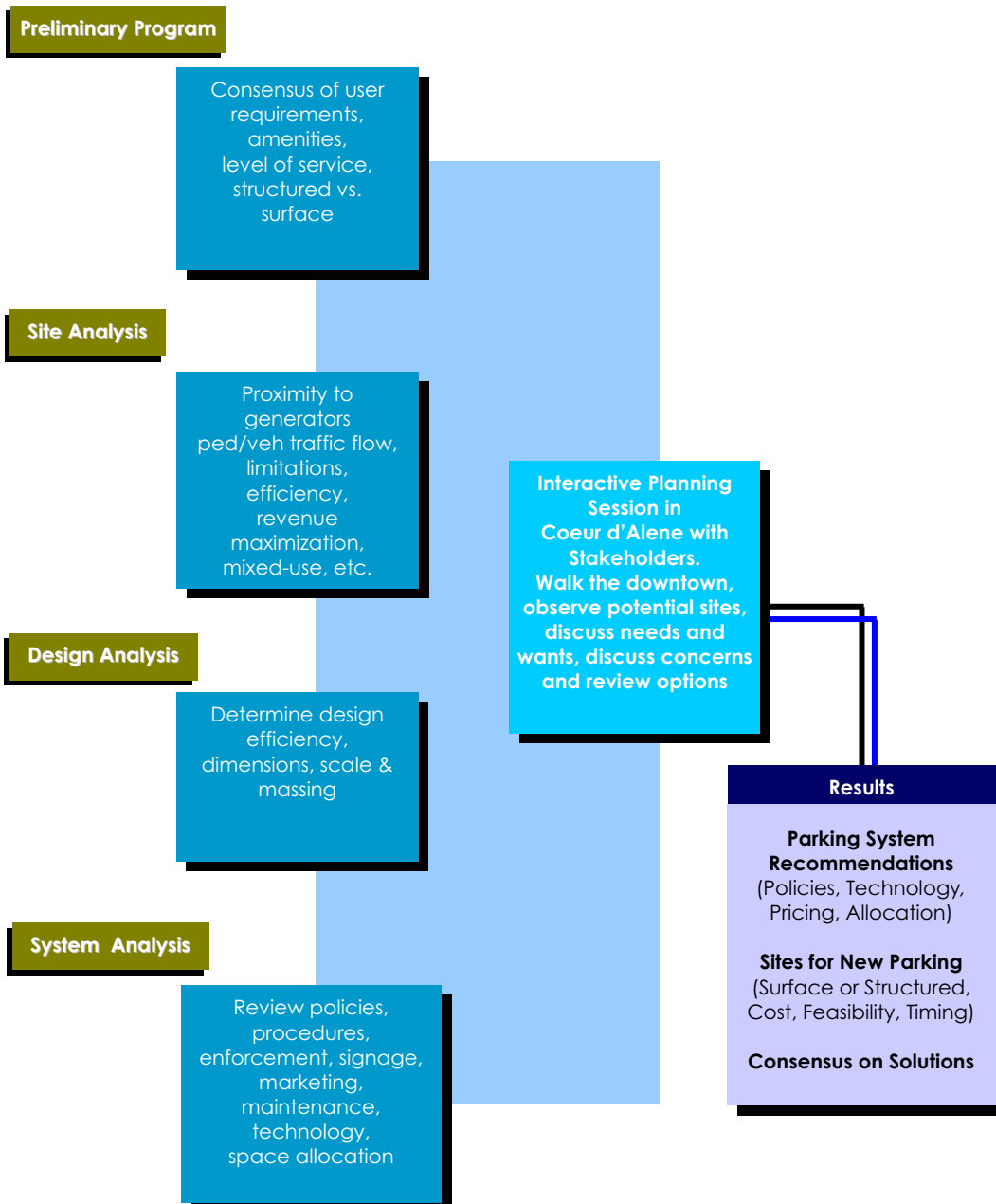
Phase One





Phase Two of the Downtown Parking Master Plan involves reviewing the current parking system, the existing facilities, parking policy, parking signage and wayfinding, and enforcement. Rich and Associates then develops recommendations for short and long term parking improvements that combine the parking system and management improvements, with capital improvements as needed. The flow chart below details the process.

Phase Two





1.3 Study Area

The study area, as determined by the City of Coeur d'Alene, is illustrated in **Map #1, "City of Coeur d'Alene – Study Area Map"** located on **page 1-5**. Rich and Associates evaluated the parking conditions, supply and activity of the 31-block study area.

*"The study area is comprised of approximately 27 blocks defined as the downtown core of Coeur d'Alene. (Beginning at Northwest Boulevard and Government Way, then north to Indiana Avenue, then east to Fourth Street, then south to Coeur d'Alene Avenue, then east to 7th Street, then south to Sherman Avenue, then east to 8th Street, then south to City Hall and west along Front Avenue to First Avenue, then west again along Sherman Avenue/Northwest Boulevard to the beginning point.)"*¹

Blocks shown within the study area but outside the BID were examined for impacts on the parking system and supply opportunities.

The Coeur d'Alene study area consists of a mix of land uses including residential, retail, restaurants, bars, as well as government uses such as the County Courthouse and medical and dental offices.

Within the primary study area, the parking supply consists of a mix of on-street and off-street parking. The on-street spaces are free, with most signed as two hour and some 15 minute stalls at the beginning and ends of block faces. The off-street parking supply consists of surface lots primarily long term and permit. The majority of the off-street parking supply within this area is made up of smaller lots privately controlled by individual businesses or property owners.



¹ City of Coeur d'Alene Parking Commission, Request for Proposal.





SECTION 2: Analysis





SECTION 2 ANALYSIS

2.1 Introduction

This section of the report is an assessment of how the existing parking is operating and how much new parking may be required based on current and anticipated future developments. For the analysis, Rich and Associates used turnover and occupancy data, parking and building inventories, downtown business owner surveys, previous study work and previous experience with parking to refine and determine the report's analysis.

The process consisted of a two-part analysis. The first part of the analysis included a calculation of parking demand by block based on a building inventory and parking generation factors per 1,000 square feet of gross floor space. The calculated parking demand was deducted from the available supply and the resulting surplus or deficit determined on a block-by-block basis.

The second part of the analysis involved comparing the parking surplus and deficit patterns to the turnover and occupancy data. This comparison offered a benchmark by which the surplus and deficit data was calibrated.

2.2 Parking Inventory

Table 2A summarizes the existing parking supply in the primary study area in downtown Coeur d'Alene. There are a total of 3,939 parking spaces in the primary study area. Of these 712 (18 percent) are on-street spaces and 817 (21 percent) are off-street public spaces. There are 2,410 (61 percent) private off-street spaces.

Table 2B on **page 3** is a detailed parking supply listing types and durations of parking by each block and is followed by **Map 2**, which is a spatial view of the parking supply. In cases where parking spaces were not marked, the number of parking spaces were estimated. For the purpose of the study any parking marked reserved or privately owned was designated as private parking. Any parking that is available for use by the general public was designated as public parking.

The City of Coeur d'Alene manages and controls 39 percent of the parking in the downtown core. Based on Rich and Associates' experience and best practices, we have found that to successfully manage municipal parking it is desirable for the municipality to have control of at least 50 percent of the parking supply. This allows the municipality to effectively manage the parking in terms of allocation, changing demand, market pricing, and allows the parking to be enforced with greater efficiency. Coeur d'Alene does not meet this benchmark.





Table 2A
Parking Supply Summary

On-Street Parking Totals	712	180%
Public Off-Street Parking Totals	817	21%
Public Parking Totals	1,529	
Private Parking Totals	2,410	61%
Total Parking in Study Area	3,939	





**Table 2B
Parking Supply**

Block >	1	2	11	16	17	18	20	31	32	33	35	36	38	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	Q	R	S/TM	U	Y				
On-Street																																					
Barrier Free										1									1	1	1	1	1	2		2	1	1	2	1				1	16		
15 Minute							1			7							1		2	1	1	3	2	4	4	3	5	2	2				4	2	50		
2 hour	3				17	10	20			13	11	10		23	27	32	19		24	32	23	29	32	24	23	25	21	25	29	33	9	13	15	54	2		
Unmarked							11	4	4					20		18	21																		104		
Total Public On-Street																																				712	
Off-Street																																					
Public																																					
Not Limited																																					
Boat trailer																																					
Private																																					
Private/Reserved	7	457					500			52	256	71		10	114	77	93		81	35	45	90	58	43	39	52	82	26	50	66				106	24	10	
Total Public Off-Street																																				817	
Total Private																																				2,410	
Summary	10	476	135	76	17	10	500	32	4	73	271	81	100	53	142	110	130	21	108	69	123	123	93	73	66	82	109	57	83	102	468	17	124				

Source: J.P. Stravens Planning/Reich and Associates Summer 2007

On-Street Parking Totals	712
Public Off-Street Parking Totals	817
Public Parking Totals	1,529
Private Parking Totals	2,410
Total Parking in Study Area	3,939



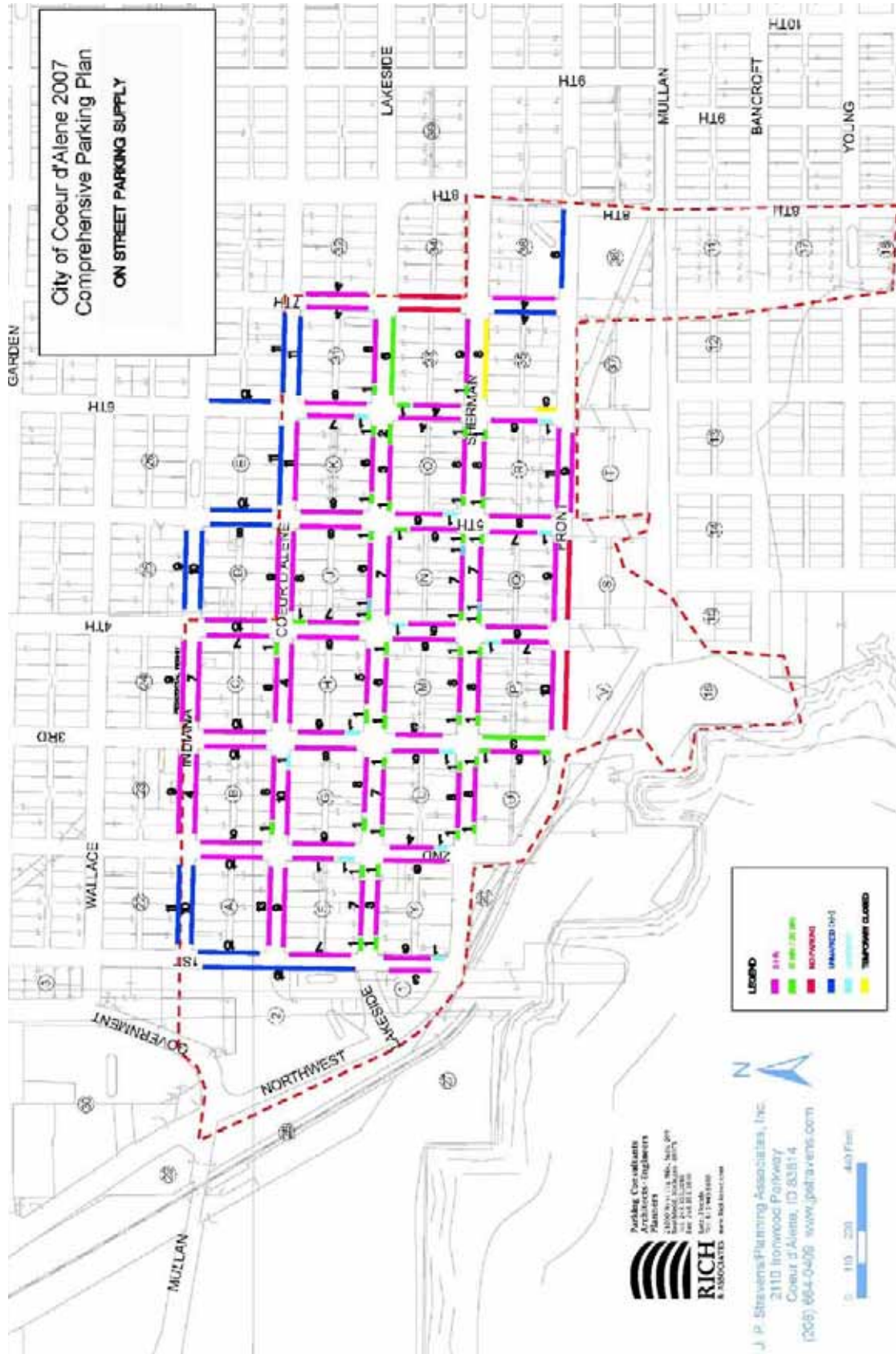




Table 2C
Study Area Private Parking Inventory

Block Number	Id	Description	Spaces
1	17	under construction-CoC	7
2	75	CdA Resort Staff Parking	120
2	76	Coeur d'Alene North	293
2		Apartments	12
2	74	Pioneer Title Company	32
20		Coeur d'Alene Resort Parking Structure	500
33	33	Post Office	25
33	34	Post Office	9
33	35	Resort City Inn	18
35		Parkside	256
36	4	McEuen Towers	44
36	40	Senor Froggy	15
36	91	Flamingo Motel	12
A	71	salon/daycare	10
B	57	Oz Fitness	31
B	58	Isis Spa & Salon	11
B	59	Isis Spa & Salon	12
B	60	Land Am. Lawyers Title	60
C	51	vacant	13
C	52	Bakery By The Lake	31
C	53	gravel - for Songbird?	15
C	93	gravel - Songbird	18
D	67	gravel - Chapman Fin Svcs	22
D	68	Idaho State EMS	22
D	69	H2A Architects	14
D	70	The Backup Building	25
D	89	office	10
F	63	Cd'A Press	35
F	64	Lake Tower	46
G	54	The Torch Lounge	9
G	55	Las Palmitas	14
G	56	Cd'A Brewing Co.	12
H	61	N. Idaho Import Parts	7
H	62	Vertical Earth	4
H	85	Federal Building	20
H	88	Takara/Doug's Muffler	14
J	45	vacant - former CAR	24
J	46	vacant - former CAR	17
J	47	vacant - former CAR	18
J	48	Bookstore/Scott Jo Mama	23
J	49	ECLS/Fresh Start Inc	8
K	41	Coeurd'Alene Healing Arts	15
K	42	gravel-Glory Be Preschool	20
K	43	North Idaho College	7
K	44	1st Presbyterian Church	16
L	22	Architects West	17
L	23	Washington Trust Bank	15
L	24	Washington Trust Bank	9
L	86	Simple Pleasures	2
M	25	Wells Fargo	29
M	26	Wigget Bldg.	10





**Table 2C
Continued**

N	27	Armed Forces Recruiting	20
N	28	Iron Horse	22
N	31	Old Office Supply	10
O	29	Tanglewood	18
O	30	Comm. Printing	40
O	32	TNT Muffler & More	17
O	90	TNT Muffler & More	7
P	12	US Bank	26
Q	10	5th & Front Old City Hall	32
Q	11	Bank of America	18
R	7	Cd'A Mines Corp	47
R	36	KXLY	7
R	94	Great Floors	8
R	95	Manis Investigations	4
Y	18	Bonsai Bistro	55
Y	20	Johnson Bldg.	41
Y	21	Johnson Bldg.	10
Total:			2410

Off-Street Public Parking Inventory

Block Number	Lot	Description	Spaces
11	2	gravel - Lower City Hall	116
11	3	Upper East City Hall	12
16	1	Boat launch	28
16	1	Boat launch trailers	48
38	5	City Library	100
H	50	City of Cd'A Lot	53
S	8	Park & Rec	20
V	9	Front Street City Lot	440
Total:			817

Off-Street Public Parking Inventory Outside Study Area (1)

27	14	Independence Point	89
28	15	Museum of North Idaho	107
Total:			196

(1) not include in overall parking supply shown in Table 2A or Table 2B

There are 196 parking spaces just outside the study area on blocks 27 and 28. These parking spaces are for the Museum of North Idaho and Independence Point. These spaces may be available for overflow parking, and evening parking, though not many people coming downtown will park and walk to the core downtown from these locations. These parking spaces are not included in the demand matrix.





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Scale: 1" = 270' (270' x 12" = 3240')





2.3 Turnover and Occupancy Study

An on-street turnover study was undertaken in the downtown study area, Tuesday, June 19 from 9:00 A.M. to 7:00 P.M. This study was undertaken during the week leading up to the Coeur d'Alene Iron Man. During the turnover study Rich and Associates noted 277 vehicles with out-of-state plates that were most likely in town preparing for the Iron Man race.

The turnover portion of the analysis, where license plate numbers were recorded, applied to on-street spaces to determine how long specific vehicles were parked in certain spaces and if parkers were moving their vehicles to different spaces to avoid being cited for overtime parking.

An occupancy study was completed Wednesday, June 20 from 9:00 A.M. to 7:00 P.M. of the public and private off-street spaces. The number of parking spaces occupied was observed during each two-hour circuit. The on-street turnover information also yields an occupancy results for the parking area and therefore for each circuit a composite occupancy can be derived.

Turnover is an indicator of how often a parking stall is being used by different vehicles throughout the course of the day. Turnover is relevant to time periods when time limits on non metered spaces are being enforced and is most important to short-term customer and visitor parking. **Table 2D** and **Map 3** are the summary results of the turnover findings.

Occupancy is an important aspect of parking because it helps us to understand the dynamic of how parking demand fluctuates throughout the day. Likewise, the occupancy can be used to illustrate how parking demand is impacted by events in the downtown area. Overall, the occupancy data is used by Rich and Associates to calibrate the parking demand model. The complete turnover and occupancy results can be found in **Appendix B**.

2.3.1 On-street Turnover Results

Table 2E and **Map 4** represent the summary results of the turnover findings. Most of the on-street spaces observed were signed two hour. Overall, the on-street spaces have a reasonably good turnover with the rate at 4.0. With circuits lasting approximately two hours, presumably, a vehicle could be observed twice in these spaces and not be in violation. There were 1,450 vehicles observed parking in two-hour on-street spaces. The breakdown of vehicles that remained in a stall beyond the posted time is located in **Table 2D**. With parking posted two hour, the optimal turnover rate would be 5.0 for a ten hour day.

Overall, approximately seven percent of the vehicles parked at a two-hour spaces, stayed longer than two hours. In addition, several vehicles were observed moving from one block face to another every two hours or so to avoid being ticketed for overtime parking. Finally, there were several vehicles that remained in a space for over four hours that were not ticketed.





Table 2D Turnover Summary	
Parking Turnover Summary	On-Street Parking
	2hr parking
Vehicles that remained less than 2 hours	1343 (93%)
Vehicles that remained between 2 and 4 hours	92 (6%)
Vehicles that remained between 4 and 6 hours	10 (0.7%)
Vehicles that remained between 6 and 8 hours	5 (0.3%)
Total number of vehicles analyzed	1,450
Total number of 2 hr. stalls analyzed	576
Turnover rate for 2 hr. parking	4.0
* Turnover rate of all on-street parking, 2 hr. and on-street time restrictions	3.5

Source: Rich and Associates Field Observations, June 19, 2007

*Rich and Associates did do a turnover study on unmarked stalls as well, though these vehicles were not in violation, and are not included in counts of vehicles remaining beyond two hours.



