

# DOWNTOWN IDAHO FALLS PARKING STUDY

Phase One Draft – Memorial Drive Impact Assessment

Presented to:

**Idaho Falls Redevelopment Agency**

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September 5, 2007



Ideas for parking.  
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8/15/07



## OVERVIEW

This study will be presented in two phases. Phase One, which this document represents, is primarily concerned with acquiring base parking inventory and utilization data and assessing the impact of the proposed elimination of parking on Memorial Drive as part of a larger community planning strategy that aims at trying to better tie the natural resource and amenity of the Snake River to the downtown.

The Phase Two portion of this study will take a larger, more comprehensive look at parking in the downtown and will concentrate on the following major areas:

- Future downtown development and its impact on parking near Memorial Drive
- Long-term Parking Development Strategies/Opportunities
- Opportunities to utilize parking development as an economic development strategy
- The development of a recommended parking management organization
- The development of specific parking management action plan items
- Recommendations related to parking technology options to enhance revenue collection/control and to improve operational efficiency/effectiveness.

## INTRODUCTION

The Snake River and adjacent park are separated from downtown Idaho Falls by Memorial Drive, which consists of four rows of parking and two lanes of traffic. Memorial Drive is seen by many as a large barrier between the river and park and downtown Idaho Falls. In an effort to minimize the barrier between the park and downtown, proposed is the elimination of most of the parking on Memorial Drive. There are an estimated 258 parking spaces on Memorial Drive over the seven blocks between Broadway and G Street. These parking spaces are generally well utilized by a combination of park visitors and downtown visitors and employees.



## SCOPE OF SERVICES – PHASE ONE

Following is the Scope of Services for the parking study:

1. Document the downtown parking inventory.
2. Conduct a "snapshot" parking occupancy survey for all of the on-street and off-street parking within the downtown study area.
3. Assess current downtown parking conditions.
4. Identify the users of the public parking on Memorial Drive.
5. Determine if there is sufficient replacement parking within a reasonable walking distance of Memorial Drive.
6. Identify potential shared parking opportunities near Memorial Drive.
7. If required, recommend locations for additional public parking facilities near Memorial Drive.
8. Develop concept plans and cost estimates for the proposed parking facilities.

## STUDY AREA

The 37-block study area for the parking analysis is indicated in Figure 1 and is bounded by G Street on the north, Cliff Street on the south, Eastern Avenue on the east and the west side of Memorial Drive and Capital Avenue on the west. Each block has been assigned a number for identification purposes.

## PARKING SUPPLY

The on-street parking supply is indicated by block and type of parking (time restricted, loading, accessible, unrestricted, etc.) in Table 1. There are an estimated 1,082 on-street parking spaces within the study area. Approximately 93% of the parking spaces are either 2-hour (578 spaces) or unrestricted (426 spaces). Of the 426 unrestricted spaces, 239 (56%) are located on Memorial Drive and thought to be used mostly by county and other downtown employees. The remaining 7% of the spaces are signed for shorter parking durations (5 to 20 minutes), loading, accessible or reserved.





Table 1.  
On-Street Parking Supply

Block	5-Min.	10-Min.	20-Min.	2-Hour	Loading	Accessible	Reserved	Unrestricted	Total
1									0
2				10					10
3				26		2			28
4				18	1	2		9	30
5				11				4	15
6				7				15	22
7								14	14
8								15	15
9				9				15	24
10				4					4
11				21		1			22
12				45	3	3			51
13				46	1	2			49
14				38					38
15				20				16	36
16				11				32	43
17								18	18
18				11					11
19				12					12
20	1			27					28
21	1	1		38	3				43
22				34	1	2			37
23			22	2	2	3	6		35
24				29	1				30
25			2	7	1			21	31
26								10	10
27				7				3	10
28				13					13
29				23	2	1			26
30				32	1	2			35
31				25	1	1			27
32				16			1	4	21
33				14					14
34				11				5	16
35								6	6
Memorial Dr.			2	11	1	3	2	239	258
Total:	2	1	26	578	18	22	9	426	1,082
Percent:	0.2%	0.1%	2.4%	53.4%	1.7%	2.0%	0.8%	39.4%	100.0%

The public and private off-street parking supply is indicated by block in Table 2. Of the 3,054 off-street spaces, 588 spaces are public (19%) and 2,466 spaces are private (81%). The private parking spaces are reserved for the exclusive use of businesses, residents and others and are not available to the general public.



Table 2.  
 Off-Street Parking Supply

Block	Number of Parking Spaces		
	Public	Private	Total
1		89	89
2		107	107
3		143	143
4		123	123
5		45	45
6		82	82
7		76	76
8		54	54
9	81	36	117
10		15	15
11		79	79
12	44	25	69
13		82	82
14		139	139
15		143	143
16		57	57
17		30	30
18	44	43	87
19	134		134
20		52	52
21		64	64
22		58	58
23		33	33
24	40	78	118
25		96	96
26		51	51
27		57	57
28		162	162
29		73	73
30	76	28	104
31		54	54
32		55	55
33		143	143
34		84	84
35		10	10
36	55		55
37	114		114
Total:	588	2,466	3,054
Percent:	19%	81%	100%

Note: The inventory does not include the USPS employee lot on Block 7.



## **PARKING OCCUPANCY**

Parking occupancy surveys were conducted over a two day period in June 2007 to determine the current utilization of the parking supply. Included in the surveys were all of the on-street spaces and 3,001 of 3,054 off-street spaces. Three underground parking garages with combined 53 parking spaces could not be accessed and are not included in the occupancy surveys. The parking occupancy counts were conducted between the hours of 10:00 AM and 2:00 PM. They are intended to provide a "snapshot" of current parking conditions in downtown Idaho Falls.

As indicated in Table 3, the on-street spaces were 57% occupied and the off-street spaces were 52% occupied. The busiest blocks for on-street parking, with occupancy levels ranging between 80% and 100%, were 4, 5, 20, 29, and 30. The parking spaces on Memorial Drive were 71% occupied, although the spaces between B and D Streets were mostly full. The highest off-street parking occupancy was 87% on Block 10. Occupancy levels between 70% and 78% were recorded on blocks 3, 5, 11, 17, 18, 20, 28, and 34. The busiest blocks overall (on-street and off-street) were 4, 5, 10, 20, 28, 34 and Memorial Drive.

