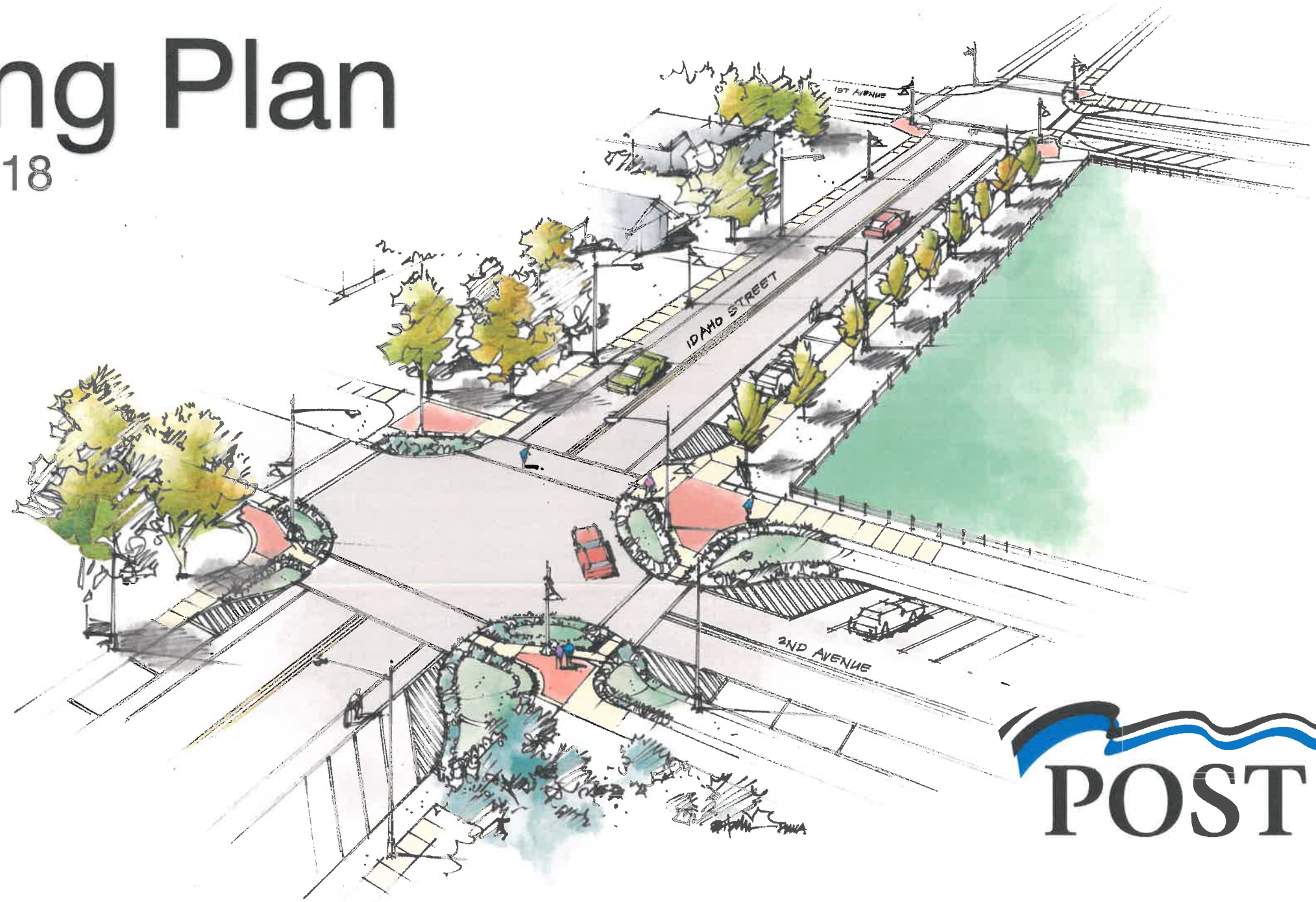


# Post Falls City Center

# Parking Plan

November 2018



CITY OF  
**POST FALLS**

**WELCH-COMER**  
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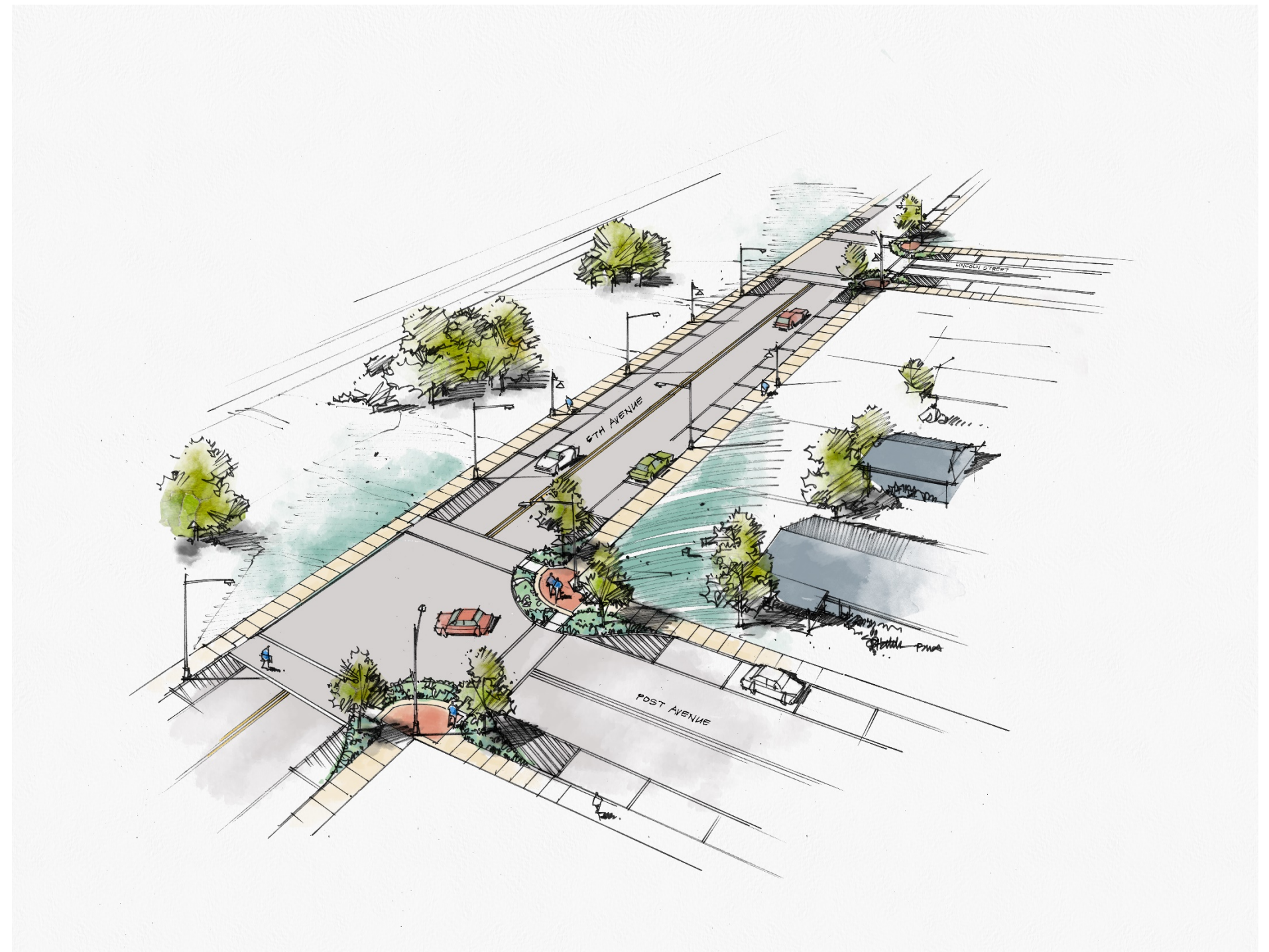


Figure 1: Artist's Rendering of 5th Avenue Improvements

## How did this planning process begin?

### Background

The City of Post Falls has recognized the need for a parking plan in City Center for several years. The potential for growth in the City Center is evident. The need for additional parking was reinforced when the Post Falls Brewery opened their doors to the community and experienced tremendous success. With that success came an on-street parking shortage.

So, in the Fall of 2017, the City embarked on a study to analyze the future parking needs in City Center. The project boundaries include 1<sup>st</sup> Avenue to the south, 5<sup>th</sup> Avenue to the north, Idaho Street to the east (including the Idaho Veneer property), and The Landings & Falls Park to the west. See Figure 3 for detailed project boundaries and existing right-of way widths.

### Purpose

The purpose of this parking plan is to create a consistent parking strategy and general right of way development strategy as an addendum to the City Center Master Plan that was conducted in the mid-2000's. Specifically, this includes:

1. Developing an understanding of the existing on and off-street parking in the study area.
2. Determining areas which may be lacking adequate parking currently or in the future.
3. Creating a plan to increase total parking and remedy specific inadequate parking areas.

### Ultimate Project Outcomes

There are three primary outcomes the City desires of this plan. Achieving each of these is critical to ensuring Post Falls is poised for the growth and development most believe will occur over the next two or three decades.

**Outcome 1:** Provide the City internal direction on needed streetscape and parking improvements. This plan will serve as a "road map" to what parking, streetscape, stormwater, bike lane, and illumination improvements are needed.