2.3.2 On-Street Occupancy Results

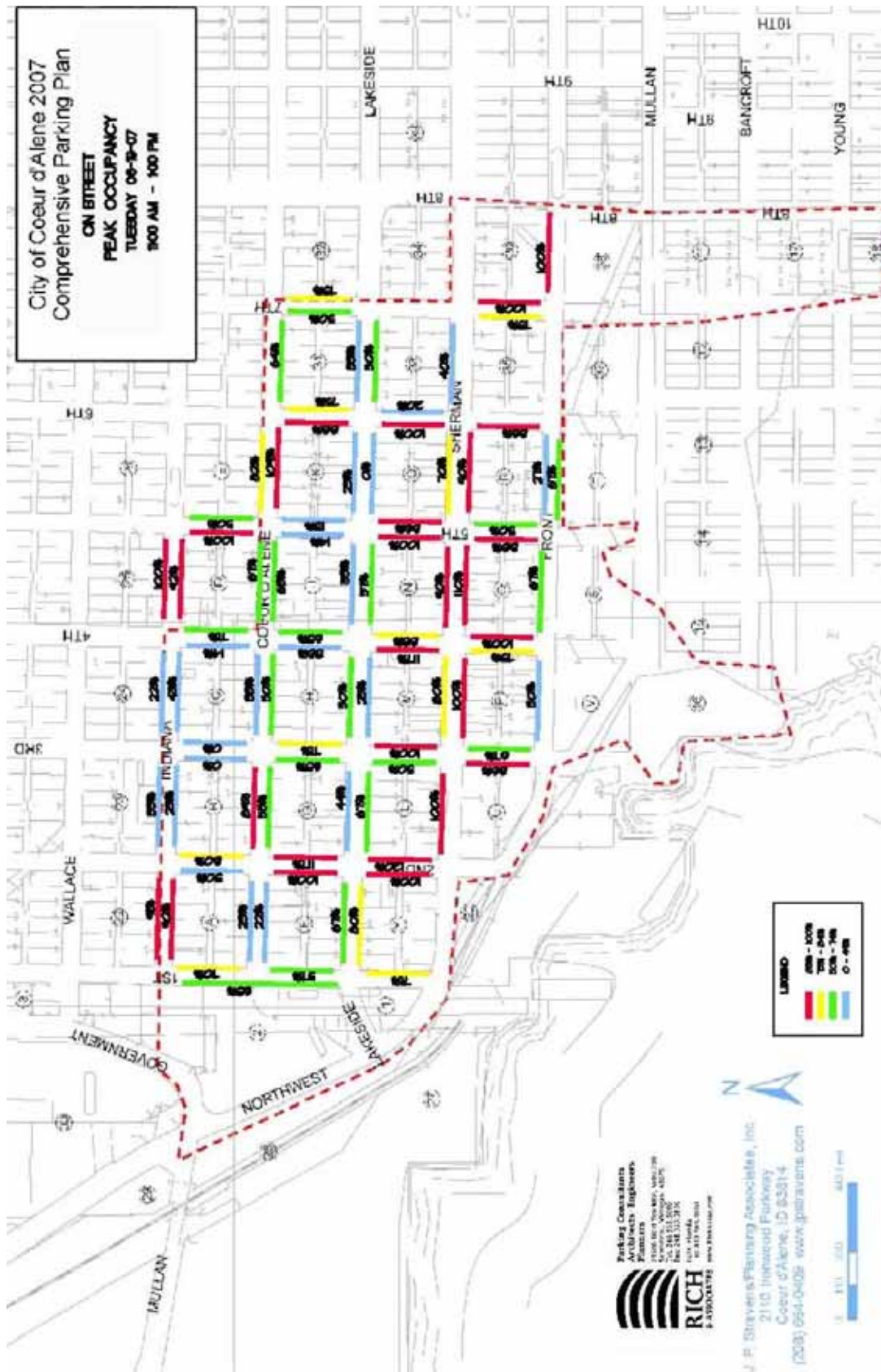
The on-street parking in downtown Coeur d'Alene occupancy peaked during the study at 63 percent with 477 of 711 spaces observed occupied at peak time on the survey date between 11:00 A.M. and 1:00 P.M. (**see map on following page**). The on-street occupancies stayed fairly consistent throughout the day, with a low of 52 percent occupancy occurring during the last circuit beginning at 5:00 P.M. A summary of the occupancy results are below in **Table 2E**.



Table 2E

Occupancy Summary 6/19/2007

On-street Parking	# of stalls	9:00 A.M. - 11:00 A.M.	% Occupied	11:00 A.M. - 1:00 P.M.	% Occupied	1:00 P.M. - 3:00 P.M.	% Occupied	3:00 P.M. - 5:00 P.M.	% Occupied	5:00 P.M. - 7:00 P.M.	% Occupied
Totals	711	375	53%	477	63%	440	62%	379	53%	371	52%



2.3.3 Off-street Occupancy Results

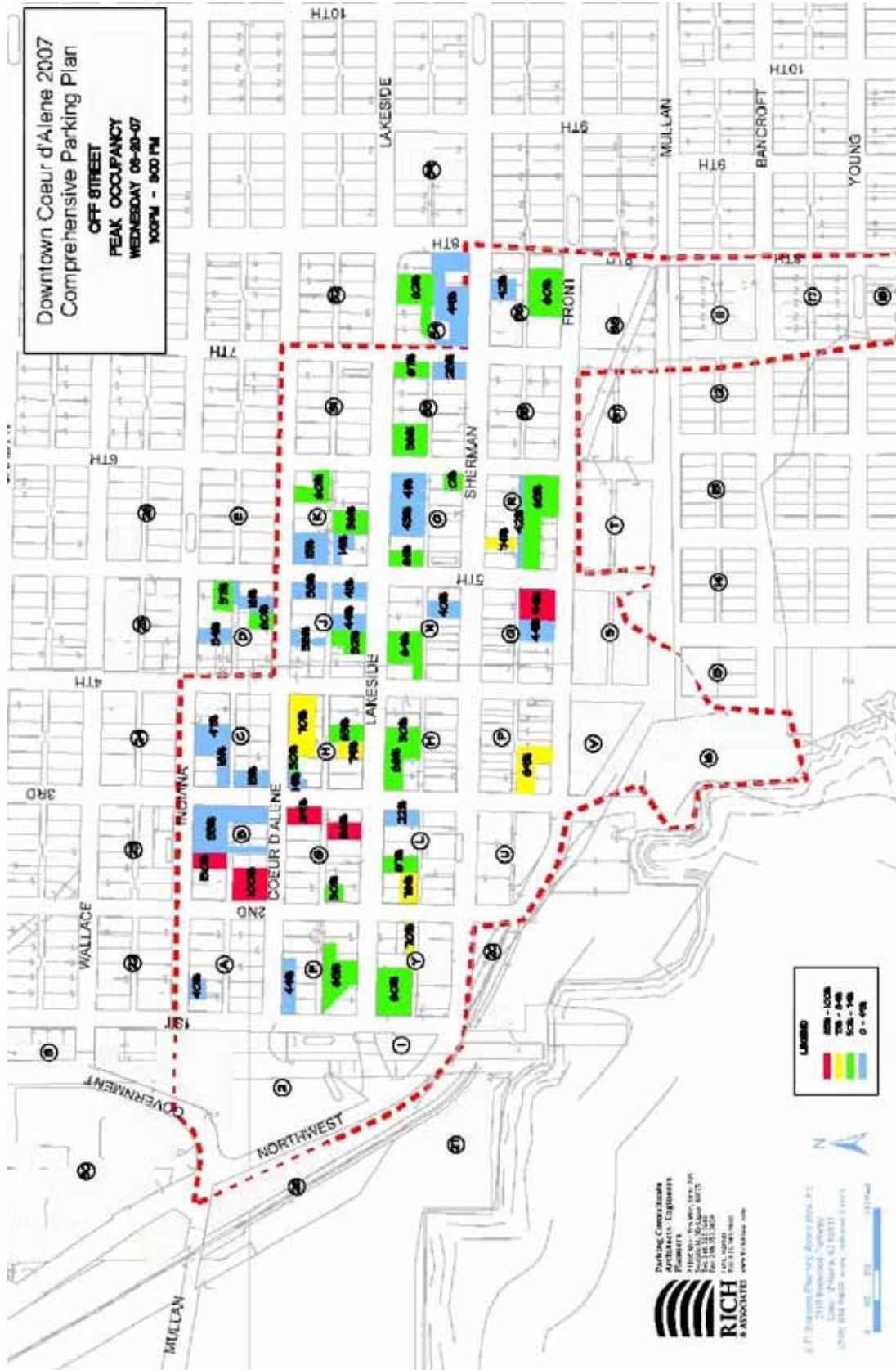
The off-street parking in downtown Coeur d'Alene occupancy peaked during the study at 52 percent with 643 of 1244 spaces occupied. The peak time was between 1:00 P.M. and 3:00 P.M. **(see map on the following page)**. The off-street occupancies stayed fairly consistent throughout the day, with a low of 36 percent occupancy occurring during the last circuit beginning at 5:00 P.M. A summary of the occupancy study is below in **Table 2F**.



Table 2F

Occupancy Summary 6/20/2007

Off-street Parking	# of stalls	9:00 A.M. - 11:00 A.M.	% Occupied	11:00 A.M. - 1:00 P.M.	% Occupied	1:00 P.M. - 3:00 P.M.	% Occupied	3:00 P.M. - 5:00 P.M.	% Occupied	5:00 P.M. - 7:00 P.M.	% Occupied
Totals	1244	504	41%	606	49%	643	52%	563	45%	445	36%





2.4 Parking Demand Calculation

Analyses were performed to determine the current and future parking demands and needs for the study area. The data collected and compiled by Rich and Associates to calculate the parking demand included:

- An inventory of the study areas on and off-street parking supplies.
- Turnover and occupancy studies for public and private on and off-street parking areas.
- Block-by-block analysis of the square footage and land use of every building in the core study area. The footprint of each building was scaled and estimated from an aerial photograph and cross referenced with Rich and Associates field notes regarding use and the number of floors per building to determine an approximate gross floor area for each building. It should be noted that this methodology does not result in exact reporting of square footage of land use, though it is a relatively accurate estimate of building size.

The Parking Demand Analysis sections of the report contain two levels of parking analyses to determine the number of parking spaces needed. First is a mathematical or hypothetical model of parking demand based on the building gross floor area. The mathematical model multiplies a parking demand generation ratio specific to a land use by the floor area of the specific land use to derive the number of spaces needed. The second is a method of using field observations to calibrate the mathematical model and help to establish projected parking spaces needed.

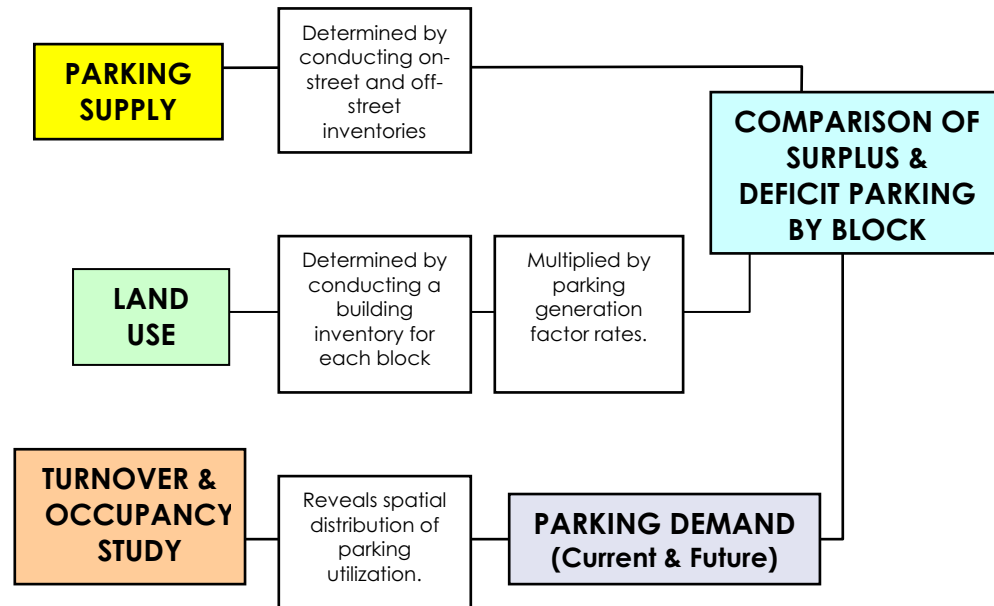
Rich and Associates reviewed proposed and potential developments with City Staff, various downtown developers and stakeholders. Several developments were discussed that would potentially impact future parking demand. An assessment of potential development and redevelopment were factored in the demand analysis. Future parking demand was in part accounted for by the assumption of vacant space re-occupancy at a rate of 40 percent in five years and 80 percent in ten years.

A point to consider regarding the parking supply and demand is that motorists in general perceive off-street spaces with occupancies greater than 85 percent to be at capacity, depending on the overall capacity. The greater the capacity, the less this perception is valid. When this occurs, motorists will begin to re-circulate to seek a different parking area, adding to downtown traffic congestion and the driver's perception that there is no parking available in the downtown.





Figure 1: Interrelationship of Parking Study Methodologies



---Data Gathering Techniques & Survey Results---

---Parking Demand Analysis---

Figure 1, “Interrelationship of Parking Study Methodologies” graphically illustrates how the various parking methodologies are employed to evaluate Coeur d’Alene’s parking system. **Section Two** offers an assessment of the results of the on-street and off-street parking space inventories and the on-street and off-street turnover and occupancy studies. The results of the studies, surveys and inventories are used in conjunction to establish and calibrate the Coeur d’Alene parking analysis.





Table 2G
Daytime Parking Generation Factor Comparison

Land Use	1	2	3
	Rich & Associates Coeur d'Alene Model (stalls per 1,000 GSF of gross floor area)	Coeur d'Alene Zoning Downtown Core (stalls per net square feet)	ITE (stalls per 1,000 GFS)
Office	2.85	at least 2, no more than 4 per 1,000 NSF	2.79
Retail	2.00	at least 2, no more than 4 per 1,000 SF, less than 3,000 NSF exempt	3.97
Mixed Use	2.35		3.25
Medical Office	4.00		3.9
Service	2.75		n/a
Restaurant	5.08	at least 2, no more than 4 per 1,000 SF, less than 3,000 NSF exempt	12.49
Night Club	2.00		n/a
Residential	1.40 (per unit)	at least 0.5, no more than 2 per unit	1.50 (per unit)
Government	2.50		4.15
Community & Civic Org.	0.63		3
Hotel	.95 (per room)		.95 (per room)
Marina	0.27 (per slip)		0.27 (per slip)
Church	0.30		7.81 (Sundays)
Commercial	0.40		n/a
(1) Source: Rich and Associates Fieldwork & Surveys, (2) Source: City of Coeur d'Alene, Zoning Ordinance (3) Source: Institute of Transportation Engineers Parking Generation Manual, 2005			

Table 2G identifies the specific daytime parking demand generation ratios used to calculate parking demand for each block. These ratios are assigned according to the type of use present in the buildings. The parking generation ratios were established from surveys distributed to managers, business owners and employees throughout the downtown area. The surveys helped establish how many people were in a given business at various times of the day, how they arrived and how much parking was necessary to support each business type.





The demand factors for each land use type include an estimate for employees and customers/visitors to that particular land use. The overall effect is that each type of downtown visitor, whether an employee, business owner or resident is accounted for in the demand model for Coeur d'Alene. Once parking demand has been calculated for both current and future conditions, a comparison with the existing supply of parking is made. The resulting figures are parking surplus or deficit figures for each block.

The survey method of establishing parking generation ratios customizes the parking generation model specifically to the study area. The ratios are used in conjunction with information from the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI). These two sources are the generally accepted standards for parking generation. Rich and Associates uses experience and the Coeur d'Alene survey results to modify or customize the parking generation ratios specifically to the study area. **Column 1** on **Table 2G** represents the parking generation factors used for this analysis.

Once a parking generation model is developed that illustrates the surpluses and deficits of parking numerically and graphically, we then compare the model with actual field observations, specifically the turnover and occupancy counts. The comparison serves as a test of the demand model and allows Rich and Associates staff to make further revisions or adjustments where necessary to ensure accuracy, as well as to fully understand the overall parking dynamic in the downtown area.

The assumptions used for the parking demand calculations are:

Assumption 1: It was assumed that parking demand per block was dependent on the gross floor area contained in the block. Parking demand computed for one block was not affected by the amount of gross floor area available on surrounding blocks. Therefore, a block with surplus parking supply is not used to offset shortfalls on adjacent blocks.

Assumption 2: The parking demand calculations were derived under the assumption that currently occupied properties would remain occupied at existing, or higher than existing levels, into the future.

Assumption 3: Parking demand is not affected by parking availability, use, location and price.





2.4.1 Parking Demand

The following are issues that are considered when developing the number of parking spaces needed:

- Building size, purpose and special use conditions,
- Socioeconomic characteristics of the downtown populations and visitors of the downtown.
- Alternative modes of transportation, which includes availability, use, attractiveness and policy impacts.
- Proportion of the downtown trips that are multiple-use or linked.
- Vehicle traffic.
- Cost of parking.

The demand factors developed for each land use reflect the peak daytime conditions. This correlates with the observed needs within the downtown.

The gross square footage of individual buildings was collected and then sorted by land use categories. The different land uses for each block are in general multiplied by a parking generation factor of parking spaces required per 1,000 square feet. The resulting number of parking spaces demanded is deducted from the available parking supply on each block and a surplus or deficit for each block is then calculated. A summary of the parking demand is located in **Table 2H**, and a then represented spatially in the surplus and deficit map on page 20.

The current situation in the downtown is an overall surplus of +/- 507 parking spaces in the core downtown, within the core there are some pockets of shortfalls. These numbers match Rich and Associates observations during the turnover and occupancy. At the present time there are several recommendations which can be found in **Section 5** of the report that will help Coeur d'Alene better manage the parking in the downtown to alleviate some of the pocket shortfalls.

The future projections are shown on Table 2H, which have a five year re-occupancy of vacant space at rate of 40 percent and a ten year re-occupancy of vacant space at rate of 80 percent. Both the five and ten year projections remain in a surplus, the five year is a surplus of +/- 326 spaces and the ten year projection has a surplus of +/- 144 parking spaces. The ten year projections are represented spatially on the map on page 21.