MEMORIAL DRIVE



Table 3.  
Summary of Parking Occupancy

Block	On-Street			Off-Street			Total		
	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.
1				89	25	28%	89	25	28%
2	10	4	40%	107	46	43%	117	50	43%
3	28	7	25%	130	91	70%	158	98	62%
4	30	24	80%	123	85	69%	153	109	71%
5	15	15	100%	45	32	71%	60	47	78%
6	22	4	18%	82	39	48%	104	43	41%
7	14	0	0%	76	25	33%	90	25	28%
8	15	3	20%	54	20	37%	69	23	33%
9	24	6	25%	117	79	68%	141	85	60%
10	4	2	50%	15	13	87%	19	15	79%
11	22	12	55%	79	56	71%	101	68	67%
12	51	37	73%	69	31	45%	120	68	57%
13	49	33	67%	82	37	45%	131	70	53%
14	38	23	61%	139	74	53%	177	97	55%
15	36	12	33%	143	37	26%	179	49	27%
16	43	18	42%	57	34	60%	100	52	52%
17	18	7	39%	30	22	73%	48	29	60%
18	11	2	18%	87	61	70%	98	63	64%
19	12	8	67%	134	83	62%	146	91	62%
20	28	23	82%	52	40	77%	80	63	79%
21	43	34	79%	37	14	38%	80	48	60%
22	37	25	68%	58	40	69%	95	65	68%
23	35	13	37%	33	15	45%	68	28	41%
24	30	13	43%	118	65	55%	148	78	53%
25	31	14	45%	96	51	53%	127	65	51%
26	10	5	50%	51	13	25%	61	18	30%
27	10	1	10%	57	6	11%	67	7	10%
28	13	5	38%	162	127	78%	175	132	75%
29	26	22	85%	73	24	33%	99	46	46%
30	35	30	86%	91	48	53%	126	78	62%
31	27	16	59%	54	25	46%	81	41	51%
32	21	6	29%	55	20	36%	76	26	34%
33	14	4	29%	143	27	19%	157	31	20%
34	16	8	50%	84	65	77%	100	73	73%
35	6	0	0%	10	1	10%	16	1	6%
Memorial Dr.	258	184	71%				258	184	71%
36				55	8	15%	55	8	15%
37				114	70	61%	114	70	61%
Total:	1,082	620	57%	3,001	1,549	52%	4,083	2,169	53%

Note: The parking occupancy counts do not include 53 underground spaces that could not be accessed.



As indicated in Table 4, the 588 public off-street parking spaces were 59% occupied. Parking occupancy by block ranged from a low of 15% on Block 36 to a high off 77% on Block 18.

Table 4.  
 Public Off-Street Parking Occupancy

Block	Supply	Occupied	% Occ.
9	81	59	73%
12	44	21	48%
18	44	34	77%
19	134	83	62%
24	40	26	65%
30	76	46	61%
36	55	8	15%
37	114	70	61%
Total:	588	347	59%

## PARKING ZONES

A more effective way of viewing existing parking conditions is by grouping the blocks together into parking analysis zones. The study area is shown divided into nine zones labeled A through I in Figure 2. As indicated in Table 5, on-street parking occupancy ranged from a low of 29% in Zone A to a high of 83% in Zone F. The on-street spaces in Zone C, where the county buildings are located, were 78% occupied. The on-street spaces on Memorial Drive were 73% occupied in Zone B (54 of 74 spaces occupied), 84% occupied in Zone C (97 of 115 spaces occupied), and 48% occupied in Zone D (33 of 69 spaces occupied). Off-street parking occupancy ranged from a low of 40% in Zone D to a high of 63% in Zone E. Overall parking occupancy ranged from a low of 44% in Zone H to a high of 66% in Zone C. Overall parking occupancy is also summarized in Figure 2. While the zone containing the county building was the busiest overall, it was not appreciably busier than the other more active zones.





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City of Idaho  
 Falls  
 Downtown  
 Parking Study

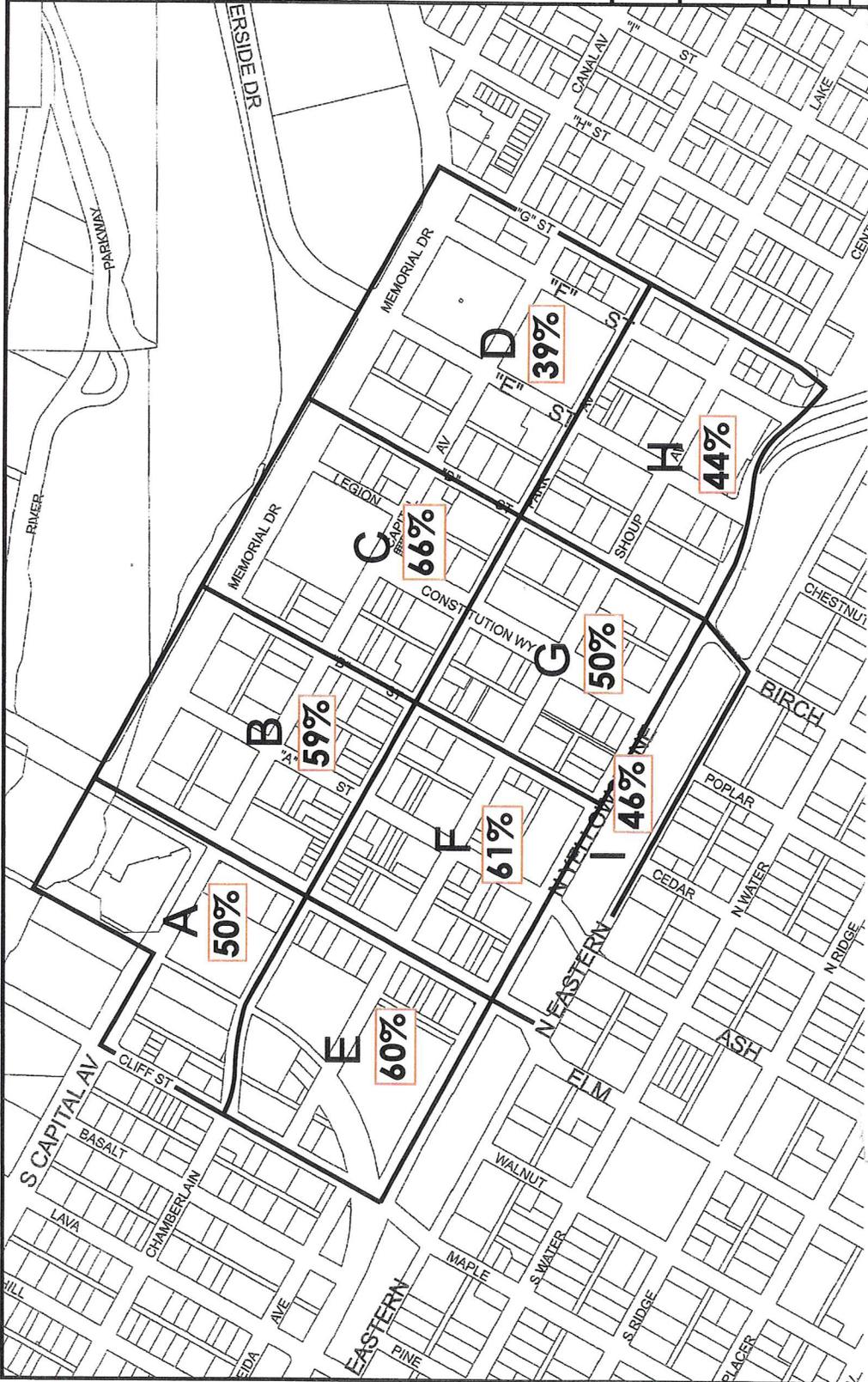
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DRAWING TITLE  
 DOWNTOWN STUDY  
 AREA

PROJECT NO.  
 S3-2007-059

DRAWING NO.  
**FIG.2**



DOWNTOWN STUDY AREA  
 N.T.S.

Table 5.  
 Summary of Parking Occupancy by Zone

Zone	On-Street			Off-Street			Total		
	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.
A	28	8	29%	221	117	53%	249	125	50%
B	185	114	62%	385	224	58%	570	338	59%
C	247	192	78%	389	228	59%	636	420	66%
D	217	77	35%	442	177	40%	659	254	39%
E	46	16	35%	440	277	63%	486	293	60%
F	132	109	83%	253	126	50%	385	235	61%
G	120	60	50%	200	100	50%	320	160	50%
H	107	44	41%	502	222	44%	609	266	44%
I	0	0	----	169	78	46%	169	78	46%
Total:	1,082	620	57%	3,001	1,549	52%	4,083	2,169	53%

Based on the results of the occupancy survey, parking is plentiful downtown and there is sufficient replacement parking for Memorial Drive if downtown visitors and employees are willing to walk longer distances and/or shared parking agreements can be reached between the city and owners of private parking lots.

**PARKING DURATION AND TURNOVER**

Parking duration and turnover surveys were conducted to determine the users of the parking on Memorial Drive, and the results are summarized in Table 6. Partial license plate numbers were recorded every half-hour between 8:00 AM and 4:00 PM. The surveys were conducted on 203 parking spaces at the following Memorial Drive locations:

- A:** Parallel spaces on the east side of the street
- B & C:** Diagonal spaces in the middle of the street
- D:** Parallel spaces on the west side of the street



Table 6.  
 Summary of Turnover Survey on Memorial Drive

	Area				Total
	A	B	C	D	
Number of Spaces	42	59	60	42	203
Number of Parkers					
Short-Term (2 hrs. or less)	34	43	57	32	166
Mid-Term (2.5 to 5.5 hrs.)	14	38	37	17	106
Long-Term (6+ hrs.)	7	29	20	11	67
Total:	55	110	114	60	339
Percentage					
Short-Term (2 hrs. or less)	62%	39%	50%	53%	49%
Mid-Term (2.5 to 5.5 hrs.)	25%	35%	32%	28%	31%
Long-Term (6+ hrs.)	13%	26%	18%	18%	20%
Average Turnover	1.31	1.86	1.90	1.43	1.67

Parkers are categorized based on their length of stay as short-term (a stay of two hours or less), mid-term (a stay between 2.5 and 5.5 hours), or long-term (a stay of 6+ hours). Approximately 49% of the parkers were short-term, 31% mid-term, and 20% long-term. Recorded were 339 vehicles parking in 203 spaces for an average turnover rate of 1.67. It was a surprise to us that nearly 50% of the parkers on Memorial Drive stayed for two hours or less. It was also a surprise that only 20% of the parkers stayed for six hours or more, although it is thought that many, if not most, of the mid-term parkers were downtown employees who parked at more than one location on the survey days. The survey results indicate that the loss of parking on Memorial Drive will equally affect downtown visitors and employees.

County employees were also asked to place placards on their dashboards in order to identify the extent of county employee parking on and near Memorial Drive. The



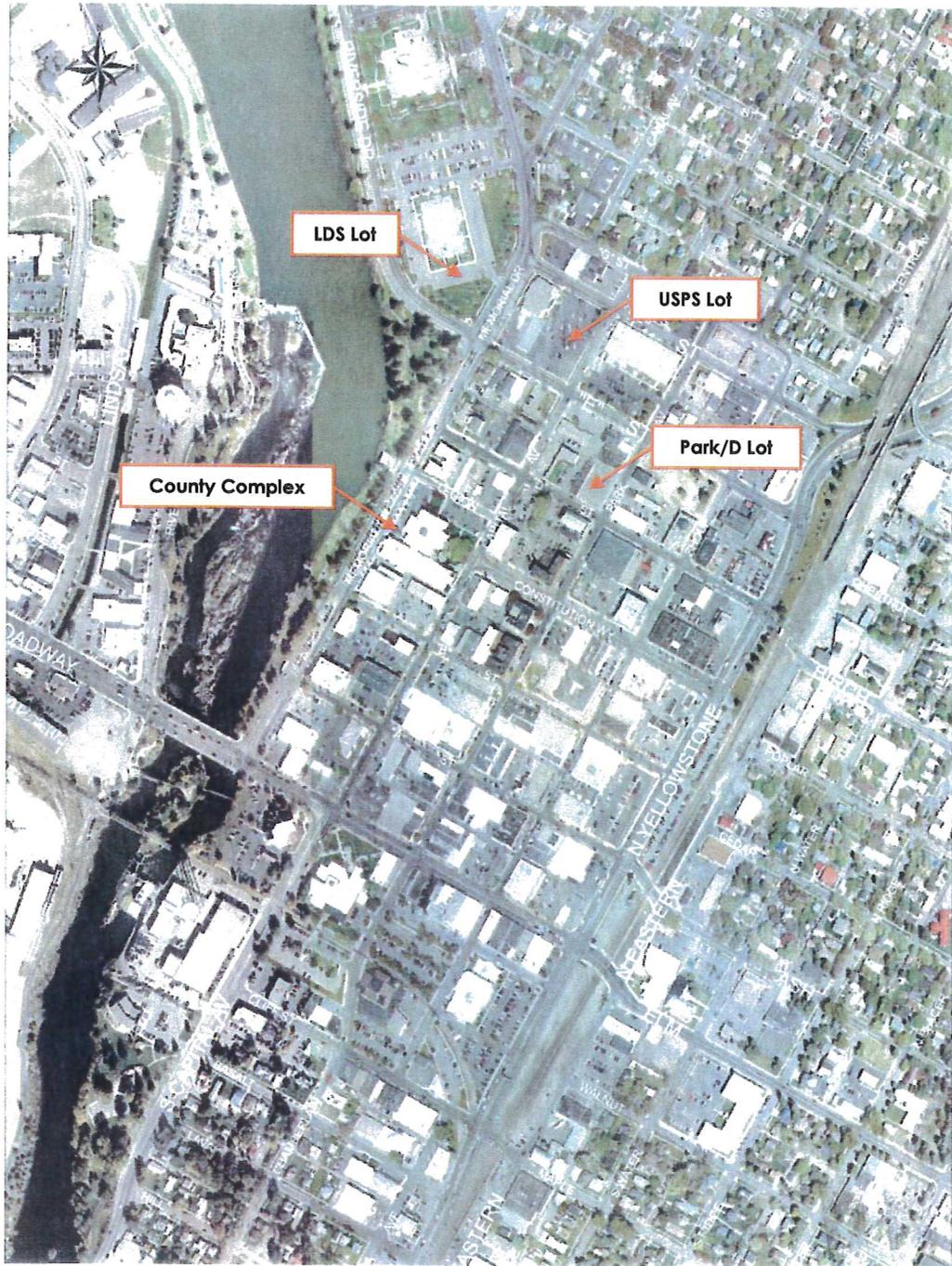
placards were counted between 9:00 and 10:00 AM and 1:00 to 2:00 PM on two weekdays. There were 123 placards counted on and near Memorial Drive on the busiest day. Of the 123 placards, 98 were counted on Memorial Drive (80%) and 25 were counted at other locations including Legion and Constitution Way (20%).

### **SHARED PARKING OPPORTUNITIES**

Three existing locations have been identified that should be considered for county employee parking before replacement parking is developed downtown. Parking is available on the south side of the LDS lot, in the USPS lot, and in a lot at the corner of Park Avenue and D Street. These locations are identified on the aerial photograph on the following page. The USPS lot and the Park Ave./D St. lot are about two blocks away from the county complex, which represents, in our opinion, a viable walking distance for county employees. The LDS lot represents a slightly longer walk that may not be perceived as a viable walking distance. There are also 110 unrestricted on-street parking spaces within a reasonable walking distance to the county complex. This parking is located on Blocks 6, 7, 8, 15, 16 and 17 (refer back to Figure 1). The on-street spaces on these blocks were only 30% full.