Table 2H
Parking Demand

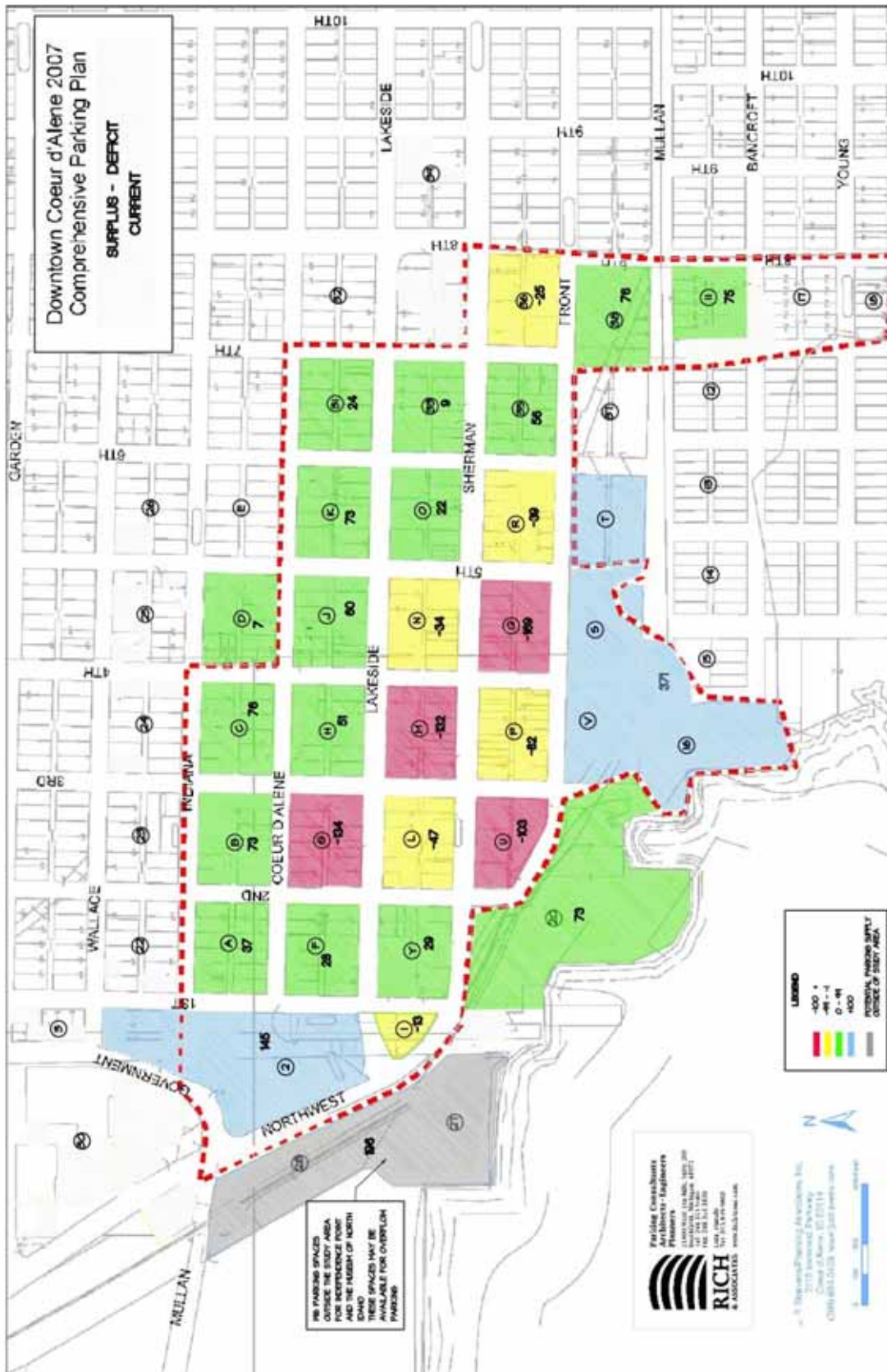
Block	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
	Office	Retail	Mixed	Service	Medical Office	Restaurant	Club	Residential (per unit)	Gov.	Community	Hotel (per room)	Marina	Church	Commercial	Vacant	Demand (current)	Parking Supply	Surplus/Deficit (current)	Surplus/Deficit (5 years)	Surplus/Deficit (10 years)	
Daytime	2.85	2.00	2.35	2.75	4.00	5.08	2.00	1.40	2.50	0.83	0.85	0.27	0.30	0.40	2.86	23	10	-13	-13	-13	
1	8,030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	69,450	0	0	0	0	0	0	95	0	0	0	0	0	0	0	331	476	145	145	145	
11	0	0	0	0	0	0	0	0	23,950	0	0	0	0	0	0	60	135	75	75	75	
20*	0	0	0	0	0	0	0	0	0	0	338	382	0	0	427	500	73	73	73	73	
31	2,689	0	0	0	0	0	0	0	0	0	0	0	0	0	8	32	24	24	24	24	
33	8,634	0	0	0	0	0	0	10	0	14,850	17	0	0	0	64	73	9	9	9	9	
35	40,000	10,000	0	2,475	0	0	0	53	0	0	0	0	0	0	215	271	56	56	56	56	
36	15,000	0	0	0	0	3,600	0	23	0	38,000	13	0	0	0	106	81	-25	-25	-25	-25	
38	0	0	0	0	0	0	0	0	0	5,158	0	0	0	21,000	16	53	37	37	37	37	
A	0	0	0	625	0	0	0	2	0	0	0	0	0	0	0	68	142	73	73	73	
B	11,750	0	0	12,750	0	0	0	0	0	0	0	0	0	0	68,159	34	110	76	-3	-82	
C	0	0	0	0	0	5,625	0	1	0	6,603	0	0	0	0	4,050	123	130	7	2	-2	
D	36,700	0	0	0	0	2,500	0	0	0	0	0	0	0	0	0	80	108	28	28	28	
F	4,510	0	0	0	0	0	0	41	0	0	0	0	0	24,500	203	69	-134	-134	-134		
G	3,600	5,500	0	34,855	0	15,015	4,950	0	0	0	0	0	0	0	0	20	93	73	73	73	
H	2,500	9,000	5,175	1,150	0	5,175	0	4	0	22,000	0	0	0	0	21,375	72	123	51	26	2	
J	0	15,400	0	0	0	3,375	0	1	0	13,500	0	0	0	0	5,500	63	60	54	47	47	
K	0	0	0	0	1,750	0	0	0	0	0	0	0	0	0	0	20	73	-47	-47	-47	
L	17,000	23,400	0	0	0	4,950	0	0	0	0	0	0	0	0	0	120	73	-47	-47	-47	
M	36,850	15,930	18,250	0	0	5,000	0	0	0	0	0	0	0	0	15,000	198	66	-132	-149	-166	
N	2,250	0	9,900	10,470	0	10,250	0	0	0	3,950	0	0	0	8,000	39,150	116	82	-34	-79	-124	
O	0	19,970	0	7,525	0	5,250	0	0	0	0	0	0	0	0	0	87	109	22	22	22	
P	13,000	27,940	0	0	0	9,075	0	0	0	0	0	0	0	0	0	139	57	-82	-82	-82	
Q	42,350	24,500	10,500	0	0	11,325	0	0	0	0	0	0	0	0	252	83	-169	-169	-169	-169	
R	38,775	4,000	0	8,050	0	0	0	0	0	0	0	0	0	0	141	102	-39	-39	-39	-39	
16/STV**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	545	371	371	371	371	
U	4,200	54,200	0	0	0	0	0	0	0	0	0	0	0	0	120	17	-103	-103	-103	-103	
Y	0	8,500	9,600	0	0	10,900	0	0	0	0	0	0	0	0	4,400	96	124	29	24	19	
TOTALS	358,188	218,340	51,425	77,900	1,750	92,040	4,950	230	23,950	103,961	368	392	15,000	63,500	158,634	3,380	3,887	507	326	144	

*Block 20 is Coeur d'Alene Resort and Marina, this is just outside the study area though it effects the parking in the study area;

**Blocks 16/STV has Tube Hill parking need included in Demand (numbers from Coeur d'Alene Parks Director)

***Residential blocks 17, 18, 32 and E were intentionally left out of demand, both building inventory and parking inventory of 52 spaces, the residential demand for block 31 was also not included









2.4.2 Zone Analysis (Based on Current, 5 Year and 10 Year Projections)

There is an overall surplus of parking in the currently in the entire study area and this correlated with Rich and Associates observations from the occupancy studies completed. However, as identified there are several blocks that have deficits, which in most cases are supplied with parking by surpluses in surrounding blocks.

When Rich and Associates examined the future parking needs only using re-occupancy of vacant space for projection purposes there is still an overall surplus, though there were several blocks where it is evident that re-occupancy can not be achieved without additional convenient parking being provided. This was especially true for the site identified for a possible parking structure by the LCDC and City.

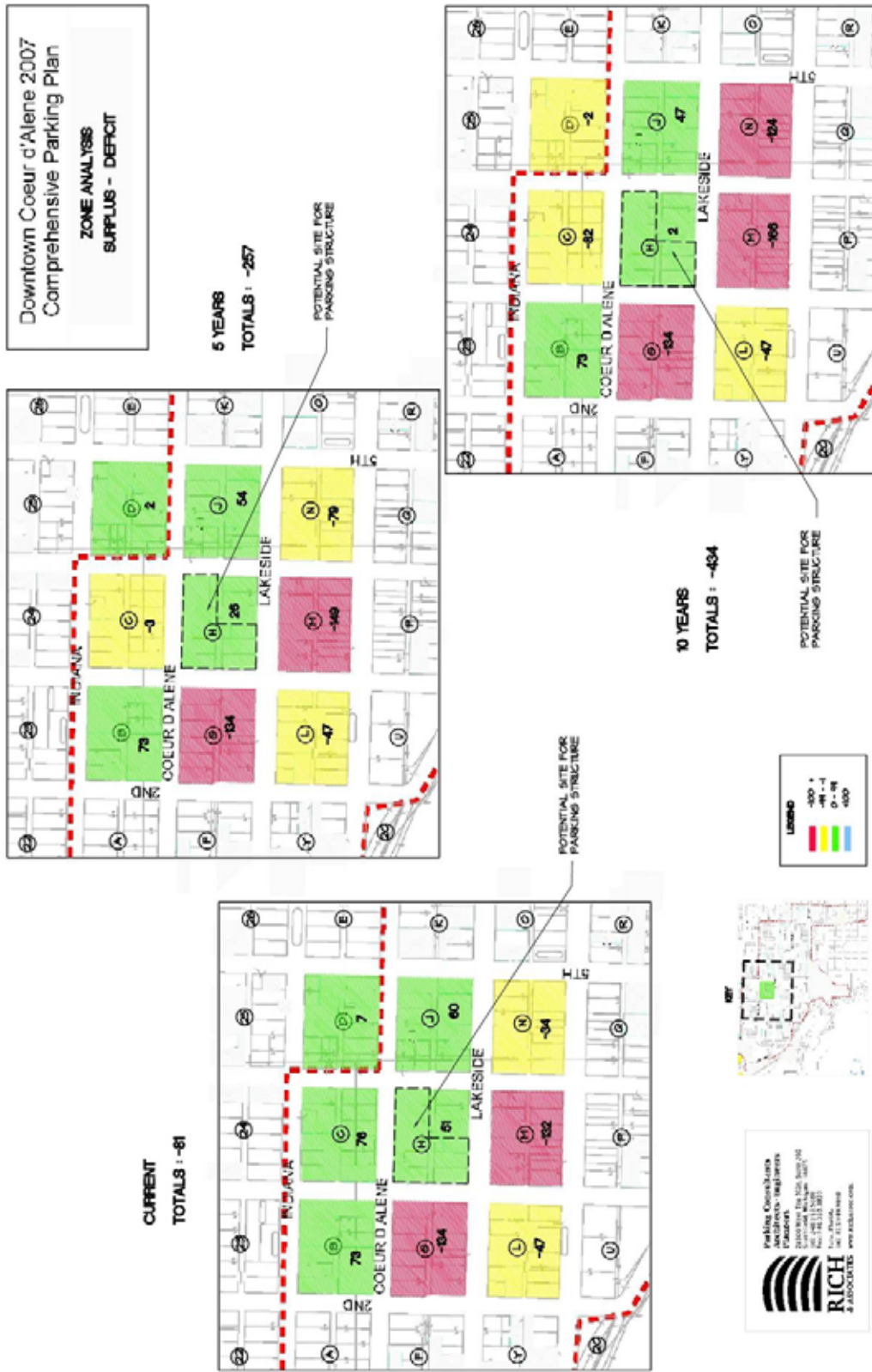
The identified site is bounded by Coeur d'Alene Avenue on the north, Lakeside Avenue on the south and Third Street on the west and Fourth Street on the east. This block was to be considered for feasibility of a parking structure. Rich and Associates prepared an analysis of a zone around this block, consisting of a one block radius. In the current condition there is a deficit of +/- 81 parking spaces in the zone. In the five year future projection, this deficit increased to a deficit of +/- 257 parking spaces and by the tenth year the deficit is projected to be +/-434 spaces.

The issue regarding the timing for a new parking structure is an important one. While there is only a small deficit in this zone today, it may be difficult to re-occupy the vacant space identified without building additional parking. Also, the potential build out scenario that Rich and Associates ran would require a significantly larger addition to the parking supply.

Therefore, while a potential parking structure is not justified on this block, or for that matter anywhere else in the study area at this time, the LCDC and or City may need to consider a parking structure in the near future on this block. The goal is to enhance the potential for re-occupancy and the vision for infill development to occur along Lakeside Avenue transforming this street into a mixture of uses similar to Sherman.

The City and LCDC would take a positive step to reinforce their commitment to re-occupancy and development by formally approving a future plan for a parking structure on this site. This would give current property owners and future developers reasonable expectations that convenient consistent parking will be available. Additionally, the City and LCDC should publicize these plans and identify that it can take from 18 to 30 months to plan, finance and construct a parking structure. Moving forward would be predicated on overall parking occupancies increasing in the zone and solid plans for re-occupancy or announcements of new developments in the zone.







2.4.3 Maximum Build Out Scenario

Rich and Associates held several stakeholder meetings during the process of collecting background information on Coeur d'Alene. Throughout these meetings several possible developments were discussed though there were not any developments that were beyond speculative. To project the possible development Rich and Associates reviewed possible sites, the majority of the sites being privately owned parking lots. **Table 2J** details the amount of development that could possibly occur in this scenario and the **Maximum Build Out Scenario Map** on pg. 24 spatially displays the scenario.

Rich and Associates projected developments along front street occurring as mixed use developments with seven floors, the first two being mixed use, two floors of parking, and three floors of residential use. Without knowing what developments will be taking place this model represents a maximum build out, with developments taking place on almost all of the privately owned parking in the downtown core.

With future development there could potentially be a loss of approximately 162 parking spaces and an additional parking demand of over 1,000 parking spaces. This scenario is speculative and the actual numbers could be much higher or lower depending on the type of uses and size of buildings that are developed.

**Maximum Build Out Scenario
Table 2J**

A	B	C	D	E	F
Block	Mixed Use	Residential (per unit)	Parking Demand (build out)	Net Change to Parking Supply From Development	Total Future w/10 Year Build out Scenario
Daytime	2.35	1.40			
33	25,056	0	59	-25	-84
A	44,000	0	103	0	-103
B	21,560	0	51	-31	-82
J	44,880	0	105	-59	-164
L	9,870	0	23	0	-23
M	40,260	0	95	-22	-117
N	21,560	0	51	-42	-93
O	53,628	0	126	-75	-201
P	36,720	36	137	76	-61
Q	35,860	35	133	50	-83
R	21,836	25	86	62	-24
Y	66,572	0	156	-96	-252
TOTALS	421,802	96	1,126	-162	-1,288
	(square feet)		(stalls)	(stalls)	(stalls)

* Table represents possible future development only and does not include the re-occupancy of vacant space.





SECTION 3: Parking Operational Assessment





SECTION 3 PARKING OPERATIONAL ASSESSMENT

3.1 Operations

The parking operations in Coeur d'Alene are contracted out to Diamond Parking. Diamond administers on-street parking as well as public off-street lots including:

- A. The Third Street Parking Lot
- B. The Fourth Street Parking Lot
- C. Independence Point Parking Lot (out of study area)
- D. The Museum Parking Lot (out of study area)
- E. Memorial Field Parking Lot (out of study area)
- F. Fourth Street and Coeur d'Alene Avenue Parking Lot
- G. 5th Street Lot

Diamond administers the enforcement of the on and off-street parking, and is also in charge of the maintenance, staffing and management services.

3.2 Enforcement

3.2.1 On-Street Parking

Diamond has on staff one year round enforcement officer dedicated to on-street parking. Memorial Day through Labor Day parking is enforced Monday through Saturday 9:00 A.M. through 6:00 P.M. and during the rest of the year enforcement is Monday through Friday 9:00 A.M. through 6:00 P.M. Typically the enforcement person makes four to five circuits daily, some days are random.

Enforcement of the two hour parking limit is done by chalking tires and randomly tracking plates with handheld ticket writers. The enforcement officer uses a Go-4 Interceptor purchased in 2004 to get around town. Handheld ticket writers are used to write tickets though, typically not to track plates. The handheld unit is an Epson and the software is ParkTrack.





3.3 City of Coeur d'Alene Parking Ticket Statistics

The fine for overtime parking is \$10.00 if paid with in fourteen days. If not paid within the 30 days the collection agency that Diamond parking contracts with sends a letter requesting payment. Four to five letters are sent regarding the delinquent fees. "The failure to pay four (4) or more civil penalties assessed for a parking violation, shall constitute a misdemeanor punishable by a fine of not more than three hundred dollars (\$300.00) and/or a jail term of not more than six (6) months." ¹

When fines are paid at City hall the City of Coeur d'Alene receives \$9.00 of the \$10.00 fine and the collection agency receives \$1.00. When the fines are sent to the collection agency the City receives \$6.50 of the fine and the collection agency receives \$3.50.

Table 3A on **page 3-2** shows the number of tickets issued for the last three years, 2007 information is not complete. All statistical information on the number of parking tickets, the revenue from parking tickets was provided by Diamond Parking.

Table 3A
Number of Tickets Issued

	Annually	Monthly Average	Daily Average
2004	6,062	505	24
2005	8,326	694	33
2006	8,415	701	34
2007	5,119	731	34

**Numbers provided by Diamond Parking as of 8/13/2007*

3.4 Parking Permits

Parking permits are administered through Diamond Parking. The parking permits are \$20.00. Table 3B on the next page is a breakdown of permits sold for the last three years. This information was provided by Diamond Parking.

¹ Coeur d'Alene, ID, Council Bill NO. 05-1027, Ordinance NO. 3226, Section 4. 10.24.040 Failure to pay civil penalty for parking violation, C., pg. 4.





**Table 3B
Parking Permit Sales**

Number of Permits Sold By Month 2004 to 2007 Lot 3601 - 3rd & Front					Number of Permits Sold By Month 2004 to 2007 Lot 3605 - 4th & Coeur d'Alene				
	2004	2005	2006	2007		2004	2005	2006	2007
January	199	244	289	237	January	50	60	56	47
February	206	231	259	200	February	47	47	47	47
March	227	255	333	214	March	50	51	57	52
April	289	259	300	313	April	48	52	42	57
May	345	366	350	338	May	49	51	58	49
June	411	291	339	413	June	56	55	48	59
July	431	365	388	483	July	49	52	58	50
August	402	432	349	430	August	43	51	47	57
September	382	352	357		September	55	53	53	
October	337	301	324		October	41	47	53	
November	316	265	267		November	47	57	51	
December	289	272	295		December	47	46	51	

*Numbers provided by Diamond Parking as of 8/19/2007

3.5 Parking Lot Pricing

Off-street parking in public lots is free for the first two hours in the Fourth Street and Third Street Parking Lot, after that the price is \$1.00 for the third and fourth hour and \$.50 per hour after that up to a maximum of \$10.00 per twenty four hour period. Overnight parking is \$15.00 per twenty four hour period. There are special event prices, parking for July 4, is \$5.00 all day and the Christmas parade is \$3.00 all day.

The Fourth Street and Coeur d'Alene Avenue parking lot is permit parking only and the rate is \$20.00 monthly. Collection boxes for parking fees are still in the lot but the signs state that parking is for monthly permit holders only.

3.6 Benchmarking Parking

Rich and Associates have compiled information benchmarking Coeur d'Alene's parking to other communities in the area (**Table 3C**). Coeur d'Alene was compared to Bend Oregon, Bellingham Washington, and Missoula Montana. Wenatchee Washington, Eugene Oregon and Boise Idaho were also contacted but did not respond to our survey. It was felt by City staff and stakeholders that these communities were most similar in size, location, activity, and parking needs to Coeur d'Alene.



Section 3: Parking Operational Assessment



**Table 3C
Benchmark**

City	Coeur d'Alene, ID	Bend, OR	Bellingham, WA	Missoula, MT
1. Who administers the parking system?	Diamond Parking	Downtown Manager	City of Bellingham/Public Works/Parking Svcs	Missoula Parking commission
If a private contractor administers any part of the parking system, what part?	Enforcement/Booths	Diamond Parking Services/Enforcement		
2. Does the city have a parking committee (formal or informal)?	Yes, informal	No	Yes, 5 member Commission	Formal
3. Does the city have a parking authority?	No	No	No	Yes
4. Number of municipal parking spaces?	1,372	1,996		2187
Long Term On-Street?	104	0	35	150
Long Term Off-Street?	764	lots 413 - 2 hr free Structures 551 - 3 hr free	2 structures - 500 spaces and 3 lots - 200 spaces	2 structures - 450 spaces and 13 lots - 787 spaces
Short Term On-Street?	608	1032 - 2 hr. Free	1,331	925
Short Term Off-Street?			0	41
5. Types of parking control?	Signs and attendant	Signs	Permits/pay stations (structures), permits (lots), meters on-street)	Federal APD (structures), MITI Machines (lots), and Duncan Meters (on-street)
6. Fines: Overtime Parking?	\$10.00	\$22.00	\$10.00	\$5.00
Illegal Parking?	\$15.00	\$50.00	\$20.00	\$15.00
Handicap Parking?	\$100.00	\$190.00	\$250.00	\$100.00
Early payment reduction?	No	No	No	No
Late payment penalty?	No	\$20.00	yes in structures	No
Which department oversees enforcement?	Diamond Parking	Diamond Parking	Bellingham Police	Parking commission
Number of enforcement officers:				
Full Time?	1	2	4	3
Part Time?	1	0.5		
Are they motorized or on foot?	Motorized	On foot	Both	Go-4 Scooters
Do you use computerized ticket writers?	Yes	Yes	Yes	Yes - Casio
Number of tickets issued:				
Annually?	8,415	11,000		80,000
Monthly?	701	960		
Daily?	34	45-50		
Do you issue multiple tickets to the same vehicle in one day?	Yes		Yes	Yes
7. Parking Rates: Parking structures?	N/A	\$5.00/day - resident \$50.00 - permit \$48.00	\$0.50/hr - permit \$47-80	\$0.25/hr, - resident \$44.00 - permit \$55-\$65
Parking lots?		resident \$50.00 - permit \$30.00	permit \$25-\$40	permit \$30-\$50
On-street parking?	Free	free customer on-street - resident \$50.00 - permit \$30.00	\$0.50/hr	\$0.50/hr
Is there a parking validation system in the downtown?	No		No	Yes
8. Number of parking staff and hourly pay rates:				
Supervisory		1	Manager - 1	2 (\$26.75-\$18.27)
Cashier			Sec III - 1	1 (10.94 entry)
Maintenance			0/Assigned under Facilities	3 (\$11.65 entry)
Enforcement	1.5	3 (\$9.00-\$12.00/hr)	0/Assigned under Police	3 (\$12.23 entry)
Other			Accountant - 1	2 (\$15.94-\$13.90)
9. Annual budget:			\$1.3 Million	\$1,320,391.00
Labor Position:		156,000		\$536,446.00
Maintenance / Supplies:		40,000		\$308,854.00
Debt Service (if any):		\$0	\$26K	\$166,000.00
10. Has the City financed parking improvements in the downtown in the last five years?	No	Yes	No	Yes
If so how?		Urban renewal		Parking revenues
11. Do you have a special assessment district for parking?	No	Yes	No	No
Who contributes to the assessment district?		New construction		
12. Who receives the parking fines (i.e. general fund, const. etc)?	General Fund	City parking Fund	Split GF/Parking Fund	MPC
13. Do you have valet parking in the downtown?	No	Yes, Currently working on program	No	No

*Population data from 2000 U.S. Census



SECTION 4: Public Input





SECTION 4 PUBLIC INPUT

4.1 Business Owner/Manager Survey Results

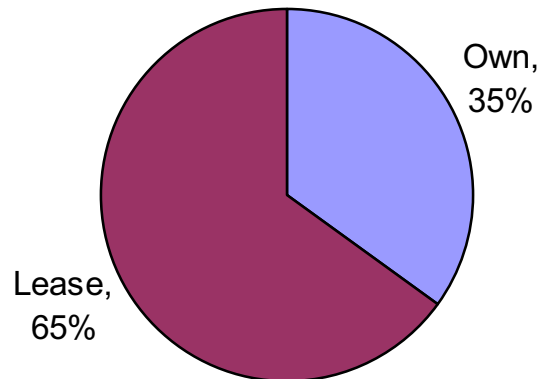
Business surveys were sent to the business owners and managers. Data obtained from the owner/manager surveys was one of the factors used in determining short and long-term parking supply and demand. A total of 213 surveys were mailed out, 17 were returned undeliverable, and 43 (20%) manager surveys were completed and returned to Rich and Associates. Managers were asked the number of full and part-time employees employed at their business, the average number of customers or visitors that come into their business and the percentage of those customers or visitors who are downtown for other purposes (i.e., employed in the downtown).