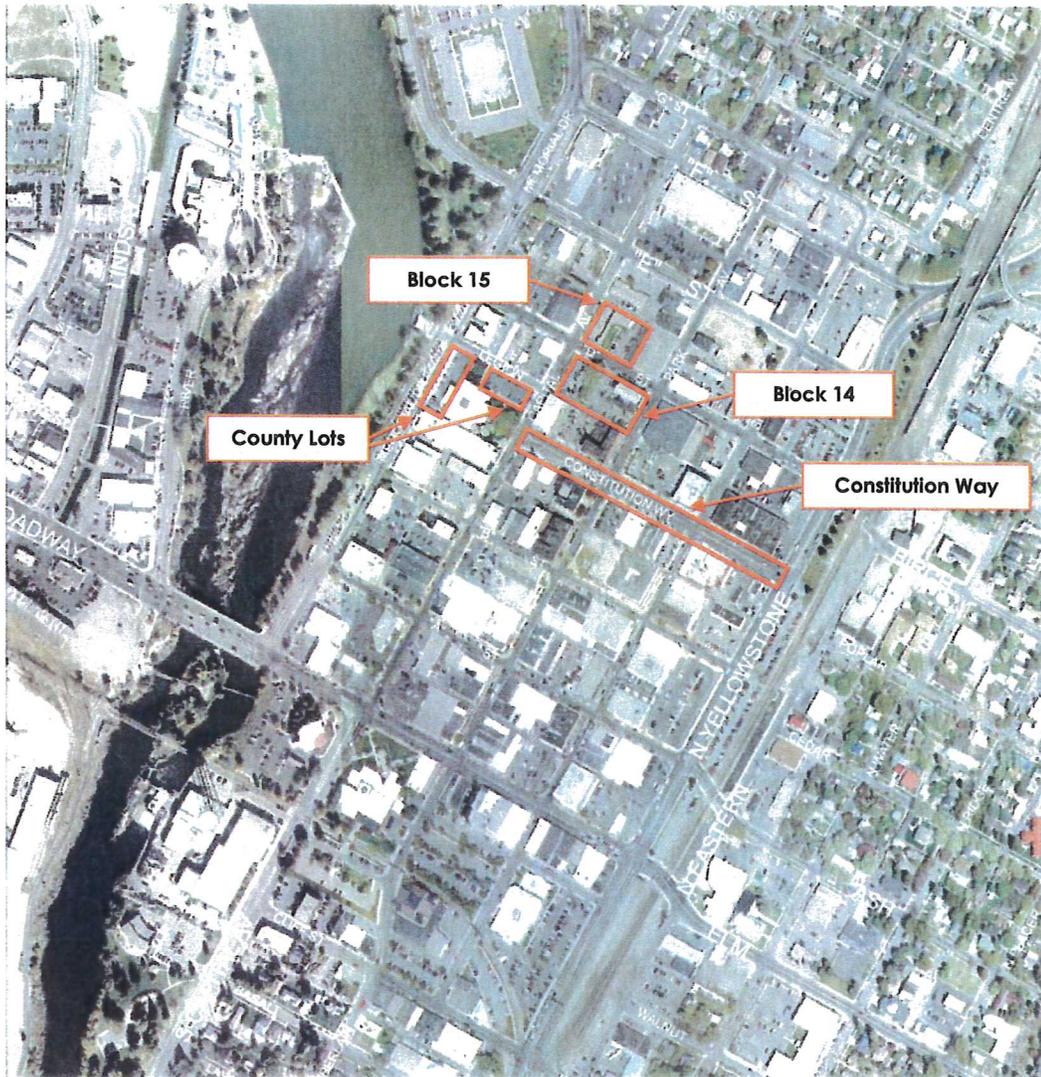
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### PARKING EXPANSION OPTIONS

Several downtown locations have been identified for the development of parking including Constitution Way, the north half of Block 14, the county lots on Block 4, and the south half of Block 15. Refer to the photograph below for these locations.



### **Constitution Way**

Because of the width of Constitution Way, there are opportunities to add parking on the three blocks between Capital Avenue and Yellowstone Highway. There are currently 67 diagonal parking spaces on Constitution Way. As indicated in Figure 3, 111 parking spaces, which represents a net gain of 44 spaces, can be provided in a viable layout combining curbside parallel spaces with 60-degree angled parking in the middle of the street that can be accessed from either direction. As with previous concepts developed for Constitution Way, landscaped islands are shown at the ends of the interior parking rows. Although not shown in this plan, curb bump outs could be provided at the intersections to shorten the distance to cross the street and to visually enhance the streetscape. The cost to provide the additional parking on Constitution Way will vary depending upon the landscape and streetscape improvements provided. A previous study by Urban Development Services estimated \$350,000 for new pavement at the intersections, curb pump outs, lighting, and landscaped islands. It's anticipated that parking can be added on Constitution Way at considerably less cost by simply restriping.

Engineer's estimate: \$891,000, not \$350,000  
Gain of 44 spaces. Cost per gained space: \$20,000 plus per space

DRAFT





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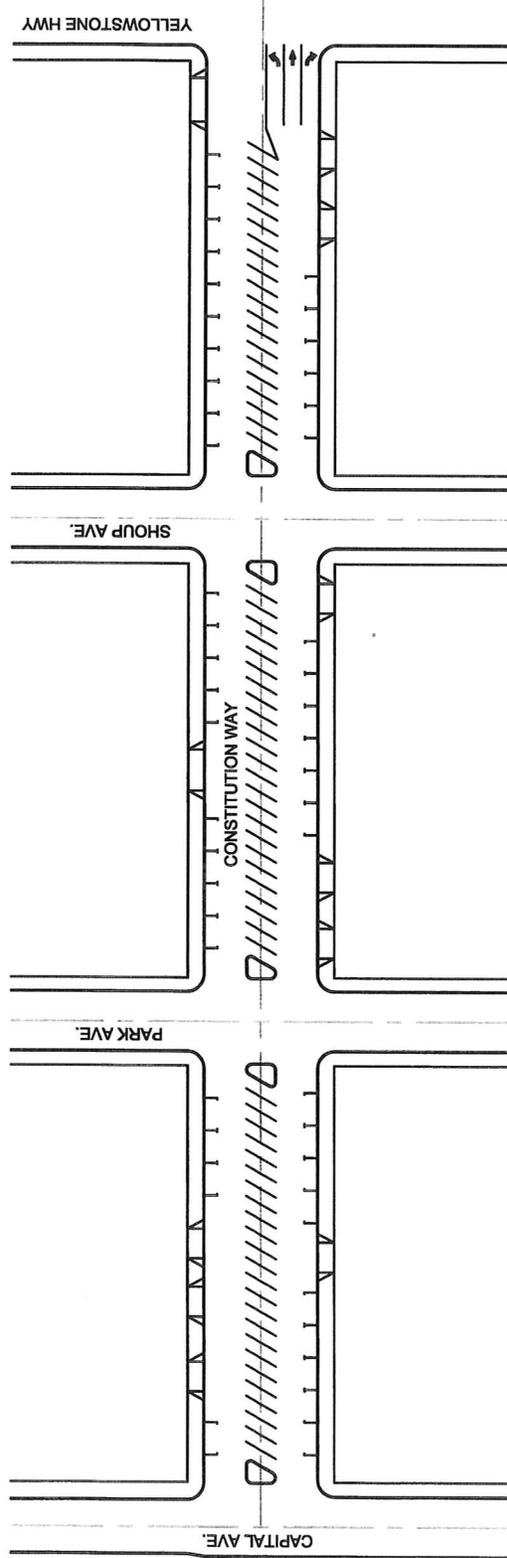
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CONSTITUTION WAY  
REDEVELOPMENT