Owner/Manager Survey Summary

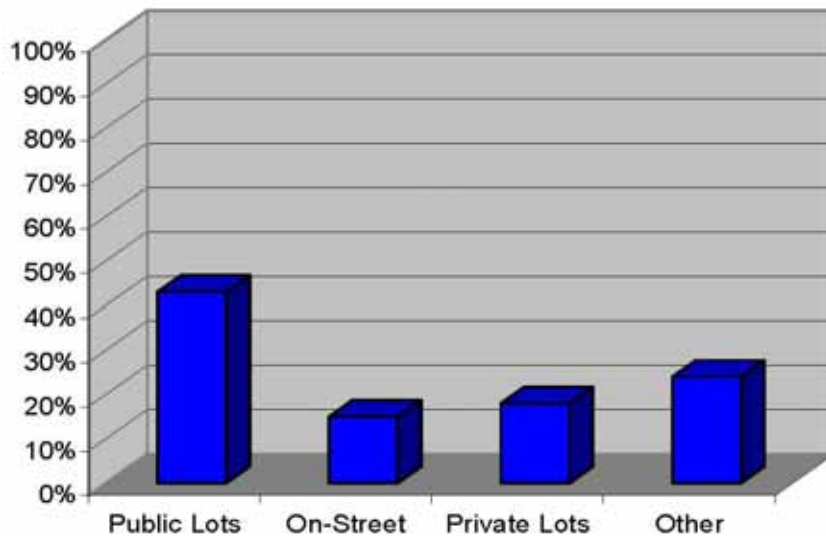
1. Type of business?

- a) Retail 26%
- b) Office Professional 31%
- c) Medical Office..... 4%
- d) Public Use/Government 3%
- e) Restaurant 6%
- f) Service 10%
- g) Financial..... 6%
- h) Other 14%

2. Own or lease this location?

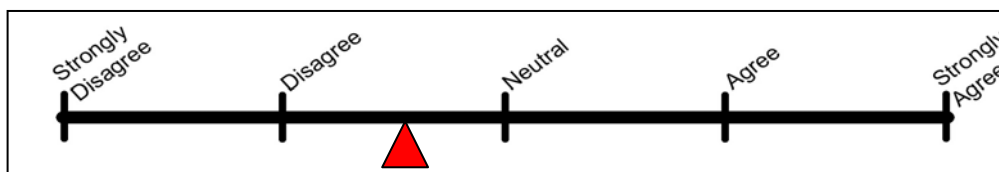


3. Where do your employees park?



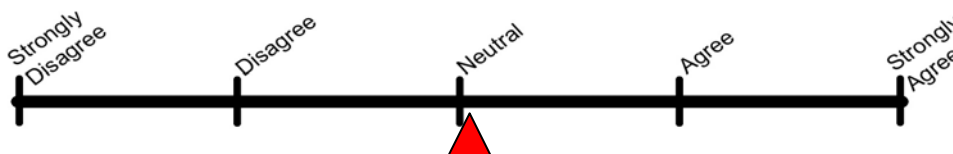
Owner/Manager Survey Summary (Opinion Questions)

Scale Key: respondents were asked to indicate opinions using a scale of 1 to 5; 1 being strongly-disagree (left side), 3 being neutral (middle) and 5 being strongly-agree (right side). The red dot indicates the average response from the returned surveys.



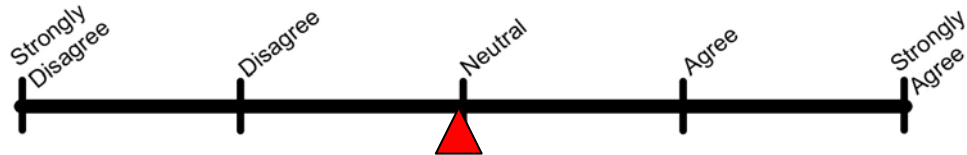
Below is a summary of the opinion questions:

- A) The cost for providing new parking should be shared by the City, private sector and users.**

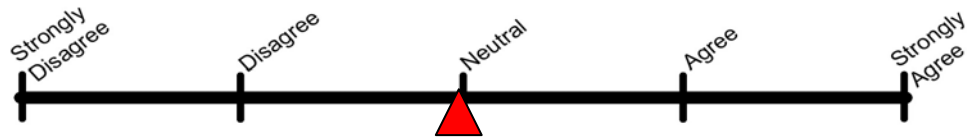




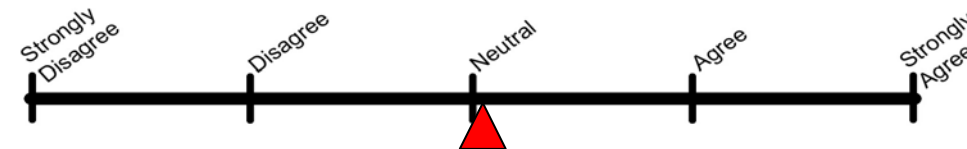
B) Only the city should pay for parking improvements.



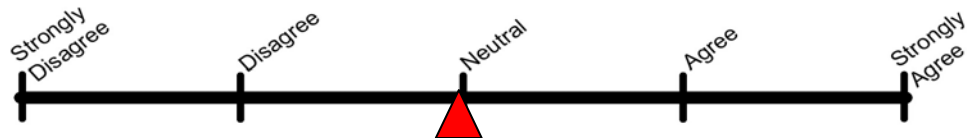
C) I would encourage my employees to park further away in order to provide more parking for customers and visitors.



D) I would encourage my employees to park further away at a parking garage.



E) I would encourage my employees to park further away and use a shuttle.

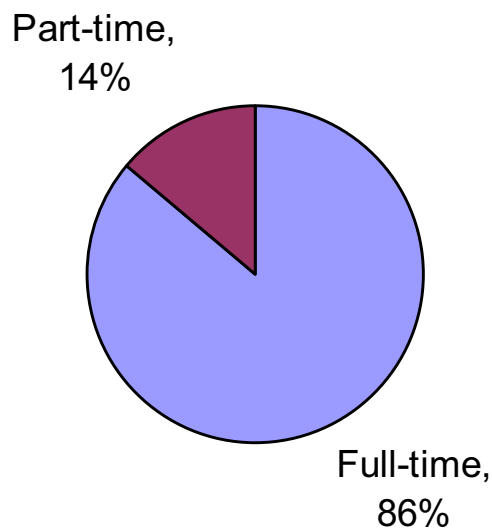




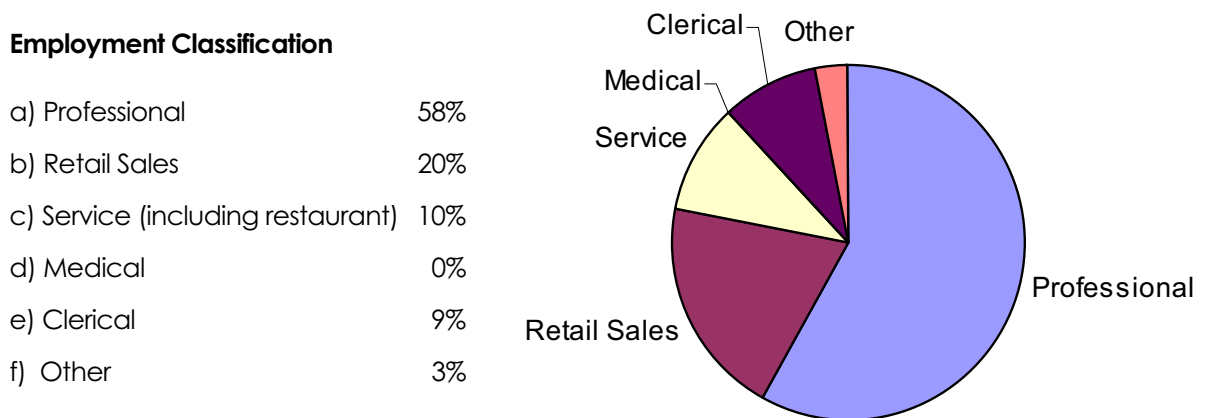
4.2 Employee Survey Results

Along with the manger surveys, employee survey forms were also distributed. Initially three employee forms were included with each manger survey. However, managers were encouraged to photocopy the surveys if they needed more to ensure that all employees at that business had an opportunity to participate. A total of 94 employee surveys were returned to Rich and Associates. These surveys were used as part of the parking analysis for Coeur d'Alene study.

1. Employment Status



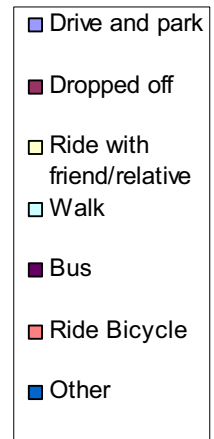
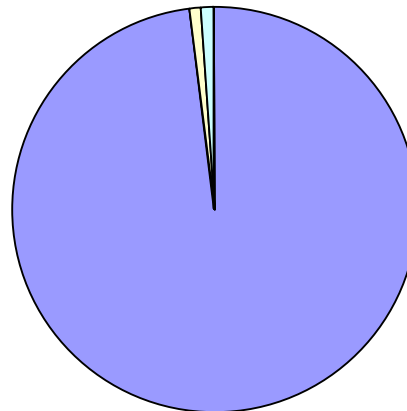
2. Employment Classification



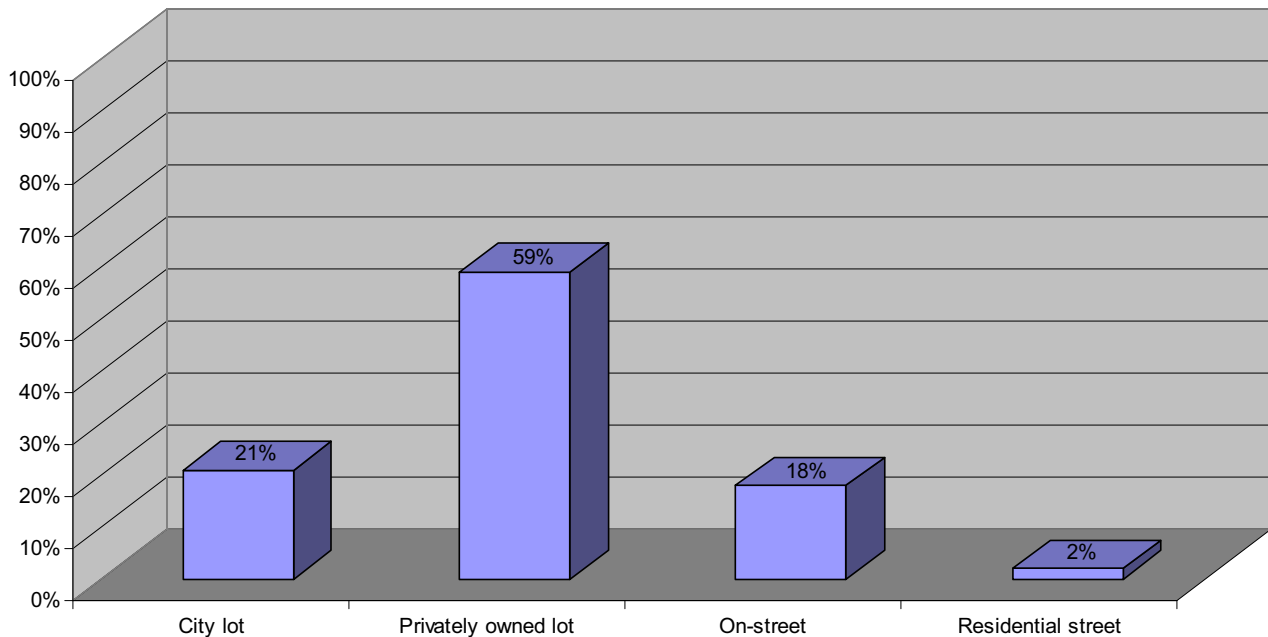


3. How do you generally come to work downtown?

a) Drive and park	88%
b) Dropped off	0%
c) Ride with friend/relative	1%
d) Walk	1%
e) Bus	0%
f) Ride Bicycle	0%
g) Other	0%



4. If you drive when you come downtown where do you usually park?



5. Who pays for your parking?

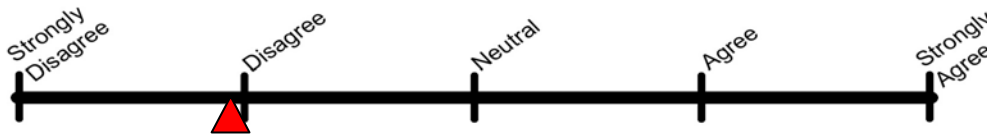




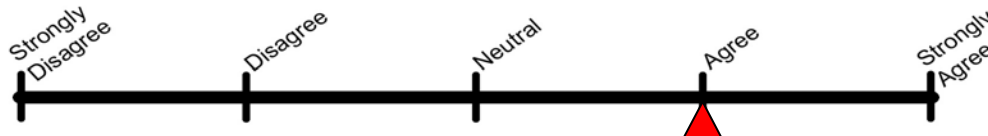
- a) Employer pays 30%
- b) I pay 24%
- c) Combination 2%
- d) It's free 30%
- e) I do not pay 13%

Below are the employee responses to the opinion questions on the survey:

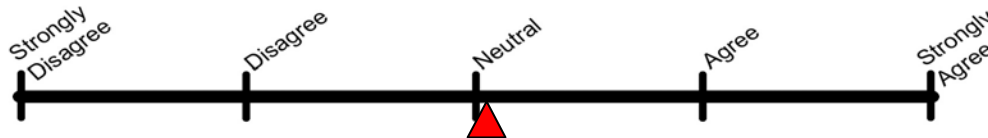
A) There is an adequate number of parking spaces for downtown employees.



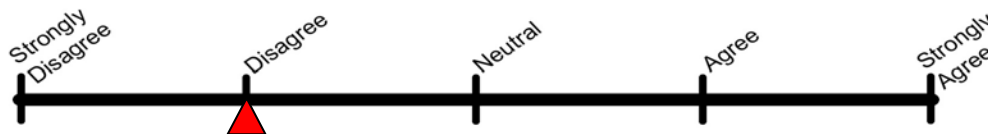
B) The available parking for downtown employees is reasonable close to my place of work.



C) If the City constructed a well-designed and secure parking structure I would use it.



D) I would pay more to park closer to work.



4.3 Public Survey Results





Public surveys were posted on the Coeur d'Alene City web site. A total of 77 Public surveys were returned to Rich and Associates. The survey was made available on-line from June through August. There were two different versions of the survey on line, both survey results were combined for the results. These surveys were used as part of the parking analysis for Coeur d'Alene study.

1. What is your main purpose for coming downtown?

Business	33%
Recreation	24%
Restaurant	20%
Entertainment	11%
Shopping	7%
Other	3%
Work	2%

2. How long do you generally stay when you come downtown?

Less than ½ hr	12%
½ - 1 hr	27%
1 - 2 hrs	9%
2 - 4 hrs	51%
More than 4 hrs	12%

3. How do you generally come downtown?

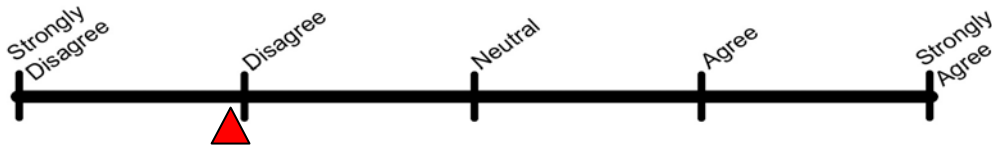
Drive and Park 100%

4. If you drive when you come downtown to work where do you usually park?

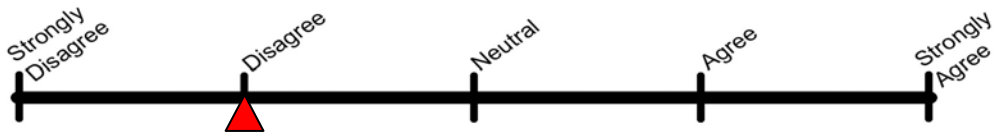
Street	39%
City Lot	24%
Private Lot	16%
Other	21%

Below are the employee responses to the opinion questions on the survey:

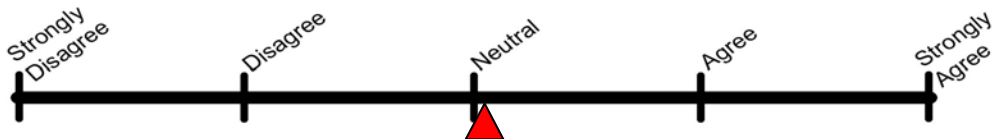
A) There is an adequate number of parking spaces for downtown customers/visitors.



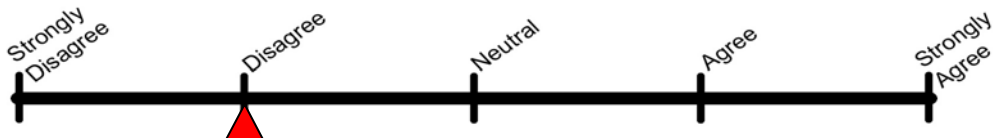
B) The parking downtown is reasonably close to my destination.



C) If the City constructed a well-designed and secure parking structure I would use it.



D) I would pay more to park closer to my destination.



5. Off-street parking for customers/visitors should be no more than?

\$0.00	29%
\$5.00	23%
\$1.00	13%
\$3.00	13%
\$10.00	10%
\$2.00	3%
\$4.00	3%
\$7.00	3%
\$8.00	3%



5. The monthly cost of parking for downtown permits should be?

\$0.00	23%
\$20.00	23%
\$30.00	15%
\$10.00	8%
\$25.00	8%
\$40.00	8%
\$50.00	8%
\$75.00	4%
\$120.00	3%

6. The daily cost of parking downtown should be?

\$0.00	26%
\$5.00	22%
\$1.00	15%
\$4.00	12%
\$3.00	7%
\$8.00	7%
\$10.00	7%
\$2.00	4%

7. How many of the downtown shops or services do you typically visit during the week?

1 business	26%
5 businesses	26%
2 businesses	23%
3 businesses	16%
4 businesses	6%
6 businesses	3%

8. Name of the City/County where you reside?

Coeur d'Alene = 62%
Kootenai = 27%
Post Falls = 8%
Athol = 3%





4.4 Individual Stakeholder interviews

Rich and Associates conducted several individual stakeholder interviews and group meetings the week of June 18, 2007. We have also conducted several telephone interviews throughout the course of our research. This allowed stakeholders to voice their concerns and suggestions regarding the parking conditions in Downtown Coeur d'Alene. Rich and Associates views stakeholder input as a key component in obtaining community involvement in the parking study, along with gathering critical input from the people dealing with parking on a daily basis.

4.5 Steering Committee Meetings

3:00 P.M. Monday June 18, 2007, Minutes of the meeting can be found in the Appendix (Appendix C)



SECTION 5: Recommendations





SECTION 5 RECOMMENDATIONS

5.1 Introduction

The recommendations presented in **Section 5** are intended to enhance the existing supply of parking through operational, management, configuration, parking pricing and allocation changes aimed at increasing the efficiency of the parking system. The recommendations provide a holistic approach to improving parking downtown today and plan for the future growth in the downtown.

5.2 Parking Enforcement and Fines

5.2.1 Enforcement Personnel:

Parking enforcement staffing levels need to be adequate to ensure that all of the parking is routinely monitored for the entire duration of the applicable regulations according to the day of the week. Currently, Coeur d'Alene has enough enforcement staff.

Specifically, one enforcement officer can generally monitor between 600 and 800 parking stalls per day. This ratio assumes the use of handheld ticket writing technology (the electronic chalking of vehicles), and staff patrolling in a vehicle.

In Coeur d'Alene there needs to be enough staff to cover 1,529 spaces. This total is made up of 712 on-street parking spaces and 817 off-street parking spaces. Additionally, there needs to be enforcement coverage from 9:00 A.M. until 6:00 P.M. daily, six days a week for 52 weeks (with the exception of holidays). Using the ratio of parking spaces to officers and the time frames that need to be covered for enforcement, Coeur d'Alene requires two enforcement officers (assumptions: six days, 9:00 A.M. until 6:00 P.M. enforcement of 1,529 public parking stalls using handheld ticket writers patrolling in a vehicle. Any additional parking created may require additional enforcement officers. Ultimately, there are 96 hours of enforcement that need to be covered each week.

Some guidelines on efficient and effective parking enforcement include:

- Routing of officers so that a complete circuit is followed every two hours in the downtown area.
- Officers should use handheld parking ticket writers that track license plate numbers.
- Every parking stall, whether occupied or not, is then entered into the handheld.





- The handhelds should be programmed to issue tickets for overtime parking and vehicle shuffling (moving vehicle to a different on-street or off-street stall every 2 hours throughout the day to avoid a ticket).
- Staffing should be at a level adequate to assign one officer to monitor +/- 600 to 800 parking stalls per shift.
- Parking enforcement officers should be dedicated to parking duties, only being re-assigned during emergencies or special circumstances that may arise.
- Street signs should indicate that parking is enforced 9:00 A.M. to 6:00 P.M.

5.2.2 Handheld Technology for Enforcement:

Rich and Associates recommends that Coeur d'Alene use the handheld ticket writers they already have to enforce parking and not just write tickets. As of now the handheld ticket writers are only used to print the tickets. The enforcement officers are not putting license plates in the units. The handheld units increase efficiency by storing the license plate numbers of vehicles, thus negating the need to physically chalk tires. This will allow enforcement to occur during inclement weather, whereas marking tires with chalk is difficult in the rain or snow because the chalk gets washed away and does not mark well on a wet tire.



Smart Mobile, from CTS America

Handhelds units can also store a "hot list" with information such as stolen vehicles, warrants, previous offenders, shuffling of vehicles, and unpaid tickets. When the vehicle's license plate gets put into the handheld, the plate gets run through a database and if it is an offender the handheld responds with the appropriate information. If a vehicle needs to be booted or towed because of unpaid multiple tickets, the information will come up on the screen of the handheld. This helps make the entire parking system more efficient.

There may need to be additional software, much of which is available with little or no modification required. The software should also be used to process and file tickets.

Finally the on-street parking spaces should be striped to allow for efficient use of the handheld ticket writers. Often vehicles can take up multiple parking spaces, or block other vehicles in by parking too many vehicles on a block face when the spaces are not demarcated.





Summary:

- Cost:** Diamond parking has units already.
- Benefit:** Consistent enforcement targeted towards discouraging improper parking while minimizing the negative impact on downtown customers and visitors.
- Action Time:** Summer 2008.
- Responsibility:** City/Police
- Issue Addressed:** Discourages improper parking activity such as repeat or multiple offences, shuffling by employees improperly parking on-street. Increases turnover of the most important parking in the downtown area. Customer/visitor friendly efforts consistent with the downtown goals.

Additional Comments: Consider working with the courts to create an ordinance on collecting parking fines. At this time there is not a consequence for not paying a parking ticket and until there is the enforcement will not be fully effective.

5.2.3 Enforcement Vehicles:

If and when Coeur d'Alene needs new enforcement vehicles Hybrid vehicles should be considered. The new vehicles need to be energy efficient such as electric or hybrid and should be capable of driving in all types of weather.

Summary:

- Cost:** Starting from \$7,000 per vehicle and should also include a maintenance contract after the first year warranty.
- Benefit:** New vehicles will allow the parking enforcement officers to provide parking enforcement during all but the most inclement of weather.
- Action Time:** When replacement is necessary.
- Responsibility:** City



Global Electric Motorcar used by Fulton Missouri parking enforcement. Designed by Chrysler





5.2.4 Graduated Fines:

Consider introducing a graduated fine system to aid in discouraging multiple infractions by individuals. The use of handheld computer technology compliments this effort, as the software can track license plate information and the infraction particulars. The software can then identify multiple infractions within a given time period and issue a ticket accordingly. An example of a graduated fine schedule may be increase each subsequent ticket issued in a one-month period by \$1.00. Based on the current fine schedule the first ticket is \$12.00, the second in a month would go to \$13.00 and so on. The fine for not paying the ticket within a 30 day period would remain the same. The handheld software can assist in tracking fine payment.

Summary:

Cost: Negligible. Use of handhelds facilitates graduated fine system.

Benefit: Facilitates fine revenue collection and aids in discouraging repeat infractions, increasing the efficiency of the overall parking system. There is the potential for added revenue from the additional charge on multiple tickets.

Action Time: Summer, 2008.

Responsibility: City Finance Department/Courts

Issue Addressed: A graduated fine system will help alleviate repeat offenders, though some of the acceptance of possibly getting a ticket is the fact that enforcement is not consistent. This results in the reduced probability of receiving a ticket.

Additional Comments: Parking regulations are implemented to increase the efficiency of the parking system by allocating certain parking areas to given users. When the regulations are not followed the system efficiency is degraded.

5.2.5 Multiple Tickets:

Currently Coeur d'Alene issues multiple tickets to a vehicle that parks at a short stay space all day. This policy is constant with the policies of many other communities surveyed by Rich and Associates. Similar to graduated fines, multiple tickets for the same infraction also aids in discouraging individuals from knowingly violating parking regulations as an alternative to paying for parking. The use of handheld computer technology compliment this effort as the software tracks license plate information and the infraction particulars. The ticket writer can then identify were multiple infractions occur and issue tickets accordingly.

Summary:

Multiple Tickets Continue to issue multiple tickets





5.2.6 Courtesy Ticket:

Rich and Associates suggests that from a public relations standpoint Coeur d'Alene may want to consider courtesy tickets for the first offense during a specific period of time. This would require the use of handheld ticket writers described in 4.4.2, and storage of data for a long period of time. If a vehicle parking at a short stay space has not received a ticket during a specific period of time (the last six months as an example), then a courtesy ticket could be issued that would first thank the parker for coming to downtown Coeur d'Alene and state that their patronage is appreciated. Then the courtesy ticket would go on to alert the parker to the fact that they were in violation and then give the parker a map with alternatives to where they can park for longer periods of time.

Summary:

Cost: Loss of revenue from first ticket issued to an individual. May require some software modifications to ticket writer.

Benefit: Public relations are championed in Coeur d'Alene and the customers of the City's businesses are less impacted by more stringent parking enforcement or by other policy and management changes that enhance parking regulations.

Action Time: Summer 2008.

Responsibility: City/Courts

Issue Addressed: Public relations and improved business relationships between local business and the City due to the creation of a customer friendly atmosphere while still increasing the effectiveness of parking enforcement.

5.2.7 Vehicle Immobilization with Multiple Unpaid Parking Tickets:

Consider implementing an ordinance allowing the use of a tire boot. This device is a lock that is applied to the wheel of a vehicle, which makes it immobile. The circumstances under which such a device is used are:

- Non-payment of parking fines (15 or more).
- Repetitive abuse of on-street parking.





Currently, there is some difficulty being experienced in the collection of parking fines and with repetitive offenders. The boot is easily applied by an individual and can be carried in the rear of an enforcement vehicle. When the parking enforcement officer identifies a parker with a history of parking violations (possibly with the accumulation of 15 or more unpaid tickets over a six month period), he/she simply locks the boot around the tire of that vehicle and places a ticket on the windshield in the usual manner (the ticket would have specific instructions on how to proceed in getting the boot removed). The boot then remains in place, immobilizing the vehicle, until the fines are paid and then removed. There may be the necessity to have a police officer present when the boot is being put on a vehicle and or when the boot is being removed. Installation typically takes less than one minute.

Summary:

Cost: Budget \$450-530 for each boot. Two boots necessary.

Benefit: Encourages patrons to use parking as designated by the parking regulations, increasing the efficiency of the system and effectively providing more parking opportunities in the downtown area. Fine income will increase to help fund new initiatives.

Action Time: Fall 2008.

Responsibility: City/Courts

Issue Addressed: Changes behavior of habitual parking offenders.

Additional Information: Towing vehicles due to multiple unpaid parking tickets can create confrontations due to the amount of time it takes to hook a vehicle to a tow truck. Booting a vehicle rather than towing also eliminates the possible damages to a vehicle in the towing process.





5.3 Parking Management

5.3.1 Parking Duration:

Two hour parking should be the dominant duration for on-street parking as it suits the needs of the majority of customers and visitors. Individuals requiring more than two hours for parking should be directed to off-street parking areas. The other duration that should be found on-street is fifteen minute or thirty minute parking for use as pick-up and drop off stalls or very short-term parking. The fifteen-minute parking should be located as either the first or last stall on the block face where needed. Coeur d'Alene currently has on-street parking set up this way. As unmarked parking becomes two hour parking the stalls should be painted to allow the parking to be enforced with handheld units.

Summary: Durations for on and off-street parking are working well.

5.3.2 On-Street Parking Space Striping:

Consider striping the on-street parking spaces to make enforcement more efficient as well as making it easier for customer/visitors to park without taking more than one space. This will also help customers from being blocked in because vehicles have parked to close actually parking more vehicles than should be allowed on a block face.

Rich and Associates recommends following Coeur d'Alene Parking Stall Requirements requiring parallel parking to be 8 foot wide by 23 foot in length.

Summary:

Cost: To be determined

Benefit: Parking efficiency is maximized with a clear distinction of the parking space. Enforcement can be completed with handheld ticket writers.

Action Time: Summer 2008

Responsibility: City

Issue Addressed: Customers/visitors will not get blocked in a parking stall and a clear distinction of spaces is created helping drivers to park without taking several spaces.





5.3.3 Parking Allocation:

Customer/Visitor parking should remain close and convenient, while employee parking should remain toward the back of lots. It is expected that employees will walk farther, typically 600-800 feet while a customer/visitor to the downtown will typically only walk 300-500 feet to run an errand when the intent is not to shop around. This is why it is extremely important to educate employees to park in the appropriate spaces, leaving on-street parking as well as parking that is near the backs of the businesses for customers.

Employees should be required to park in the rear of the public lots allowing customers the convenient and close stalls. Marketing of the importance of businesses having convenient stalls for customers is extremely important. During the turnover and occupancy study Rich and Associates noted several vehicles moving every two hours to avoid tickets. It is most likely that these were employees of the downtown businesses.

The use of handheld ticket writers can aid in the process of enforcing this rule. The license plates of permit holders can be put into the system, showing when vehicles are parking in inappropriate stalls and warnings or tickets can be issued.

Summary:

Cost: None.

Benefit: Parking efficiency is maximized through simplicity. Long-term parking takes place in lots where permits and hourly parking can be utilized. Short-term parking is located on the streets near the business where it is needed the most for customers and visitors.

Action Time: Summer 2008

Responsibility: City

Issue Addressed: Creates longer term parking for customers/visitors visiting the downtown that is located close to the businesses.

5.3.4 ADA Parking Requirements:

As part of the parking analysis, Rich and Associates was asked to review handicap standards in Coeur d'Alene. Listed on the following page is a chart that gives the Americans with Disabilities Act (ADA) parking guidelines.

Along with the parking guidelines it is important to make sure that once a person is parked they will be able to access the sidewalk from where they are parked. All intersections should have sidewalks that are handicap accessible. Based on our review there are sufficient handicapped spaces provided in parking lots that meet the ADA guidelines. On-street spaces are not covered by the guidelines with respect to the number of spaces required.





Minimum Number of Accessible Parking Spaces

Total Number of Parking Spaces Provided (per lot)	(Column A) Total Minimum Number of Accessible Parking Spaces (60" & 96" aisles)	Van-Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of total parking provided in each lot	<u>1/8 of Column A*</u>	<u>7/8 of Column A**</u>
1001 and over	20 plus 1 for each 100 over 1000	<u>1/8 of Column A*</u>	<u>7/8 of Column A**</u>

* one out of every 8 accessible spaces

** 7 out of every 8 accessible parking spaces.

ADA Standards for Accessible Design (28 CFR Part 36): § 4.1.6 Parking and Passenger Loading Zones





5.3.5 Valet Parking:

Valet parking is currently not used in downtown Coeur d'Alene. As land uses change and evolve there is the potential for use of valet parking especially for restaurant and entertainment venues that makes coming downtown a more attractive adventure. Though the City would not necessarily operate the valet parking, the City should have a policy in place for regulating how valet operations would be run and where vehicles are parked. This policy should include using public parking areas and private off-street lots as valet parking storage and on-street spaces for vehicle drop off and pick up. The policy should specify rental charges for on-street parking stalls used for pick-up and drop-off by valet operators so that the operator can rent as many or as few stalls as they need for their operation.

Overall, the policy should specify valet operation standards, the use of and design of permissible signs, on-street parking stall rental charges and the necessary parking area lease agreements with private parking owners or with the City to provide the valet with evening parking privileges. Further to that the policy and agreement should specify penalties and or the revoking of the valet operator's license for violation of the policy regulations.

Summary:

Cost:	Minimal.
Benefit:	Tracks and regulates valet operations through a comprehensive operating agreement and license structure. Any cost associated with administration would be re-cooped through user fees and on-street parking rentals.
Action Time:	Spring 2009.
Responsibility:	City
Issue Addressed:	Will develop policies prior to the need or request for valet parking. Policy will help to control the amount of on-street parking dedicated to valet operations by applying a rental charge to stalls used for the operation should the requests start.





5.3.6 Taxi Parking:

Similar to the valet recommendation, the City should have a policy in place for taxi stands to allow taxi operators to lease or rent on-street parking from the City for use as taxi stands. Begin with weekend (Thursday-Sunday) nights after 8:00 P.M. first and extend hours as program becomes more popular.

The beginning marketing expenses can be a joint effort between the City, LCDC and a taxi service or services. As the taxi service expands they can then initiate their own marketing. Ex: "Come enjoy the downtown without worrying about parking. Enjoy door to door service."

Summary:

Cost: Minimal

Benefit: Tracks and regulates taxi operations through policy framework and allows the City to re-coup some of the costs associated with the on-street parking being used for taxi stands. Again, any cost associated with administration would be re-cooped through user fees and on-street parking rentals.

Action Time: Spring 2009.

Responsibility: City/LCDC

Issue Addressed: Will create another form of transportation to the downtown during peak needs. Helps Coeur d'Alene create a more walkable user friendly downtown and also helps cut down on drunk driving.

5.3.7 Bicycle Parking/Enhancements:

In following Coeur d'Alene's Downtown Public Places Master Plan consider making the downtown a more bicycle friendly downtown and providing adequate and useable bicycle parking. Consider creating a marketing program to promote bicycle use as an alternative to driving, using the existing biking trails to the downtown. Install new bicycle racks in the downtown and institute a marketing program to promote new locations to park bicycles. Consider creating a special event to promote bicycle ridership in a city wide effort to use alternative modes of transportation, which in turn cuts down on the number of parking spaces needed.





Guidelines on Bicycle Racks:

- Racks should allow bike frame to make contact at two points.



- Two examples of recommended bike racks

- Should allow for more than one bike per rack.
- Needs to allow for popular "U" shape lock.
- Racks should be placed where they will not impede upon pedestrian traffic, though need to be readily identifiable.
- Should be clearly signed with a bicycle parking sign.

Marketing Bicycle Ridership

- There is National "Ride Your Bike to Work Day/Month" in May. There are several communities throughout the U.S. that participate. Information can be found through the League of American Bicyclists www.bikeleague.org.



- Bicycle Friendly Community Campaign (www.bicyclefriendlycommunity.org) awards communities who are bicycle friendly and promote walk-able, safe communities.

"Communities that are bicycle-friendly are seen as places with a high quality of life. This often translates into increased property values, business growth and increased tourism. Bicycle-friendly communities are places where people feel safe and comfortable riding their bikes for fun, fitness, and transportation. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness" www.bicyclefriendlycommunity.org





- Source of possible grant funding through Bikes Belong Coalition, <http://bikesbelong.org>
- Pedestrian and Bicycling Information center is a great link that offers advice on funding and marketing bicycling in downtowns. <http://www.bicyclinginfo.org>

Summary:

- **Bicycle Parking Enhancements/Marketing**

Cost: Between \$5,000-\$50,000 depending on the number of racks, signs, and the level of marketing.

Benefit: As mentioned, bicycle friendly communities draw people and activity into the downtown areas, promoting economic and social activity.

Action Time: Summer 2008

Responsibility: City/LCDC

Issue Addressed: Creates a more pedestrian friendly downtown and encourages alternate modes of transportation.

Additional Comments: Investigate State and Federal funding sources for bicycle initiatives. Multi-modal efforts are endorsed through several grant programs including Next-TEA (US Federal – Revised, Transportation Equities Act).

5.3.8 Special Events Parking Plan:

Rich and Associates recommend that a plan be developed for parking during special events. This plan should include a remote lot location (public school, church, city or county owned lot) and if necessary an agreement with the lot owner, as well as some form of shuttle service possibly arranged with the local transit service, or schools.

The need for adequate and quality event parking will enhance visitors' overall downtown experience. The City can also promote parking areas as car-pooling resources that will highlight the community as being conservatively progressive.





5.3.9 Privately Developed Parking:

Discourage future development of private surface parking lots in the downtown core. Small surface parking lots disrupt pedestrian activity and reduce density. A better option for Coeur d'Alene is to have control over parking and to build new structured parking as required using the revenues from the parking system.

As discussed in **Section 2-2 page 2**, Coeur d'Alene is in control of 39 percent of the parking in the downtown. The rule of thumb when examining this statistic is that it is desirable to have municipal control of over 50 percent or more of the parking. This is very important because it allows the city to manage, enforce and regulate the price of parking. The city can then regulate parking more efficiently, keeping the cost down and benefiting the downtown economically.

5.3.10 In-Lieu-Fee:

The City of Coeur d'Alene has an ordinance in the Zoning Code regarding In-Lieu-Fee for parking. The ordinance is well written, though it lacks an amount to charge for the in-lieu-fee which allows a developer to build a project without providing parking. Much of the development that will occur in the downtown will happen on what are now private parking lots. Due to the loss of surface parking it will be important for Coeur d'Alene to begin using an in-lieu-fee for parking, so the community can build the necessary off-street parking that will be needed in the downtown.

Rich and Associates is offering a range of options for each category since each situation presented to the City's Planning Department will be different and require specific site plan review. In the scenario presented, the minimum requirements could be used to calculate the parking in-lieu-fee or impact fees.

Specifically, the City should use the parking ratios from **Coeur d'Alene's Zoning Code** to identify the impact from proposed and potential new development and negotiate with developers to either provide parking or to pay an in-lieu-of-fee or impact fee. Another option available to Coeur d'Alene that is used in some communities is to outright ban parking development by private entities in certain areas. Under this scenario, all of the parking needed is provided by the city through a series of off-street or parking structures and on-street parking.

With this scenario, the city then charges an impact fee for parking based on the development and uses the money to fund new parking projects. Developers sometimes argue against this style of parking control and development, however, it has been successful in communities such as Grand Rapids Michigan.





The in-lieu-of-fees are usually based on a percentage of the cost of providing one parking stall in a new parking structure. The average fee in the United States among communities that provide an in-lieu-option for parking is approximately \$10,000 per stall (as of 2006).

Figure 6A on the next page offers a sample calculation for determining the impact fee for a proposed re-occupancy project. The sample uses 75% of the cost of providing a parking stall in a new parking structure. The city would need to decide on a percentage as a matter of policy.