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S3-2007-059  
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**FIG.3**



**CONSTITUTION WAY REDEVELOPMENT**  
N.T.S.  
111 SPACES

111 SPACES

### **Surface Lot Option 1**

Figure 4 indicates a 79-space parking lot on a portion of the south half of Block 14. The property would have to be acquired and an existed building at the corner of Park Avenue and D Street demolished to make way for the lot. The vehicle entry/exit is located at approximately the same location of an existing curb cut on Park Avenue. Traffic circulation throughout the lot is one-way and drive aisles are minimum 18'-0" wide. The 8'-6" x 19'-0" parking spaces are at a 70-degree angle to the drive aisles. A portion of the parking would be accessed from the alley, which maximizes the spaces and provides a very efficient parking layout. The parking lot is estimated to represent a construction cost of approximately \$165,000, excluding land acquisition and building demolition costs.

### **Surface Lot Option 2**

Figure 5 indicates a 134-space lot at the same location. A neighboring property would have to be acquired and another building demolished to provide parking on the entire half block. Again, a portion of the parking would be accessed from the alley. The expanded parking lot is estimated to represent a construction cost of approximately \$260,000, excluding land acquisition and building demolition costs.





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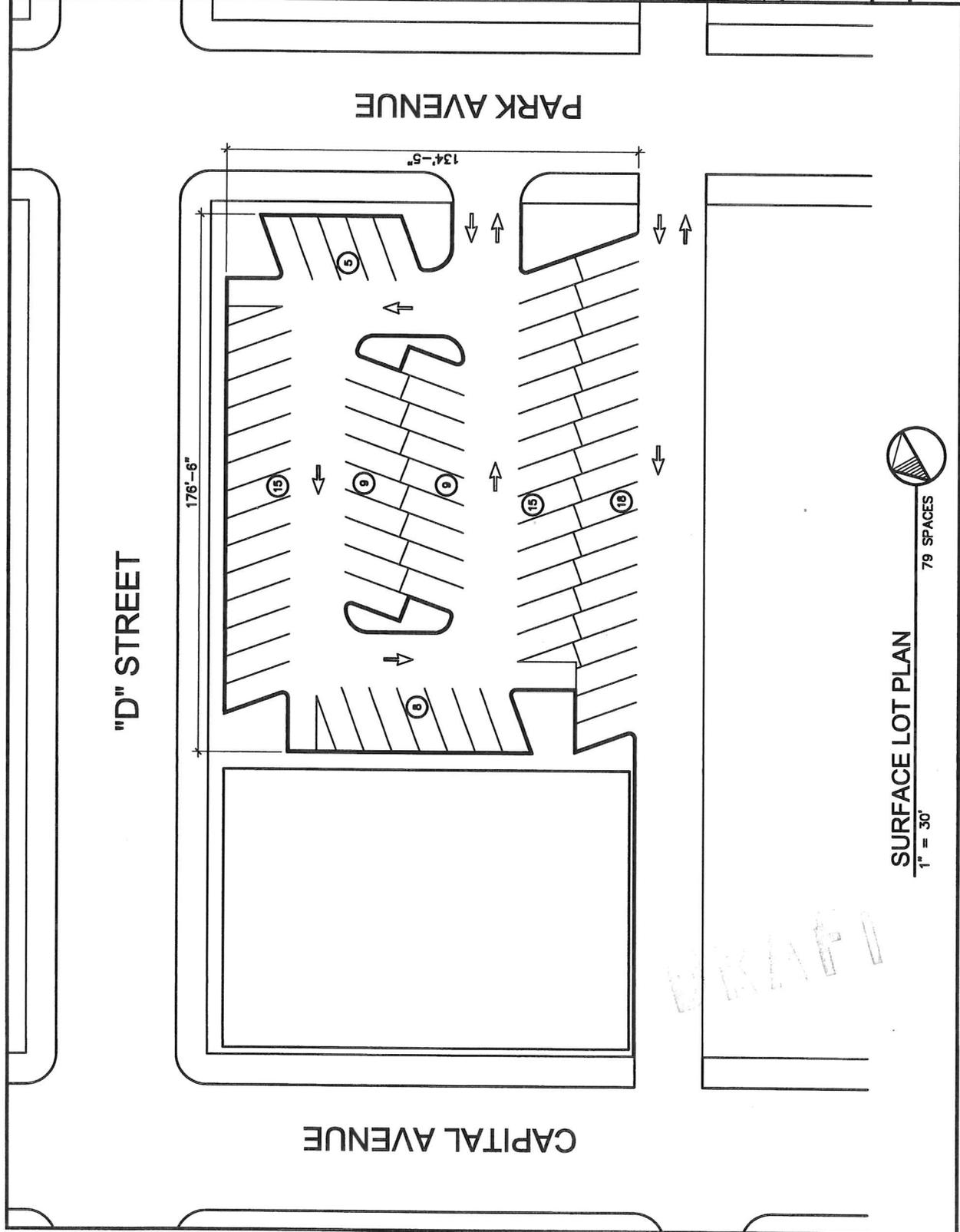
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DESCRIPTION	PRELIMINARY

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 SURFACE LOT PLAN  
 OPTION 1

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**FIG.4**



79 SPACES

1" = 30'  
 SURFACE LOT PLAN

WALKED



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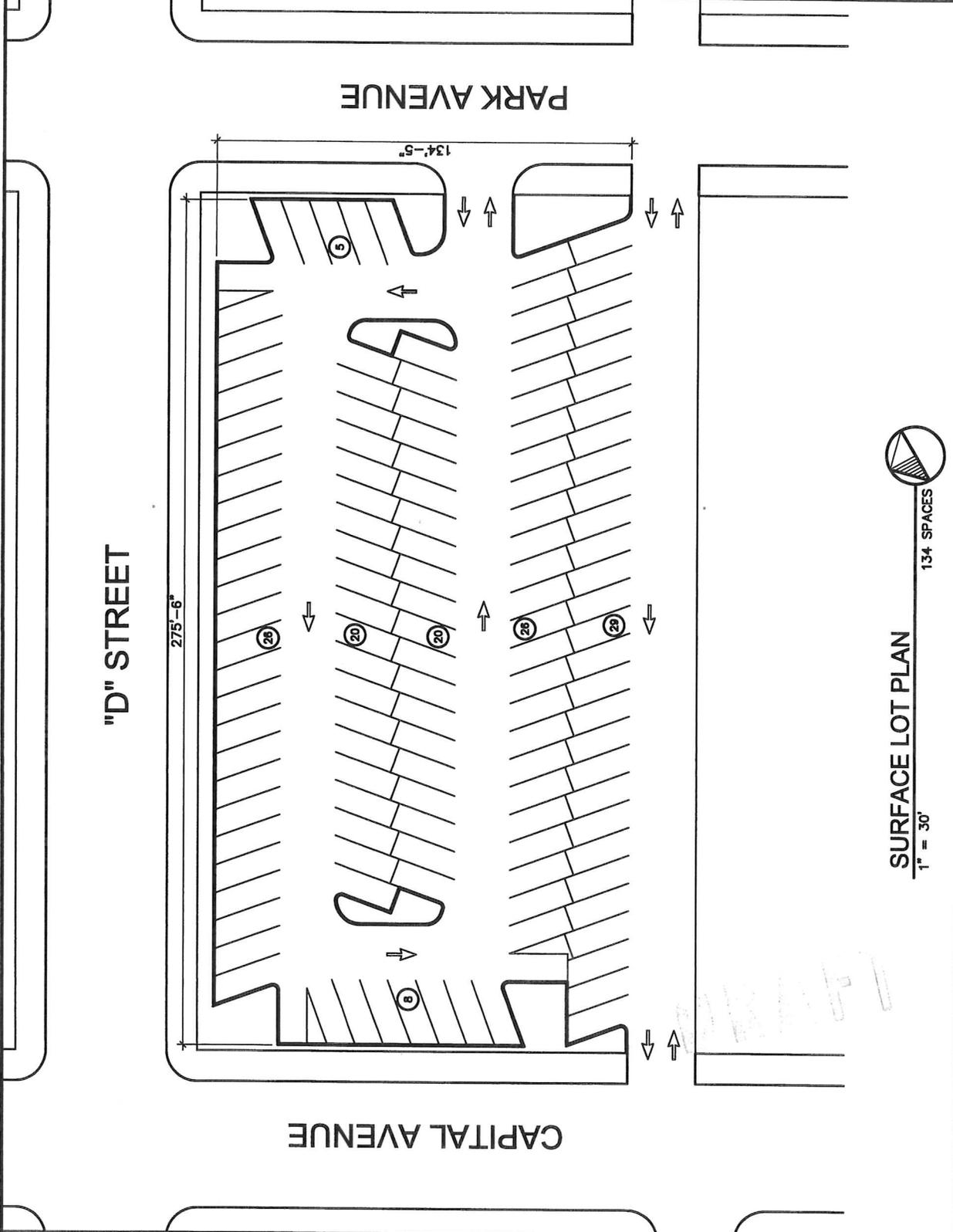
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DRAWING TITLE  
**SURFACE LOT PLAN  
 OPTION 2**

PROJECT NO.  
**S3-2007-059**

DRAWING NO.  
**FIG.5**



134 SPACES

**SURFACE LOT PLAN**  
 1" = 30'

### **Parking Structure**

Figures 6 and 6A indicate a two-level, two-bay parking structure on the same half block with 182 parking spaces. Traffic circulation throughout the garage is two-way and drive aisles are minimum 24'-0" wide. The 9'-0" x 19'-0" parking spaces are all perpendicular to the drive aisles (i.e. 90-degrees). The site is long enough to provide end-bay parking and provide vertical vehicle circulation on a parking ramp that is sloped at approximately 6%. This concept represents the most efficient parking and circulation scheme for this site. There are two vehicle entry/exit locations, one on Park Avenue and the other off of the alley. Stairs are shown in the southwest and northeast corners. The two-level parking structure is estimated to represent a construction cost of \$1.3 million, excluding land acquisition and building demolition costs. The cost per space is approximately \$7,143.

This option is an example of a potential Phase Two study strategy to stimulate economic development. If this structure were developed it would provide adequate parking capacity to potentially allow for an infill development on the lot between the Bonneville Hotel building and the Idaho Hotel building on the corner of Constitution Way and Capital Avenue (refer to the following photographs).





WIKI





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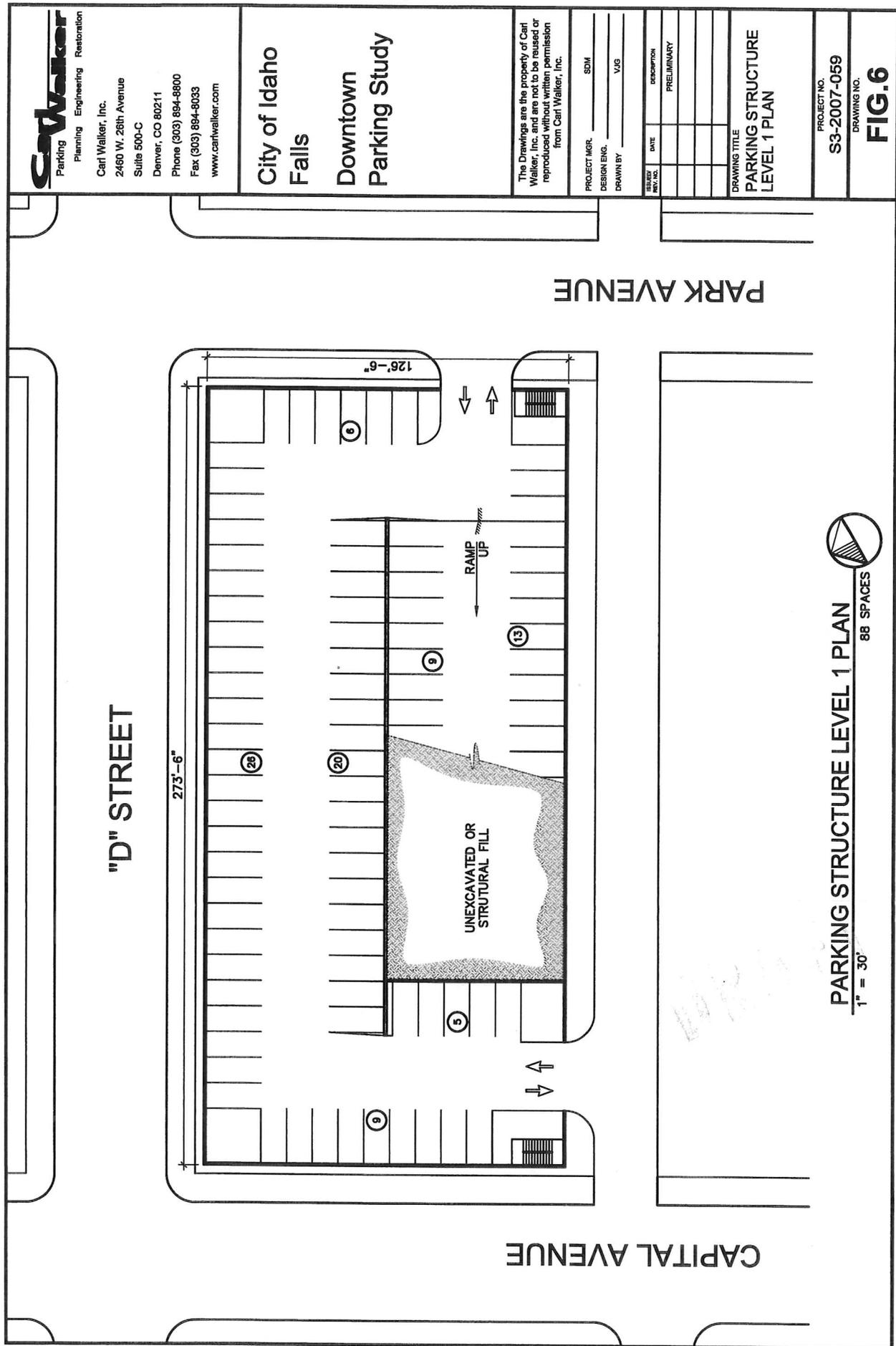
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**PARKING STRUCTURE  
 LEVEL 1 PLAN**

PROJECT NO.  
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 DRAWING NO.