Figure 6A: In-Lieu-Fee Sample Calculation

I. Building Gross Floor Area:	50,000 sq.ft.
Current Use:	Vacant with no parking.
New Use:	Mixed retail, offices and residential.
Parking Needed: $50,000 \times 0.00235$	118 stalls

II. Cost of Supplying Parking in a Deck/Structure	\$17,500/parking stall
Parking Impact Fee (75% of Cost)	
$\$17,500 \times 75\% = \$13,125 / \text{parking stall}$	

III. Impact Fee	
$118 \text{ stalls} \times \$13,125 / \text{stall} = \$1,548,750 \text{ (for parking fund)}$	

Another option available to the City is to base the parking in-lieu-fee on the value of the land. If a developer doesn't need to provide parking on-site, a larger building can be built on the property. Therefore the developer is saving the cost of the parking and gaining additional development space. The in-lieu-fee would be based on the current land value (per square foot) multiplied by the average amount of land needed to provide the parking stall plus a portion of the access drive aisle.

The typical parking stall requires 350 square feet to accommodate the stall and a portion of drive aisle. Calculation of the in lieu-fee would be based on the value of the land per square foot times 350. The number of stalls needed for the development would be based on the minimum amount of parking needed from **Coeur d'Alene's Zoning Code**.



To recap, the parking-in-lieu options available to the City are:

1. \$10,000 per stall (updated periodically to match inflation).
2. 75% of the cost of building a parking stall in a structure (revised annually to reflect actual costs).
3. Current land value times 350 square feet per stall needed.

The City could select one option and revise the Zoning Code to allow the developer to select one of the three to calculate the impact fee that they will need to pay. Some communities allow the developer to pay the impact fee over time to help promote economic development. Regardless of the method selected, the entire fee collected needs to go into a parking enterprise fund to help pay for the repair, replacement and maintenance of public parking.

5.4 Pedestrian Enhancements/Activity:

Pedestrian movement is very a very important aspect of parking. It is very difficult to get people to park beyond the front door of their destination if there is any worry about safety or the experience is not pleasant. Lighting and landscaping can greatly change a perception of safety in lots and along sidewalks. There are several light manufactures that specialize in outdoor lighting that is very bright though the light is reflected downward to avoid creating light pollution.

Murals, art, window decorations and flowers can create a pleasant walking experience during the day and night. A police presence on bicycles or walking in the downtown after dusk can also create a feeling of safety.



These are three great examples from Coeur d'Alene that promote walking in the downtown.





5.4.1 Create a pedestrian gateway from the parking lot south of Front Street leading to Sherman Avenue:

Create a defined entrance to the downtown for pedestrians parking in the Front Street lot using landscaping, lighting, art work and banners to create a clear connection between the waterfront and the downtown. Third Street, Fourth Street and Fifth Street are the major pedestrian entrances to the downtown once a customer/visitor has parked. These streets should provide an exciting and enjoyable short walk to Sherman Avenue, the "Main Street" in the downtown core of Coeur d'Alene. People will walk further when the walk is exciting and enjoyable.

5.4.2 Minimize Surface Lots and Breaks Between Buildings:

Minimize surface lots and large breaks between buildings to promote walking in the downtown. People tend to walk further without complaints if the walk is pleasant, enjoyable and engaging. Landscaping, murals, and decorated store windows tend to create an experience worth walking. Parking areas are important, though large parking lots without landscaping can be viewed as unsightly and unsafe.

Finally, surface lots are generally associated with low land values. As the price of real estate increases the economic viability of building surface lot parking diminishes, since it becomes more cost efficient to build structured parking.





5.4.3 Install Pedestrian Wayfinding Kiosks:

Consider adding pedestrian wayfinding to the downtown. Kiosks near parking areas and on busy corners with maps and listings of businesses in the downtown are very helpful in directing visitors/customers of the downtown. Pedestrian wayfinding will work hand in hand with marketing and signage in the downtown. The maps should show where long term parking should occur, the cost of parking and the fines for parking on street beyond the posted time limits.



Two examples of pedestrian wayfinding kiosks





5.4.4 Minimize Pedestrian and Vehicular Interaction:

Minimize pedestrian and vehicular interaction by creating a clear differential between the street and sidewalk. This can be done by using texture, colors, trees, or planters between the sidewalks and streets. The pictures below show a clear distinction between the street and sidewalks. It is also important to provide handicap access at all intersections. When all sidewalks are accessible it is then possible for someone with less mobility to park at a non-handicap designate parking space when designated handicap spaces are full.



Example of a sidewalk separating pedestrians from vehicles with texture color and light poles. This example is also handicap accessible



Another example of using color and texture to create a clear path for pedestrians. This example uses planters to protect pedestrians waiting to cross the road.



5.5 Signage

Rich and Associates recommend the following five types of parking signs that increases drivers' way finding experience.

These include:

- Introduction:** Introduction parking signage alerts drivers approaching the downtown of the locations of the publicly owned, off-street parking lots. This type of signage is distinctive in color and size, and it can be characterized by unique logos. The signs display the names of the off-street parking lots and the names of their streets. The signs are located on the street, and are mounted on poles of standard heights.
- Directional:** Directional-parking signage is distinct in color, size and logo and directs drivers to off-street parking areas. The signs are mounted on poles at standard heights, on the streets.
- Location:** Parking location signage complements the directional parking signage. The signs have arrows pointing to the off-street lots. The signs are mounted on poles at standard heights and located on-street.
- Identification:** Identification signage is placed at the entry of each parking lot. The name of the parking area is identified and the type of parking available at the parking area is listed on the signage. The identification signage is distinctive in color and size, and it is located on a pole at a lower height.
- Way Finding:** Way finding signs are placed at the points of pedestrian entry/exit to parking lots and structures. The sign is a map illustrating the downtown area that points out the various shops or attractions that can be found. These types of signs are placed at locations easily found by a pedestrian and are intended to help that person orient themselves to the downtown area such that they can locate their destination and then be able to return to where they parked.





Figure 4B: Parking Sign Type Examples

Introduction Sign



Location Sign



Direction Sign





Identification Sign



This identification sign has 4" text lettering. The parking symbol or identification logo is approximately 26 inches in height.





Way Finding Sign



This is an example of combining a vehicular and pedestrian wayfinding sign. The use of a map for the pedestrian wayfinding is very beneficial.





The general qualities of good signage include the following aspects:

- Use of common logos and colors.
- Placement at or near eye level.
- Use of reflective, durable material.
- All five types used in conjunction to guide motorist and pedestrian activity.
- All entrances to the downtown need to have introduction signage.
- All parking areas need to have identification signage.
- All routes through the downtown need to have directional and location signage.
- All pedestrian routes to and from major customer/visitor parking areas need to have way finding signs.
- The identification signs located at parking areas need to convey parking rates, hours of operation, maximum durations, and validation availability.

Design Specific Criteria Recommendations:

- In general, sign lettering should be 4 inches in height. Smaller lettering may be difficult to see and cause traffic slow-downs as drivers read signs before entering a parking area.
- Depending on the location for the signs, some may need State Department of Transportation approval before installation. The City Engineering Department will need to be consulted on specific locations that fall under State control and the various regulations that may need to be met.
- Logos and sign colors can be customized to suit the communities desired design criteria. The important element is to be sure that signs can be read easily by being a distinctive color that stands out from background colors of adjacent buildings.
- The signs colors and logos need to be consistent for ease of understanding and quick visual reference by drivers.
- Sign programs are usually best undertaken at a City-wide level and include all the City's signs. The comprehensive nature of a large scale sign program helps ensure that all forms of way-finding signs (vehicular and pedestrian) are taken into account.
- Vehicular way-finding needs to be laid out initially in a coordinated fashion to determine what the preferred entry points to the community should be. Often directed traffic flow is a more efficient option that allows the community to take advantage of planned vehicle routes and entry points. A key 'rule of thumb' is that fewer, well thought out and well placed signs are far better than too many signs scattered randomly throughout a community.





- Vehicular way-finding should include direction arrows to key destination places such as theaters, museums, shopping districts, etc., used in conjunction with the parking direction signs to allow a driver to quickly orient them selves to their destination and best parking options. Arrows should always be oriented to indicate forward, left or right movement. Reverse arrows or arrows indicating that a destination has been passed should be avoided to reduce confusion.

Summary:

- **Signage**

Cost: Between \$50,000 and \$200,000 depending on the number and type of signs.

Benefit: Customer/visitor experience of Coeur d'Alene will be greatly enhanced by a comprehensive new sign program, as will the overall perception of Coeur d'Alene as a quality destination place.

Action Time: Fall 2008

Responsibility: City/LCDC

Issue Addressed: Navigating from the highway to the downtown and back to the highway is difficult for people unfamiliar with the City and a number of the parking signs are different in text and color.

Additional Comments: Consider the associated costs as an investment with long-term results that will champion Coeur d'Alene's image.



Coeur d'Alene is using two different parking signs in the downtown.



It is difficult for a motorist to read the signs when there are so many in one location.



5.6 Marketing

Marketing is one of the most important aspects of a successful parking system. Marketing should be used every time there is a change to the parking system and should be directed towards downtown employers, employees and customers/visitors. It is very important to help encourage downtown employees to park in the long-term parking areas to preserve the on-street parking for customers and visitors. Additionally, an individual's perception of Coeur d'Alene is greatly enhanced if they know ahead of time where that can park and what it may cost.

Materials can include direct mailings, brochures, maps, kiosks, on-line web pages or articles in magazines, newspapers, etc. Additionally, web links to a parking web page on other sites that sponsor events would be helpful. Information contained in the marketing material should include location, up-coming changes, pricing, regulations, fine payment options and any other information relating to the parking system.

Flyers that list the downtown businesses should include a map of parking in the downtown. The parking map would become even more beneficial if it included the durations of parking both on-street and off-street. It would be helpful to promote free parking in the downtown as well as the locations of long term lots for customers/visitors who plan to spend the entire day downtown. These maps could be placed on kiosks, handed out by businesses, as well as parking enforcement staff.

Signs are a useful way to market parking. Catchy phrases that designate long term lots can be used to let customers/visitors know where to park. Banners can be used to identify parking areas according to color schemes, names of parking lots, or themes letting customers/visitors know where they parked.

Summary:

Cost:	Budget \$7,000 per year for on-going marketing efforts. Banners would be an additional cost.
Benefit:	Customer/visitor experience of Coeur d'Alene will be greatly enhanced. Also helps to encourage employees to park in long-term lots, providing a greater effective supply of parking for customers and visitors
Action Time:	Summer 2008 – ongoing monthly.
Responsibility:	City/LCDC
Issue Addressed:	Employee parking on-street and the general misconception by downtown employers that on-street parking should be used by employees.





Additional Comments: Consider combining parking information with other promotional and downtown publications to help lower costs and reach a larger audience.

5.7 McEuen Play Field

Rich and Associates was asked to review the McEuen Play Field Master Redevelopment Concept (plan shown on page 27). This project and plan was reviewed and accepted by City Council. The project would re-configure the existing parking lot which has a current capacity of 488 spaces plus 48 boat trailer spaces. The proposed layout shows +/- 450 parking spaces in the main lot and +/- 30 boat trailer spaces. There is a loss of approximately 38 parking spaces in the main lot and a loss of approximately 18 boat trailer spaces. The re-configuration would also lower the parking lot approximately five feet to try and lessen the visual impact of the parking from Front Avenue.

Other changes to the parking include adding an additional access point to the lot. The entrances would be across Third Street and Fifth Street, with the exits across from Fourth Street and Sixth Street. All entrances would have ticket activated access, with the exits being manned. We have also assumed that the card readers would be retained from the current lot.

The last change to parking as part of the McEuen Plan field proposal is a recommendation to improve the south City Hall parking lot to use as overflow parking for boat trailers. Currently this lot is used for overflow parking for McEuen Field and boat trailers though it could use some improvements.

If the south City Hall lot were improved, including paving and striping, there could be a potential of +/- 121 parking spaces in this lot depending on the layout. This does not include boat trailers. Rich and Associates recommend that the lot be improved to allow for both boat trailers and special event parking. This lot is very convenient to both Tubs Hill and the park, and is just a short walk away from Sherman Avenue during special events.

Overall the McEuen Play Field design could be used to create a better connection between the waterfront and Sherman Avenue. There are only a small number of stalls lost to the re-configuration and the overall appearance of the parking would be greatly enhanced. This design would likely help mixed use development to occur along Front Avenue, especially developments that include residential units.





SECTION 6: New Parking





SECTION 6 NEW PARKING

6.1 Parking Requirements for Current and Future

Rich and Associates recommends that the city provide sufficient parking to handle an off-season weekday to satisfy the most consistent parking demand level. Though there are times when parking occupancy is near or at capacity, the city cannot build for these periods, since for much of the year, many of those added spaces would remain vacant. Peak season needs are difficult to project accurately due to the dynamic nature of some very successful events in the downtown. An event's overall success can increase the parking needs above Rich and Associates projections. However, peak season parking needs are also less practical to build and design for since the additional parking stalls will only be needed for several days during the summer. The recommended solution to addressing peak season need is to implement alternate parking and transportation initiatives during these times.

Depending on new development within the downtown study area, the amount of parking necessary ranges from the current situation of an overall surplus with + 507 parking stalls to needing 1,288 parking stalls with the maximum build out scenario. First the recommendations given in Section 5 should be implemented and then the use of parking operation and management strategies should be employed to facilitate better use of the parking during peak needs (specifically, remote lots, marketing walking and bicycle use, Coeur d'Alene's bus system, and car pooling).

The delivery of any additional parking supply would be in the form of a parking structure, due to the lack of available land area in the downtown for surface parking and the fact that the majority of the additional development will most likely occur on private parking lots along Front Street. While there were no immediate recommendations to build a parking structure for the present situation, the city needs to be looking forward and begin the process of developing a parking structure based on a zone analysis and on property the city or LCDC already owns. The process can take from 18 to 30 months in planning and construction. In the stakeholder interviews Rich and Associates held, the developments discussed were only speculative. However, new large developments are being considered by the development community and they will impact the parking situation in downtown Coeur d'Alene.

Many communities are viewing parking as an economic development tool, and as an incentive to bring development into the downtown. The key question for Coeur d'Alene is whether the city should preemptively plan, design and construct a new parking structure before the demand increases, or wait until demand exceeds supply. The benefit of building additional parking ahead of the demand is the ability to quickly promote Coeur d'Alene to potential and desirable commercial interests who may otherwise locate elsewhere. Specifically, the city could better control a





mixture of uses, create a dense walkable downtown, thus creating more shared use parking.

Additionally, the ability to provide parking without major disruptions to the city's existing parking system can also be achieved if there is enough parking supply to accommodate demand. This is especially important when the potential parking structure is an existing surface parking lot, which would be closed during the construction period.

The cons of building parking ahead of an increase in demand include the outlay of capital based on assumed or projected parking need i.e. "build it and they will come". If the city were to begin the design process for a new parking structure in the Spring of 2008 for example, with construction to follow in the Fall of 2008, a new parking facility could be prepared for use by Summer of 2009. Bond issuance for the project would take place during the design phase, and re-payment would occur annually with the first payment due sometime in 2009 or possibly 2010, depending on the bond covenants.

6.2 Site Analysis and Preliminary Design

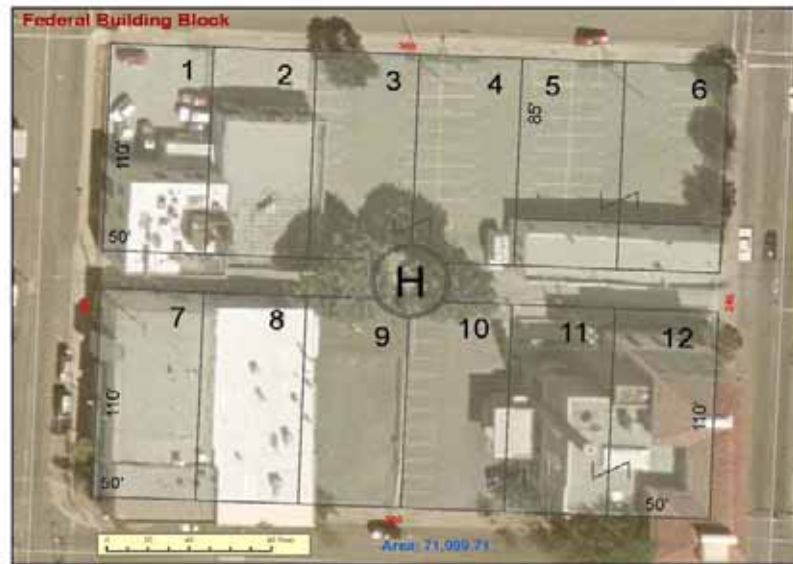
6.2.1 Introduction

The proposed parking structure site is located on the northwest half of the block bounded by Coeur d'Alene Avenue on the north, Fourth Street on the east, Lakeside Avenue on the south and Third Street on the West. The proposed site encompasses all of the block except the Federal Building and the adjacent parking lot. There are 53 parking spaces in the public city lot and there are 25 spaces that might be eliminated on the rest of the block depending on the layout. There is a 20-foot public alley that runs east/west through the block.

There are two possible options that Rich and Associates examined. **Option 1** would use parcels 1 through 6, and **Option 2** would be built on parcels 1 through 3 and 7 through 8. Option One would eliminate 53 public parking spaces and 11 private spaces. Option Two would eliminate 25 private parking stalls.

The proposed parking structure would provide public parking for the downtown core area serving commercial, retail and office uses. This parking deck would provide parking to both downtown employees and customers/visitors.





Aerial photo provided by the City of Coeur d'Alene

6.2.2 Utilities

There are utility poles that run through the alley. There are also utilities that may run underground in the alley. Rich and Associates has not received any documents that show the exact utilities that run above ground or underground on the site.



Alley from Third Street looking east





6.2.3 Pedestrian Flows

The parking on the current site basically serves employees of the downtown, with the smaller private lots serving the businesses on the block. The Federal building is vacant at the present time, but it is expected to be redeveloped.

It will be important to create clear pedestrian pathways when the parking structure is built. Signage and textured or colored pavement can help lead the pedestrians to their destination.



6.2.4 Project Goals

The goals of the project are:

- Target capacity +/- 300 parking spaces net add.
- Develop a parking façade that is compatible with the existing architecture of the downtown and surrounding buildings.
- Incorporate wherever possible green building principles.



6.3 Zoning and Code Issues

The parking lots are in the DC district, "Downtown Core", Development Standards, Downtown Core, 17.05.650

Height Limit: 75 feet, may extend as high as two hundred feet if the building complies with standards.

-building floors over 75 feet above grade shall have a maximum floor area of 8,000 square feet.

Front yard setback: 0 feet

Backyard setback: 0 feet

Rear yard setback: 0 feet, except when rear yard abuts a different district, with rear yard setback requirements.

Lot Coverage: There is no maximum when the land use is parking.

6.4 Parking Design Requirements

City Development Regulations for Downtown Coeur d'Alene and city code have the following parking design requirements.

- Stall dimension nine feet wide by 20 feet long. "A reduction of minimum standard parking stall size in this district from 9x20 to 8x18 would be adopted to enhance parking garage design."
- Aisle dimension for 90 degree parking with a double loaded module is 24 feet wide.
- Other dimensions are by angle;
 - 40 degree angle 19 foot aisle
 - 60 degree angle 20 foot aisle
- Most parking lots in the city are 90 degree parking with two-way aisles.





6.5 User Groups and Requirements

- The parking structure should be planned for several user groups: customers/visitors of the downtown, employees and specifically for reoccupied vacancy, and infill development that will occur with in downtown.

Parking structure should be user friendly to include:

Lighting

- Light levels on parking floors have a minimum of six foot candles.
- Light levels at vertical cores and at entry and exit have a minimum of 20 foot candles.
- Lighting on the roof level must take into account lighting affects on surrounding buildings.
- Lighting spill over from parking floors must also be considered.
- Type of lighting is not specified.

Safety and Security

- At a minimum, the parking structure should be wired to accept CCTV if the system is not installed up-front.
- The parking structure and site design should take the principles of CPTED (Crime Prevention Through Environmental Design) into account.
- Limit hiding places in parking structure.
- Use glass elevator cabs, shafts and glass enclosed stairways.
- Use landscape that will not conceal a person.
- Appropriate outdoor/indoor lighting, and
- Make way finding easy.

Parking Operations

- If paid hourly parking was to be implemented, a pay-by-space system is recommended. This would require that every space be numbered and that the parker would go to a machine and enter their stall number and then the amount of time they wished to stay. Payment could be by coin, paper bills, credit card, debit card and smart card.
- Permit or monthly parkers would have a sticker or other way of alerting the enforcement officer that they are a permit parker.