**FIG. 6**



**PARKING STRUCTURE LEVEL 1 PLAN**  
 88 SPACES  
 1" = 30'

**City of Idaho  
 Falls  
 Downtown  
 Parking Study**

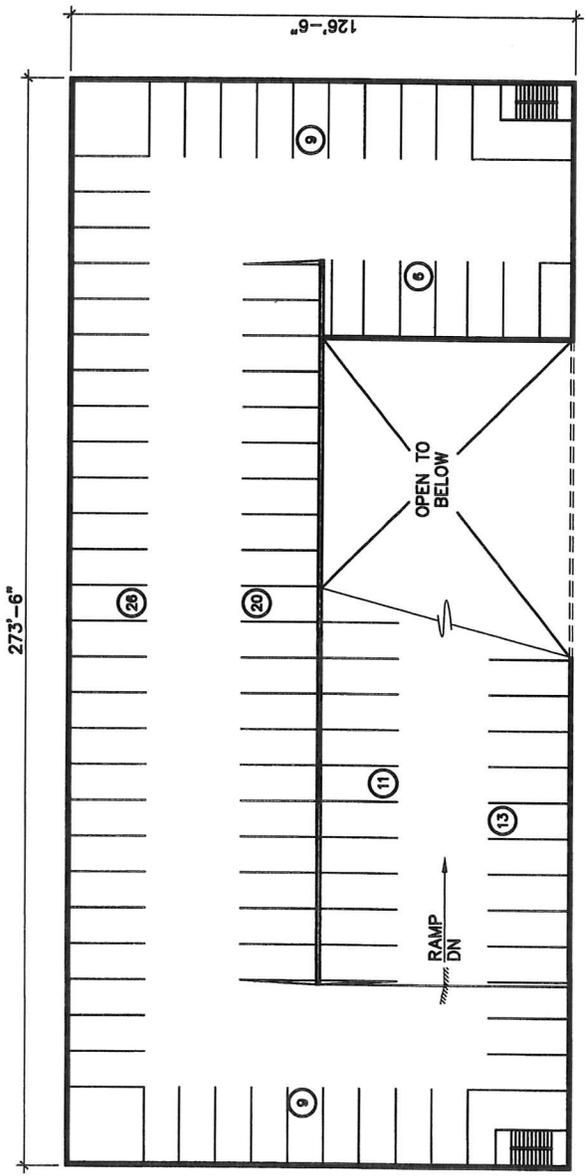
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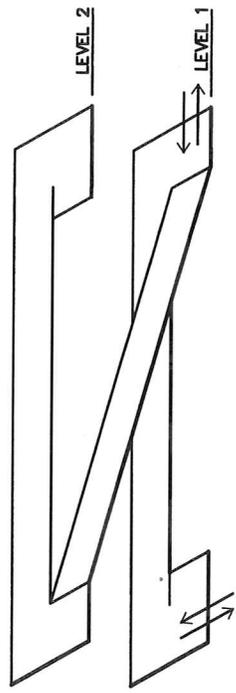
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**PARKING STRUCTURE  
 LEVEL 2 PLAN**

PROJECT NO.  
**S3-2007-059**

DRAWING NO.  
**FIG.6A**



**PARKING STRUCTURE LEVEL 2 PLAN**  
 94 SPACES  
 1" = 30'



**ISOMETRIC**  
 NO SCALE

**SPACE TABULATION CHART**

LEVEL	STANDARD SPACE		TOTAL
1	88	-	88
2	94	-	94
<b>TOTAL</b>	<b>182</b>	<b>-</b>	<b>182</b>

### Surface Lot Option 3

Figure 7 shows an expanded parking lot with 95 spaces at the county complex that utilizes Legion for traffic circulation. Traffic circulation throughout the lot is one-way and drive aisles are minimum 18'-0" wide. The 8'-6" x 19'-0" parking spaces are at a 70-degree angle to the drive aisles. There are currently 64 parking spaces in the two county lots, so the expanded lot would represent a net increase of 31 spaces in a viable layout that provides additional parking at the most convenient location for county visitors and employees. However, the additional parking is provided at the expense of green space. This lot is estimated to represent a construction cost of approximately \$150,000.

### Surface Lot Option 4

Figure 8 indicates a 79-space parking lot on a portion of the south half of Block 15. The property would have to be acquired and an existed apartment building demolished to make way for the lot. It is the same design as Option 1 but the parking is reversed. The parking lot is estimated to represent a construction cost of approximately \$165,000, excluding land acquisition and building demolition costs. A parking structure does not make much sense at this location unless the adjacent parking lot can be acquired as well.

Does cost of \$150,000 on Legion Drive consider differences in elevation between street and parking area?





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 Parking Study

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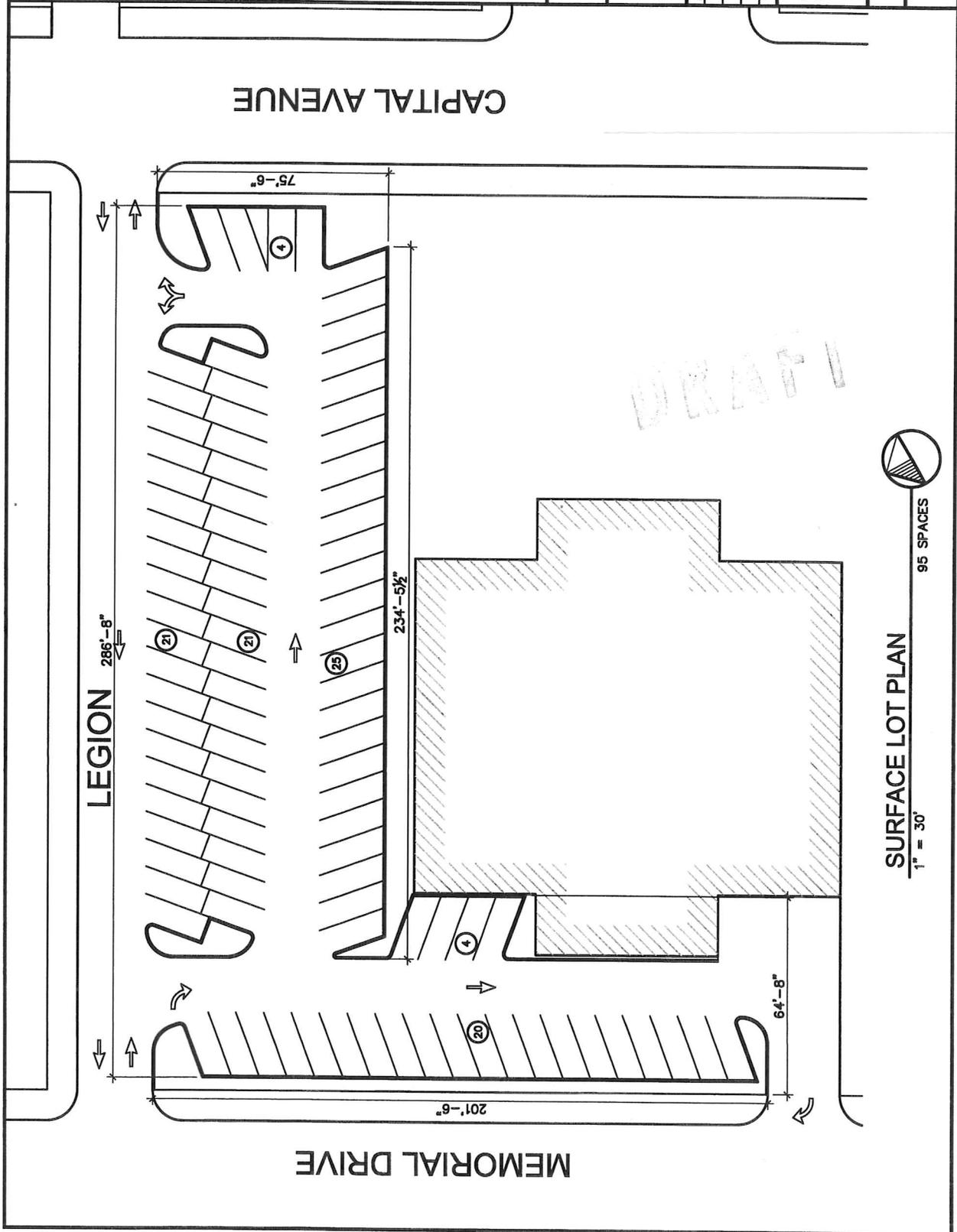
PROJECT MGR. \_\_\_\_\_  
 DESIGN ENG. \_\_\_\_\_  
 DRAWN BY \_\_\_\_\_  
 VJG