Facade and Massing

- The facade should not look like a typical gray concrete parking structure.
- It should incorporate materials used in surrounding buildings.





6.6 Issues Related to Construction Period

6.6.1 Interim Parking

Regardless of when the construction period occurs, there will be a temporary loss of parking on the site. The occupancy study showed that the public lot was 70 % occupied and the private lots averaged 59% occupancy. During the next phase of the project (design), specific plans will need to be developed on where the temporary parking will be found. It would be premature to identify a location(s) now. There are several issues to be considered with the temporary lot.

Employee Parking: This group will be the easiest to handle from a logistics and location standpoint. Since an employee is a re-occurring parker, we are not as concerned about temporary signage. The parking locations can be further away than a visitor/customer location. This may utilize a shuttle. Additionally, the ability to communicate with the employee is easier than with a customer/visitor.

Visitor/Customer Parking: Visitor/customer parking is more difficult to handle. These parkers may not be frequent parkers, thus signage must be used. Where temporary visitor/customer parking will be located is important. If the parking area is remote, a shuttle will have to be incorporated, though we would prefer not to use the shuttle. A marketing plan should also be developed for customers and visitors.

6.6.2 Access During Construction

Questions may come up regarding alley access and loading/unloading during construction. A portion of the alley may remain open during construction. This will be written into the specifications for the contractors. Temporary signage will be used. Information on construction should be put in the monthly newsletter.

6.6.3 Effects of Construction

There are several issues with the construction of the parking structure:

Noise: While noise is a factor during construction, it should be written into the specifications specific times when construction may occur i.e. not before 8:00 a.m. and not after 5:00 p.m.



Dust and Dirt: This may also be a problem during construction. The specifications should contain requirements for debris removal, dust mitigation and general maintenance of the site.

Safety: The construction will be fenced in. Storage of materials will be in a fenced-in area.

Damage to Surrounding Buildings: During the normal construction process there is the possibility of vibration damage. Buildings with basements should be photographed both inside and outside, as well as walls of all buildings.

In general, the contractor will be required to present a plan to address these issues. Also, there will be the issue of truck access to the site and lay-down area for materials. The proposed method of construction is pre-cast concrete which will require delivery of the material on flat bed trailers, but generally the material is delivered and then erected the same day.

6.6.4 Monthly Newsletter

Rich and Associates strongly recommends that a newsletter be sent out each month during the design and construction phases. During the design phase, planning for the structure may be highlighted, including the issues discussed above (temporary parking, access and effects from construction). During construction, the newsletter should discuss schedule, closures and general progress of the project.

During construction, you may also want to hold monthly meetings to discuss progress and any specific problems. Area businesses, residents and property owners should be on the mailing list.

6.7 Parking Structure Design Study

An important task to be completed by Rich and Associates was to develop parking structure concepts for the site bounded by Coeur d'Alene Avenue on the north, Fourth Street on the east, Lakeside Avenue on the south and Third Street on the West. This included a preparation of schemes that met the various criteria discussed in **6.7.1**.





Two options were developed for the site. Option 1 orientated the parking east/west along Coeur d'Alene. Option 2 orientated the parking north/south along 3rd Avenue. For either option, the targeted goal was approximately 300 net add parking spaces to meet the projected five year projection based on re-occupancy of vacant space but not the infill development.

6.7.1 Review of Options

Option 1

The entry/exit for this option is placed on 4th Avenue. This will work better with the one way traffic flow by eliminating cross traffic between the entering and exiting traffic, though 3rd Avenue could be used instead. Due to the limited width of the site (approximately 120 feet) and the requirement that parking modules be 64 feet wide, the parking structure layout has to be a double loaded module on the north side and a single loaded module on the south. This is not the most efficient design, since the aisle in the single loaded module only serves one row of parking spaces.

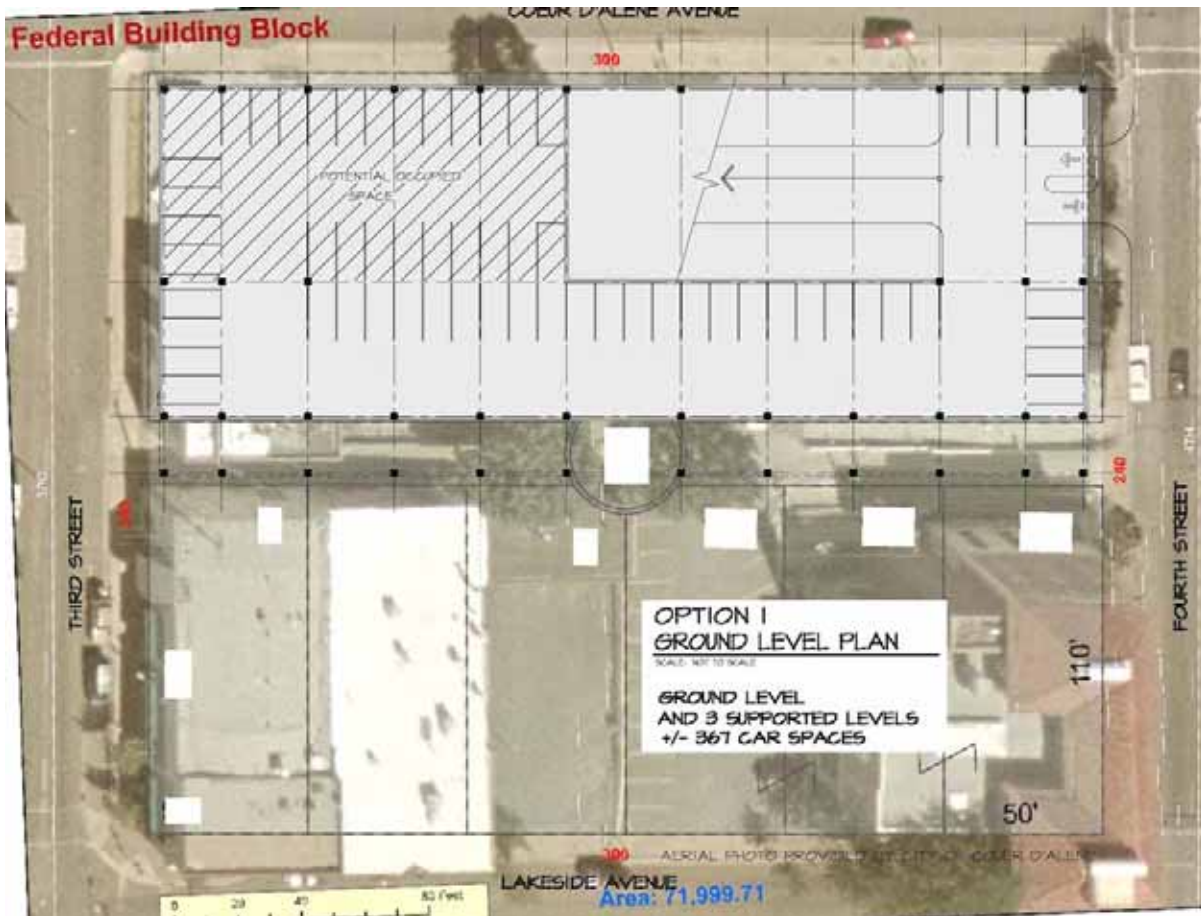
The south portion of the parking structure will span the alley. As such, we have assumed that the alley would need to remain open for deliveries. We understand that there may be utilities beneath the alley and there are utility poles in the alley that will have to be dealt with. Therefore, we have assumed that there will be the requirement to access any underground utilities in the alley. At a minimum, the electrical cables will have to be buried or rerouted.

In order to maintain the alley and clearance for trucks, the ramp from the ground level to the first supported floor must rise to an elevation of approximately 14 feet above grade. One positive consequence of this is that approximately 5,800 square feet of occupied space can be developed in the northwest corner of the parking structure on the ground floor.

The elevation along the north face of the building would be range from 26 to 37 feet to the top of spandrel panel and 39 to 50 feet to the top of an elevator penthouse depending on location. The range of heights is due to the fact that the Coeur d'Alene façade will be sloped.

On the ground plus three supported floors about 367 spaces can be developed. There are currently 64 spaces on the parking lots on this site for a net add of 303 spaces.





Option 2

Option 2 is a sloped floor/sloped floor design due to the limited length of the site. The entry/exit was shown on Coeur d'Alene. This structure will cover the alley which will require any buried and pole mounted utilities to be relocated. Additionally, the alley would not be open at 3rd Avenue. The only delivery that this may impact would be to the Federal Building on the corner of 4th Avenue.

Due to the width of the site, a light core was added to the design. The light core adds spaces to the scheme, but more importantly brings natural light and air into the parking structure. Since the design is a sloped floor/sloped floor, there would be no opportunity for ground floor use.





The capacity of Option 2 design has approximately 335 spaces on three levels. At the highest point which is on the north side of the parking structure, the elevation at the top of the spandrel would be 36 feet and approximately 49 feet to the top of the elevator penthouse. On the south side, the maximum elevation at the spandrel panel would be 31 feet.

There are currently 25 spaces on the parking lots on this site resulting in a net add of 310 spaces.





6.8 Project and Finance Costs

Rich and Associates prepared Project and Finance Costs for the proposed parking structure. First the construction costs were estimated.

The construction costs Option 1 were estimated at \$17,000 per spaces and assumed a 2008 construction start. This cost takes into account inefficiencies in the design (single loaded module) but does not assume an elaborate façade design beyond a typical concrete spandrel wall.

For Option 2, the basic construction cost was estimated at \$16,000 per space. The façade assumed a plain concrete design.

Tables 6A and 6B show the estimated Project and Finance Costs for the two options. The financing assumed city issued debt using a tax exempt bond issue. The following are explanations of the various line items.

1. **Construction Costs:** The assumptions also assumed spread footings which will need to be confirmed by soil borings and a geotechnical report.
2. **Professional Fees:** These are the design fees and reimbursed expenses. It assumes a conventional design/bid scenario.
3. **Insurance:** Testing during construction paid for by the owner
4. **Geotech and Survey:** Fees for a survey and topographical of the site and soil borings and report on foundations.
5. **Legal and Accounting:** The legal and accounting costs for the city during the course of construction.
6. **Demolition:** These were estimated without knowing foundations etc.
7. **Contingency:** Rich has used a 10% contingency for the design and construction to cover design issues and issues during construction.
8. **Project Costs to be Financed:** Project costs represent the construction hard and soft costs.
9. **Finance Term:** The term of the bond is 20 years. A longer amortization schedule is also possible.
10. **Interest Rate:** Based on an un-rated bond issue with no insurance and rates as of the third quarter of 2007. The rate assumed a general obligation type bond issue.
11. **Term of Construction:** The construction period is estimated at 10 months. This depends on the time of year that the project is started and site availability for lay-down for example.





12. **Interest During Construction:** All bond proceeds are received up front and draws are made on these funds to pay for construction. This represents capitalized interest for the term of construction.
13. **Interest Income:** The bond proceeds are put into an interest bearing account and generates interest income that is used to offset costs.
14. **Legal and Accounting Fees:** These are the legal fees and accounting fees of the bond issuer.
15. **Debt Service Reserve:** No debt service was assumed.
16. **Financing Fees:** These are the points paid to the bond underwriter.
17. **Cost of Issuance:** These are expenses such as printing of offering/official statements.
18. **Total Financing Fees:** Total soft costs for financing.
19. **Addition of the Project Costs:** from line 8.
20. **Total Amount of Bonds:** Total of lines 18 and 19.
21. **Debt Service:** The annual principal and interest payment assuming a level payment each year.

The calculated debt service for Option 1 is estimated at \$698,000 and for Option 2 \$566,000. In addition to this cost, Rich and Associates recommends that owners establish a Repair and Replacement fund for the repairs that are required during the life of the facility, which can be 40 years or more.





Table 6A

City of Coeur d'Alene
Project and Finance Costs
Option 1 367 Space Parking Structure

1	Construction Cost	367 x \$17,000	\$6,239,000
2	Professional Fees	(architectural/engineering & reimbursed)	\$343,000
3	Insurance		\$30,000
4	Geotech and Survey		\$15,000
5	Legal and Accounting		\$15,000
6	Demolition		\$225,000
7	Contingency		\$675,000
8 Project Cost to be Financed			\$7,542,000

9	Financing Term	20 Years
10	Interest Rate	5%
11	Term of Construction	10 Months

Financing Costs

12	Interest During Construction	\$338,000
13	Interest Income	40% @ 2% (\$54,000)
14	Legal & Accounting Fees	@ 1.00% \$81,000
15	Debt Service Reserve	none
16	Financing Fees (Points)	@ 2.00% \$162,000
17	Cost of Issuance	@ 0.50% \$41,000
18	<i>Total Financing Costs</i>	\$568,000
19	+ Project Cost to be Financed	\$7,542,000
20	Total Amount of Bonds	\$8,110,000
21	Debt Service	\$651,000





Table 6B

City of Coeur d'Alene
Project and Finance Costs
Option 2 335 Space Parking Structure

1	Construction Cost	335 x \$16,000	\$5,360,000
2	Professional Fees	(architectural/engineering & reimbursed)	\$295,000
3	Insurance		\$30,000
4	Geotechnical Survey		\$15,000
5	Legal and Accounting		\$15,000
6	Demolition		\$300,000
7	Contingency		\$536,000

8	Project Cost to be Financed		\$6,551,000
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9	Financing Term		20 Years
10	Interest Rate		5%
11	Term of Construction		10 Months

Financing Costs

12	Interest During Construction		\$294,000
13	Interest Income	40% @ 2%	(\$35,000)
14	Legal & Accounting Fees	@ 1.00%	\$71,000
15	Debt Service Reserve		none
16	Financing Fees (Points)	@ 2.00%	\$141,000
17	Cost of Issuance	@ 0.50%	\$35,000

18	<i>Total Financing Costs</i>		\$506,000
19	+ Project Cost to be Financed		\$6,551,000
20	Total Amount of Bonds		\$7,057,000
21	Debt Service		\$566,000



6.9 Timing for Additional Parking Development

Parking development in downtown Coeur d'Alene will need to be coordinated with demand to ensure that as development occurs the City will have the ability to decide when to begin to consider a parking structure.

Deciding when to initiate the parking structure will depend first and foremost on financial constraints. However, deciding when development demands warrant the parking structure is a relatively straightforward calculation. Rich and Associates prepared the following formula to assist the City as a decision making tool. The way the model works is to use building gross floor area (existing and proposed) as the variable in a decision making flow chart that will assist with determining when new parking demand justifies a new parking structure.



*Iowa Avenue - Mixed use
Garage, Iowa City,*



*Fifth & Lafayette Garage
Royal Oak, Michigan*





New Parking Threshold Calculation Worksheet

Part A: Determining Floor Area

Total Built Gross Floor Area For Entire Downtown: _____

(+) Proposed New Gross Floor Area: _____

(=) Total Existing and Proposed New Gross Floor Area: _____

Part B: Determining Parking Need

Total Existing and Proposed New Gross Floor Area: _____

(X) 2.35 Parking Stalls Per 1,000 Square Feet Or 0.0024: _____

(=) Total Parking Stalls Demanded: _____

(-) Existing Off-Street Parking: _____

(=) New Parking Demanded: _____

Part C: Decision Guide

New Parking Demanded: _____

(X) 85%: _____

(=) Minimum New Parking Needed: _____

(If) Minimum New Parking Needed Is:] Optimal Capacity of the New Parking Structure

Then: Initiate Project

(Or) Minimum New Parking Needed Is: Optimal Capacity of Next New Parking Structure

Then: Delay Initiation Until the Above Condition Is Met



SECTION 7: Appendix





06/19/2007

Downtown Coeur d'Alene

Demographic Analysis

Coeur d'Alene is the largest city in Kootenai County with a 2007 population of 42,613. The population of the County is 140,525. The surrounding urban area including Post Falls, Rathdrum, and Hayden has a population of approximately 117,900. The resident population of the area of the Downtown Business District (including the dwellings within the business district) is estimated at approximately 460-500. The majority of the new construction space downtown is residential with mixed office and commercial on the lower floors. It is estimated that residential uses in the downtown area will continue to increase in the form of high-rise condominiums and apartments.

Non-Resident Visitors

The population of Kootenai County increases dramatically in the months of June, July, August, and September with non-resident visitors.

The total number of non-resident travel parties in Kootenai County in the year 2006 is estimated to be 7,322,685. This translates to approximately 15,703,819 visitors to Kootenai County. 81% of all non-resident travel parties in Region 1 were adults only, and 19% were adults with children. Travel parties consist of three groups: A) overnight visitors, B) pass-through visitors (destination outside of area), and C) daytime visitors (recreation and business trips).



06/19/2007

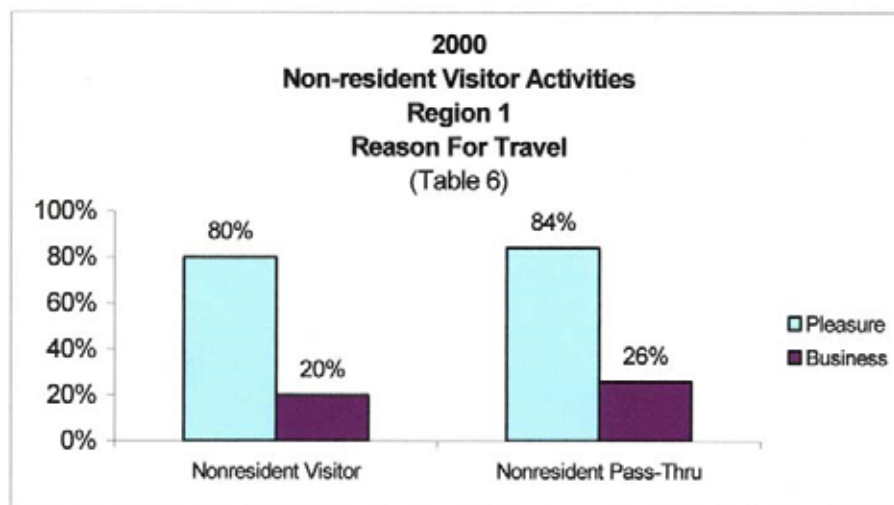
TRAVEL PARTY ACTIVITIES

The trip purpose or activities or the activities of travelers in Region 1 appear to fit two categories: home-based and non-home-based. Recent surveys indicate the following travel activities:

- Shopping
- Dining
- Visiting
- Urban Recreation
- Relaxing
- Other (Sightseeing, driving, cultural pursuits, etc.)
- Gaming
- Camping
- Trail Riding (Bicycle and hiking)
- Fishing/Hunting

In the Kootenai-Spokane region travel party activities are directed to the following facilities:

- over 660 holes on 43 golf courses
- six major ski areas: Schweitzer, Silver, Lookout, Mt. Spokane, 49° N, and Bluewood
- three national forests for camping with over 1,300 campgrounds
- 55 lakes and four major rivers offering over 100,000 surface acres for fishing and boating
- over 150 miles of improved riding trails with several hundred miles of new trails planned



Source: 1999-2000 Idaho Statewide Motor Vehicle Travel Study, University of Idaho

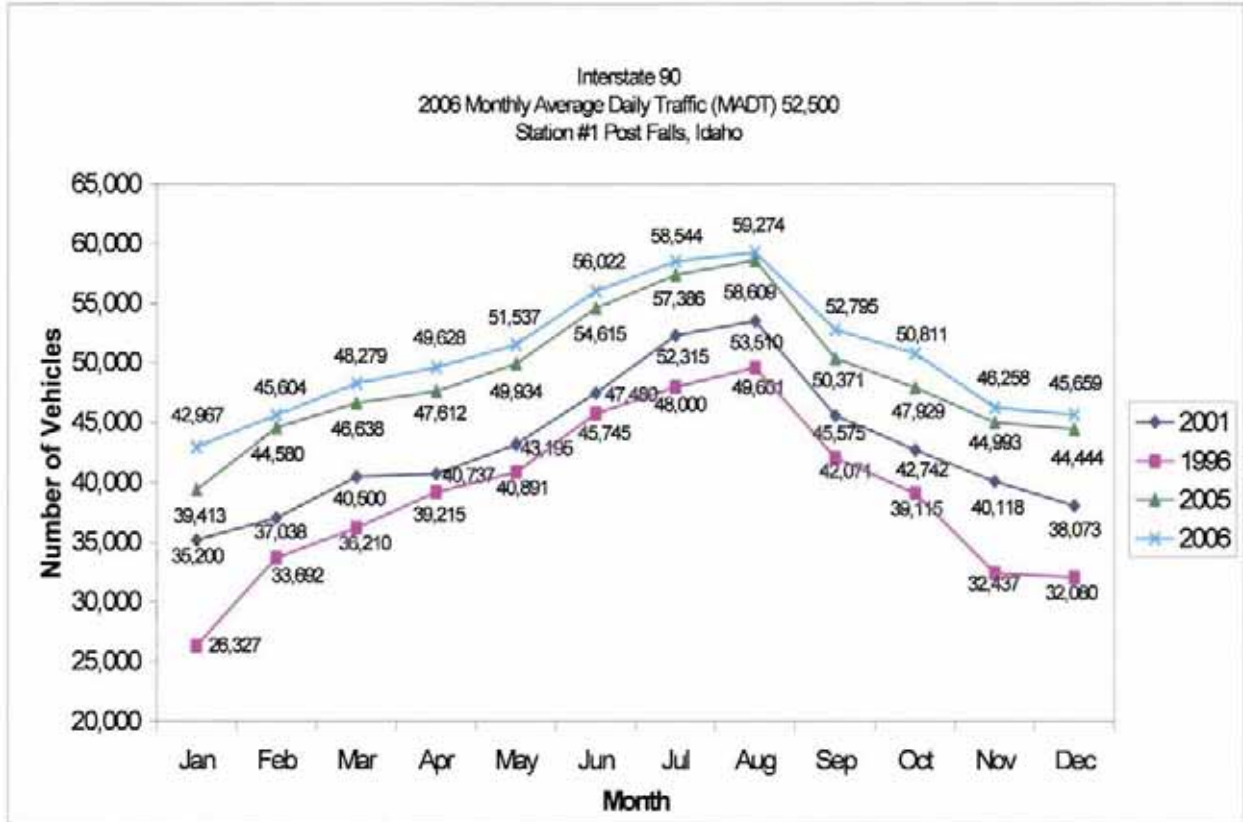
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J.P. Stravens/Planning Associates, Inc.





06/19/2007

Average Daily Traffic (ADT): I-90 is the major traffic arterial that serves Kootenai County and Coeur d'Alene. Traffic volumes on I-90 vary from 42,967 in January to 59,274 in August; a 38% increase. This increase parallels the non-resident visitors survey.





**On-Street Turnover and Occupancy
6/19/2007**

Appendix B

Block Face	Type	# of stalls	9:00 A.M. to 11:00 A.M.	% Occupied	11:00 A.M. To 1:00 P.M.	% Occupied	1:00 P.M. To 3:00 P.M.	% Occupied	3:00 P.M. to 5:00 P.M.	% Occupied	5:00 P.M. to 7:00 P.M.	% Occupied
2B	2 Hr. On Street	19	11	58%	12	63%	7	37%	7	37%	9	47%
22C	2 Hr. On Street	11	6	55%	10	91%	10	91%	9	82%	7	64%
23C	2 Hr. On Street	9	6	67%	3	33%	5	56%	3	33%	5	56%
24C	2 Hr. On Street	9	0	0%	2	22%	3	33%	4	44%	3	33%
25C	Not Marked	9	9	100%	9	100%	8	89%	9	100%	5	56%
31A	2 Hr. On Street	11	7	64%	7	64%	6	55%	5	45%	5	45%
31B	2 Hr. On Street	4	4	100%	2	50%	2	50%	3	75%	2	50%
31C	2 Hr. On Street	9	2	22%	3	33%	2	22%	2	22%	5	56%
31D	2 Hr. On Street	8	6	75%	6	75%	4	50%	3	38%	4	50%
32D	2 Hr. On Street	4	2	50%	3	75%	2	50%	3	75%	1	25%
33A	15 Min. On Street	6	1	17%	3	50%	2	33%	3	50%	0	0%
33C	2 Hr. On Street	10	5	50%	4	40%	4	40%	3	30%	2	20%
33D	2 Hr. On Street	5	5	100%	1	20%	3	60%	1	20%	2	40%
35B	2 Hr. On Street	4	3	75%	3	75%	1	25%	1	25%	1	25%
36C	On Street	6	6	100%	6	100%	6	100%	1	17%	0	0%
36D	2 Hr. On Street	4	2	50%	4	100%	2	50%	0	0%	0	0%
AA	Not Signed	10	8	80%	9	90%	10	100%	8	80%	2	20%
AB	2 Hr. On Street	10	3	30%	3	30%	1	10%	1	10%	6	60%
AC	2 Hr. On Street	13	3	23%	3	23%	6	46%	4	31%	7	54%
AD	Not Marked	10	8	80%	7	70%	7	70%	4	40%	5	50%
BA	2 Hr. On Street	4	3	75%	1	25%	0	0%	2	50%	0	0%
BB	2 Hr. On Street	10	0	0%	0	0%	1	10%	3	30%	1	10%
BC	2 Hr. On Street	9	10	111%	8	89%	8	89%	4	44%	8	89%
BD	2 Hr. On Street	5	2	40%	4	80%	2	40%	2	40%	4	80%
CA	2 Hr. On Street	7	3	43%	3	43%	1	14%	2	29%	2	29%
CB	2 Hr. On Street	7	6	86%	1	14%	6	86%	2	29%	2	29%
CC	2 Hr. On Street	9	4	44%	3	33%	6	67%	3	33%	4	44%
CD	2 Hr. On Street	10	1	10%	0	0%	1	10%	1	10%	0	0%
DA	Not Marked	12	12	100%	11	92%	10	83%	11	92%	0	0%





Appendix B

Block Face	Type	# of stalls	9:00 A.M. to 11:00 A.M.	% Occupied	11:00 A.M. To 1:00 P.M.	% Occupied	1:00 P.M. To 3:00 P.M.	% Occupied	3:00 P.M. to 5:00 P.M.	% Occupied	5:00 P.M. to 7:00 P.M.	% Occupied
DB	Not Marked	8	8	100%	8	100%	8	100%	7	88%	2	25%
DC	2 Hr. On Street	9	4	44%	6	67%	4	44%	3	33%	1	11%
DD	2 Hr. On Street	7	4	57%	5	71%	5	71%	5	71%	2	29%
E1C	Not Marked	11	5	45%	5	45%	5	45%	6	55%	5	45%
EC	Not Marked	11	9	82%	9	82%	8	73%	8	73%	7	64%
ED	Not Marked	10	9	90%	5	50%	9	90%	7	70%	3	30%
FA	2 Hr. On Street	9	4	44%	2	22%	3	33%	5	56%	5	56%
FB	2 Hr. On Street	2	2	100%	2	100%	3	150%	3	150%	2	100%
FC	2 Hr. On Street	9	8	89%	6	67%	6	67%	5	56%	8	89%
FD	2 Hr. On Street	7	2	29%	4	57%	3	43%	1	14%	3	43%
GA	2 Hr. On Street	11	8	73%	6	55%	6	55%	5	45%	4	36%
GB	2 Hr. On Street	8	0	0%	5	63%	5	63%	6	75%	5	63%
GC	2 Hr. On Street	9	1	11%	4	44%	8	89%	5	56%	6	67%
GD	2 Hr. On Street	6	2	33%	7	117%	5	83%	3	50%	6	100%
HA	2 Hr. On Street	4	4	100%	2	50%	4	100%	2	50%	1	25%
HB	2 Hr. On Street	8	0	0%	3	38%	2	25%	0	0%	2	25%
HC	2 Hr. On Street	6	0	0%	3	50%	1	17%	2	33%	1	17%
HD	2 Hr. On Street	7	1	14%	5	71%	3	43%	3	43%	1	14%
JA	2 Hr. On Street	8	6	75%	5	63%	5	63%	5	63%	1	13%
JC	2 Hr. On Street	9	0	0%	3	33%	4	44%	2	22%	4	44%
JD	2 Hr. On Street	8	1	13%	5	63%	5	63%	3	38%	3	38%
KA	2 Hr. On Street	11	12	109%	12	109%	11	100%	9	82%	5	45%
KD	2 Hr. On Street	8	2	25%	1	13%	3	38%	3	38%	0	0%
KB	Not Marked	8	7	88%	7	88%	3	38%	2	25%	5	63%
KC	2 Hr. On Street	8	0	0%	2	25%	4	50%	2	25%	4	50%
LA	2 Hr. On Street	9	1	11%	6	67%	6	67%	4	44%	5	56%
LB	2 Hr. On Street	6	2	33%	3	50%	3	50%	3	50%	2	33%
LC	2 Hr. On Street	10	5	50%	10	100%	8	80%	8	80%	10	100%
LD	2 Hr. On Street	5	4	80%	6	120%	4	80%	4	80%	4	80%
MA	2 Hr. On Street	8	4	50%	2	25%	4	50%	3	38%	4	50%
MB	2 Hr. On Street	6	6	100%	7	117%	7	117%	5	83%	6	100%





Appendix B

Block Face	Type	# of stalls	9:00 A.M. to 11:00 A.M.	% Occupied	11:00 A.M. To 1:00 P.M.	% Occupied	1:00 P.M. To 3:00 P.M.	% Occupied	3:00 P.M. to 5:00 P.M.	% Occupied	5:00 P.M. to 7:00 P.M.	% Occupied
MC	2 Hr. On Street	10	7	70%	8	80%	8	80%	5	50%	9	90%
MD	2 Hr. On Street	3	3	100%	3	100%	2	67%	1	33%	2	67%
NA	2 Hr. On Street	7	1	14%	4	57%	6	86%	5	71%	6	86%
NB	2 Hr. On Street	7	5	71%	7	100%	7	100%	6	86%	6	86%
NC	2 Hr. On Street	10	10	100%	9	90%	8	80%	8	80%	8	80%
ND	2 Hr. On Street	6	4	67%	5	83%	6	100%	4	67%	6	100%
OA	2 Hr. On Street	6	3	50%	0	0%	3	50%	3	50%	5	83%
OD	2 Hr. On Street	7	4	57%	6	86%	4	57%	4	57%	5	71%
OB	2 Hr. On Street	4	3	75%	4	100%	3	75%	2	50%	3	75%
OC	2 Hr. On Street	10	3	30%	7	70%	9	90%	6	60%	8	80%
PA	2 Hr. On Street	10	3	30%	10	100%	9	90%	9	90%	9	90%
PB	2 Hr. On Street	8	4	50%	6	75%	6	75%	6	75%	7	88%
PC	2 Hr. On Street	10	1	10%	3	30%	2	20%	4	40%	3	30%
PD	2 Hr. On Street	3	2	67%	2	67%	2	67%	2	67%	2	67%
QA	2 Hr. On Street	10	6	60%	11	110%	7	70%	9	90%	6	60%
QB	2 Hr. On Street	8	5	63%	7	88%	6	75%	5	63%	7	88%
QC	2 Hr. On Street	9	3	33%	6	67%	6	67%	5	56%	5	56%
QD	2 Hr. On Street	6	5	83%	6	100%	4	67%	5	83%	4	67%
RA	2 Hr. On Street	10	7	70%	9	90%	10	100%	7	70%	6	60%
RB	2 Hr. On Street	7	2	29%	6	86%	4	57%	5	71%	5	71%
RC	2 Hr. On Street	11	3	27%	3	27%	6	55%	4	36%	4	36%
RD	2 Hr. On Street	8	8	100%	4	50%	5	63%	5	63%	6	75%
JB	2 Hr. On Street	7	1	14%	1	14%	2	29%	3	43%	3	43%
TA	2 Hr. On Street	9	3	33%	6	67%	7	78%	7	78%	8	89%
UA	2 Hr. On Street	10	7	70%	6	60%	9	90%	9	90%	7	70%
UB	2 Hr. On Street	7	6	86%	6	86%	5	71%	6	86%	7	100%
YA	2 Hr. On Street	5	3	60%	4	80%	4	80%	4	80%	4	80%
YB	2 Hr. On Street	6	0	0%	6	100%	6	100%	6	100%	5	83%
YD	2 Hr. On Street	7	4	57%	5	71%	3	43%	1	14%	6	86%
Totals		593	375	63%	447	75%	440	74%	379	64%	371	63%





**Off-Street Turnover and Occupancy
June 20, 2007**

Appendix B

Block	Lot #	# of stalls	9:00 A.M. to 10:00 A.M.	% Occupied	11:00 A.M. to 12:00 P.M.	% Occupied	12:00 P.M. to 1:00 P.M.	% Occupied	1:00 P.M. to 2:00 P.M.	% Occupied	2:00 P.M. to 3:00 P.M.	% Occupied
36	4	30	15	50%	21	70%	18	60%	13	43%	11	37%
33	33	25	19	76%	15	60%	14	56%	14	56%	15	60%
33	34	9	4	44%	5	56%	6	67%	6	67%	3	33%
33	35	18	4	22%	4	22%	5	28%	5	28%	6	33%
34	37	34	17	50%	16	47%	21	62%	9	26%	6	18%
34	38 & 39	39	12	31%	14	36%	19	49%	11	28%	11	28%
36	91	12	8	67%	4	33%	5	42%	7	58%	9	75%
A	71	10	0	0%	4	40%	4	40%	3	30%	2	20%
B	59	12	13	108%	17	142%	18	150%	13	108%	5	42%
B	60	60	22	37%	18	30%	20	33%	18	30%	7	12%
B	57	31	29	94%	28	90%	31	100%	23	74%	31	100%
C	52	31	4	13%	5	16%	5	16%	1	3%	2	6%
C	53	15	7	47%	5	33%	7	47%	6	40%	4	27%
C	53	18	1	6%	1	6%	3	17%	3	17%	2	11%
C	51	13	3	23%	1	8%	2	15%	2	15%	1	8%
D	67	44	10	23%	15	34%	15	34%	14	32%	12	27%
D	69	14	6	43%	9	64%	8	57%	10	71%	6	43%
D	70	25	9	36%	6	24%	4	16%	6	24%	8	32%
D	89	10	11	110%	7	70%	6	60%	6	60%	3	30%
F	63	35	23	66%	24	69%	22	63%	22	63%	16	46%
F	64	16	1	6%	4	25%	7	44%	8	50%	8	50%
G	55	14	1	7%	8	57%	12	86%	8	57%	12	86%
G	54	9	6	67%	7	78%	8	89%	7	78%	4	44%
G	56	12	11	92%	9	75%	6	50%	8	67%	9	75%
H	88	14	3	21%	4	29%	11	79%	4	29%	4	29%
H	61	7	2	29%	1	14%	1	14%	1	14%	2	29%
H	62	4	1	25%	3	75%	2	50%	2	50%	3	75%
H	50	53	35	66%	33	62%	37	70%	24	45%	6	11%
H	85	20	15	75%	11	55%	13	65%	13	65%	6	30%



Appendix B

Block	Lot #	# of stalls	9:00 A.M. to 10:00 A.M.	% Occupied	11:00 A.M. to 12:00 P.M.	% Occupied	12:00 P.M. to 1:00 P.M.	% Occupied	1:00 P.M. to 2:00 P.M.	% Occupied	2:00 P.M. to 3:00 P.M.	% Occupied	
J	47	18	3	17%	7	39%	8	44%	12	67%	9	50%	
J	48	23	14	61%	16	70%	12	52%	9	39%	9	39%	
J	49	8	6	75%	4	50%	3	38%	4	50%	5	63%	
J	45	24	1	4%	11	46%	9	38%	8	33%	5	21%	
J	46	17	5	29%	5	29%	7	41%	7	41%	7	41%	
K	44	16	8	50%	7	44%	9	56%	6	38%	5	31%	
K	42	20	1	5%	2	10%	3	15%	3	15%	6	30%	
K	41	15	4	27%	7	47%	9	60%	10	67%	6	40%	
K	43	7	3	43%	3	43%	1	14%	1	14%	1	14%	
L	23	15	8	53%	8	53%	10	67%	10	67%	9	60%	
L	24	9	3	33%	4	44%	2	22%	4	44%	3	33%	
L	22	17	7	41%	9	53%	13	76%	13	76%	4	24%	
M	25	29	4	14%	4	14%	5	17%	4	14%	1	3%	
M	26 (Permit Lot)	10	4	40%	16	160%	19	190%	15	150%	12	120%	
N	31	10	2	20%	4	40%	4	40%	3	30%	4	40%	
N	27 & 28	42	20	48%	26	62%	27	64%	28	67%	32	76%	
O	29	18	10	56%	12	67%	11	61%	13	72%	17	94%	
O	30 (Permit Lot)	40	12	30%	23	58%	17	43%	22	55%	13	33%	
O	32	17	8	47%	5	29%	7	41%	5	29%	5	29%	
O	90	7	0	0%	1	14%	0	0%	1	14%	0	0%	
P	12	26	17	65%	16	62%	18	69%	16	62%	5	19%	
Q	10	32	12	38%	21	66%	30	94%	20	63%	17	53%	
Q	11	18	3	17%	30	167%	8	44%	8	44%	4	22%	
R	7 (- 12 in alley)	35	27	77%	26	74%	22	63%	22	63%	13	37%	
R	36 (+ 12 in Alley of lot 7)	19	7	37%	9	47%	14	74%	12	63%	8	42%	
R	36 Alley	12	4	33%	6	50%	5	42%	4	33%	3	25%	
Y	18	55	5	9%	11	20%	33	60%	25	45%	20	36%	
Y	21	10	14	140%	14	140%	7	70%	11	110%	8	80%	
Y	20	41	Resurfacing Lot										
Total:			1244	504	41%	606	49%	643	52%	563	45%	445	36%





Coeur d'Alene Kick-off Meeting
Parking Study Steering Committee
3:00 P.M. Monday June 18, 2007

Summary of Meeting

Introduction given by Troy Tymesen

Annaka Norris and Rick Rich from Rich and Associates along with Jim Stravens from J.P. Stravens Planning Associates presented a power point explaining the process of a parking study.

Questions regarding the study:

Q: What is the study area?

A: The study area is comprised of approximately 27 blocks in the downtown core of Coeur d'Alene. It is bounded by Northwest Boulevard and Government way, then forth to Indiana Avenue, then east to Fourth Street, then south to Coeur d'Alene Avenue, then east to Seventh Street, then south to Sherman Avenue, then east to Eighth Street, then south to City Hall and west along Front Avenue to First Avenue, then west again along Sherman Avenue/Northwest Boulevard. This area was chosen because it is the downtown core. Outlying parking and uses will be examined for impacts on the study area.

Q: What is the time line?

A: The study should be complete by the end of October.

Q: Will the study recommend policies the City should adopt regarding parking?

A: Yes, the study is a comprehensive look at parking encompassing management, enforcement, and policies on parking. We will be giving short term, mid term, and long term recommendations on parking.

Q: How will the study project future use?

A: The best way to deal with these issues of land use changes is to project based on mixed use assuming shared use parking. We will also look at proposed and possible future developments to help determine future use.





Q: Will the customers/visitors be issued surveys on parking in the downtown?

A: Yes, there will be a brief survey asking questions regarding their parking habits along with room for additional comments. There were several methods of delivering the surveys and it was decided to do a short survey on line for visitors and customers. This survey will supplement the Manager and Employee surveys that will be mailed out to each business in the study area.

Q: What is an acceptable response rate to the surveys?

A: Typical response rates are between 18 percent and 30 percent. The more the surveys and the parking study are marketed the better the response rate is.

Goal of Study:

To understand the parking needs of the Coeur d'Alene downtown core and come away with a tools and recommendations lending to smart development decisions.

Issues:

Parking study needs to address all aspects of the proposal submitted for the parking study.

Enforcement is not working due to the fact that there is not a strong enough ordinance regarding collection of fines for parking tickets. It is currently a misdemeanor to have four unpaid parking tickets.

Parking needs to be adequate and free on-street to develop the core area.

Employees and business owners are parking on-street instead of lots. Many people move their car every two hours to avoid a ticket.

Is parking on the waterfront the best use of land?

The study needs to address previous studies as well as the design to re-layout the waterfront parking.

Benchmarking:

Rich and Associates asked the Steering Committee which communities should be used for comparison information regarding parking. Communities should be





similar in size or communities that were looked to in regards to a good parking system. Communities discussed were:

Bellingham, WA
Bent, OR
Eugene, OR
Boise, ID

Next Task:

Manager and Employee surveys will be mailed out after comments and changes are received. Please e-mail (anorris@richassoc.com) with any changes to the surveys by Friday, July 13, 2007. The surveys will be mailed out Monday, July 10, 2007. The surveys will have a return by date of July 31, 2007.

Attendees

Annaka Norris, Richard A. Rich, Troy Tymesen, J.P. Stravens, Tony Berns, Jim Duncan, Jim Elder, Steven Foxx, Woody McEvers, Terry Cooper, Wendy Gabriel, Mayor Sandi Bloem.