REVISION NO.	DATE	DESCRIPTION
		PRELIMINARY

DRAWING TITLE  
 SURFACE LOT PLAN  
 OPTION 3

PROJECT NO.  
 S3-2007-059

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**FIG. 7**



**SURFACE LOT PLAN**  
 1" = 30'  
 95 SPACES



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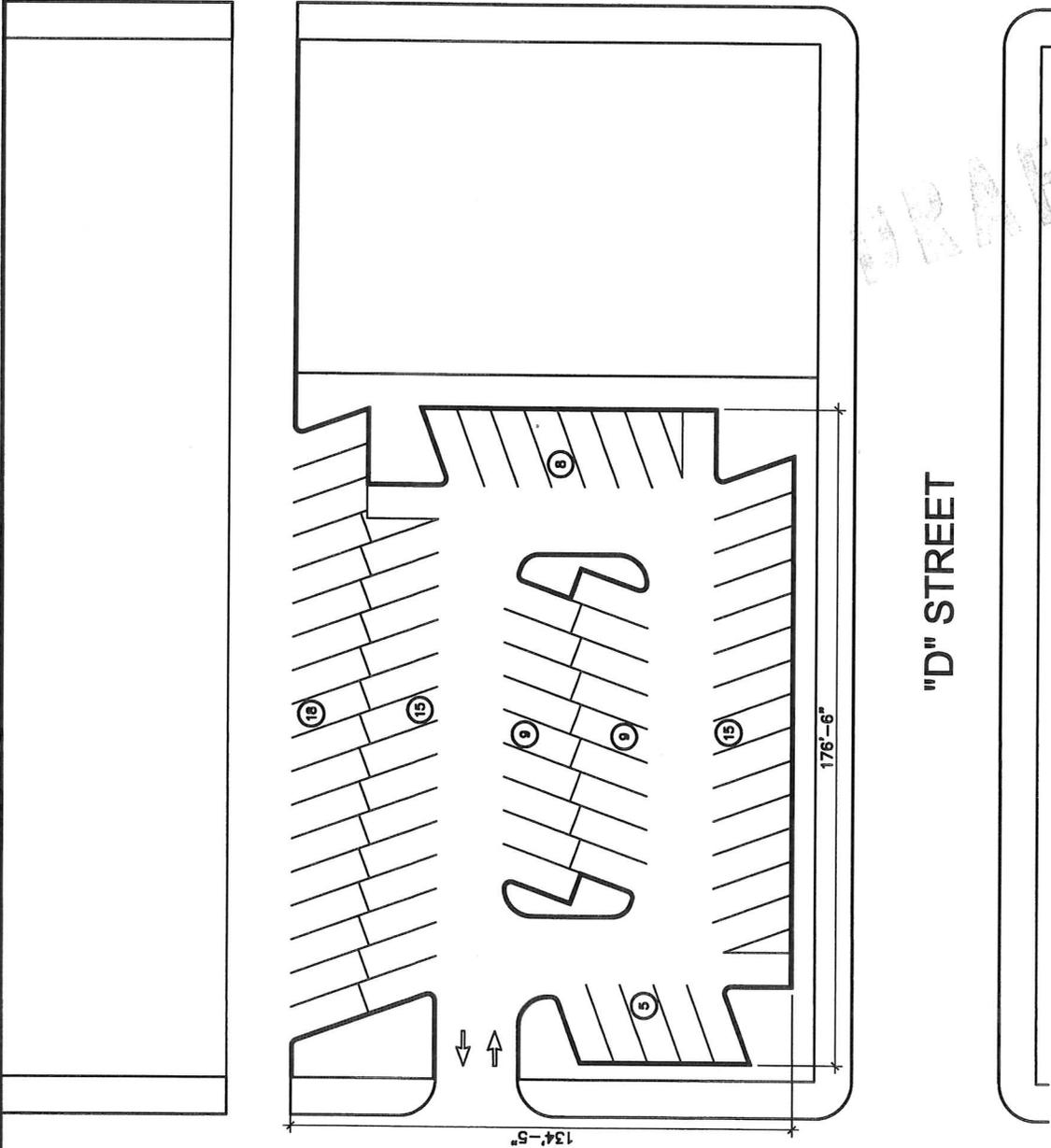
REVISION NO.	DATE	DESCRIPTION
		PRELIMINARY

DRAWING TITLE  
 SURFACE LOT PLAN  
 OPTION 4

PROJECT NO.  
 S3-2007-059  
 DRAWING NO.

**FIG.8**

PARK AVENUE



"D" STREET

CAPITAL AVENUE



79 SPACES  
 SURFACE LOT PLAN  
 1" = 30'

### **Conclusion**

As previously mentioned, there should be sufficient replacement parking for Memorial Drive if downtown visitors and employees are willing to walk longer distances and/or shared parking agreements can be reached between the city and owners of private parking lots. If these parking resources are not viewed as viable replacement parking, several sites have been identified where replacement parking could potentially be located. If the county insists on replacement parking, it would make sense initially to develop the additional parking on Constitution Way (+44 spaces) and to expand the county lot (+31 spaces). These options would provide 75 more parking spaces. If additional parking is required, the other surface lot options should be explored, which would provide 79 or 134 more parking spaces. A parking structure should only be considered as a last resort for replacement parking given the high cost of structured parking. If a full half-block can be obtained by the city, an efficient parking structure can be developed on the property sometime in future when it is needed and/or to stimulate private sector investment in downtown Idaho Falls.