**Outcome 2:** In most cities, state and federal funding is essential to making infrastructure improvements. This plan will be used to attract funding through normal application processes and funding opportunities. This plan will show a potential funding agency that

Post Falls has carefully and thoughtfully planned their downtown area. Therefore, awarding the City funding would be a good investment.

**Outcome 3:** Like attracting funding agencies, this plan will also demonstrate to the development community that Post Falls is organized and would be a safe place to invest. When a developer expresses interest in the downtown, city staff can show all the upfront planning and design work that's been done. We want developers to know the expectations of the City, and to look at the downtown area with more certainty about what the future holds.

## Who was involved in the planning process?

### Steering Committee Members

- i. Bill Melvin, P.E., City Engineer – City of Post Falls
- ii. Robert Palus, P.E., Assistant City Engineer – City of Post Falls
- iii. Jon Manley, Planning Manager – City of Post Falls
- iv. Lindsey King, Planner 1 – City of Post Falls
- v. Shelly Enderud, City Administrator – City of Post Falls
- vi. John Beacham, Utilities Manager – City of Post Falls
- vii. Paul Kinney, Public Works Maintenance Manager – City of Post Falls
- viii. Warren Wilson, Legal Services Director – City of Post Falls
- ix. Matt Gillis, P.E., Project Manager – Welch Comer Engineers
- x. Jack Griffing, E.I.T., Design Engineer – Welch Comer Engineers

### Technical Advisory Committee (TAC) Members

- i. Bill Melvin, P.E., City Engineer – City of Post Falls
- ii. Robert Palus, P.E., Assistant City Engineer – City of Post Falls
- iii. Jon Manley, Planning Manager – City of Post Falls
- iv. Lindsey King, Planner 1 – City of Post Falls
- v. Dan Stokes, Owner – Post Falls Brewing Company
- vi. Mark Latham, Owner – ML Architect & Associates
- vii. John Malloy, President of Sales & Marketing – Idaho Veneer Company

## Public Involvement

Public outreach is important for a planning effort such as this, so the end user is *personally invested* in the project. The first public meeting for this project served as an introduction, gathering input from the public about where they think parking is needed most.

The second public meeting allowed the public a view into the process of the planning effort. Attendees had time to consider the issues mentioned at a time where significant planning progress had been made, yet early enough that public comment could still affect the outcome of the plan.

The third and final public meeting served as an opportunity to illustrate the findings of the plan to the public, provide a final opportunity for comment, and enter the final leg of the project. A summary of written public comment from those meetings can be found in Appendix A.

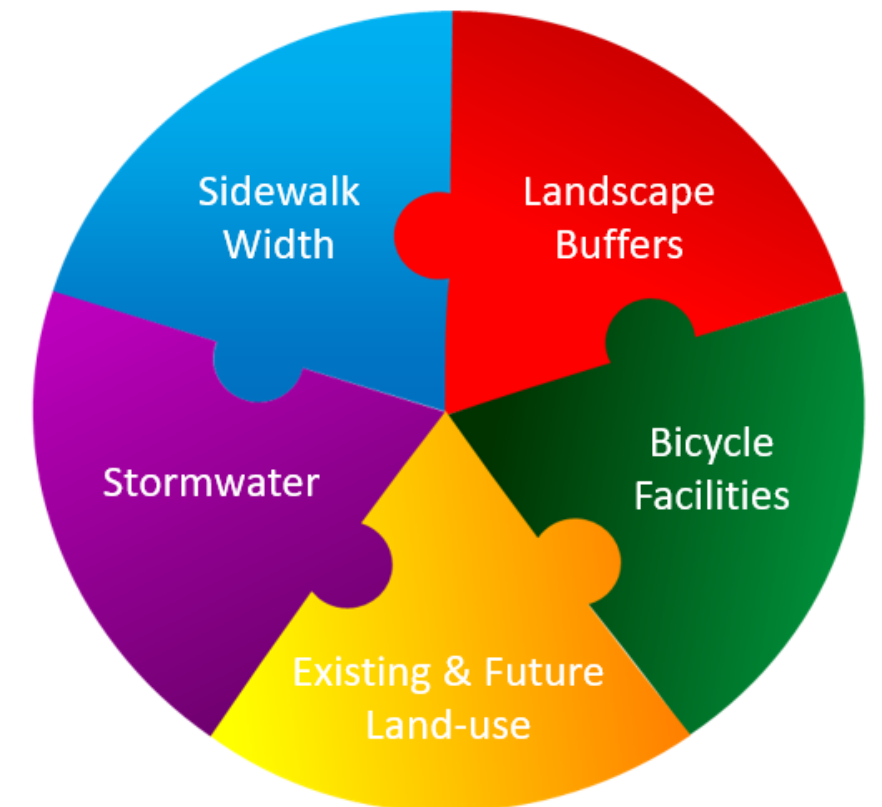
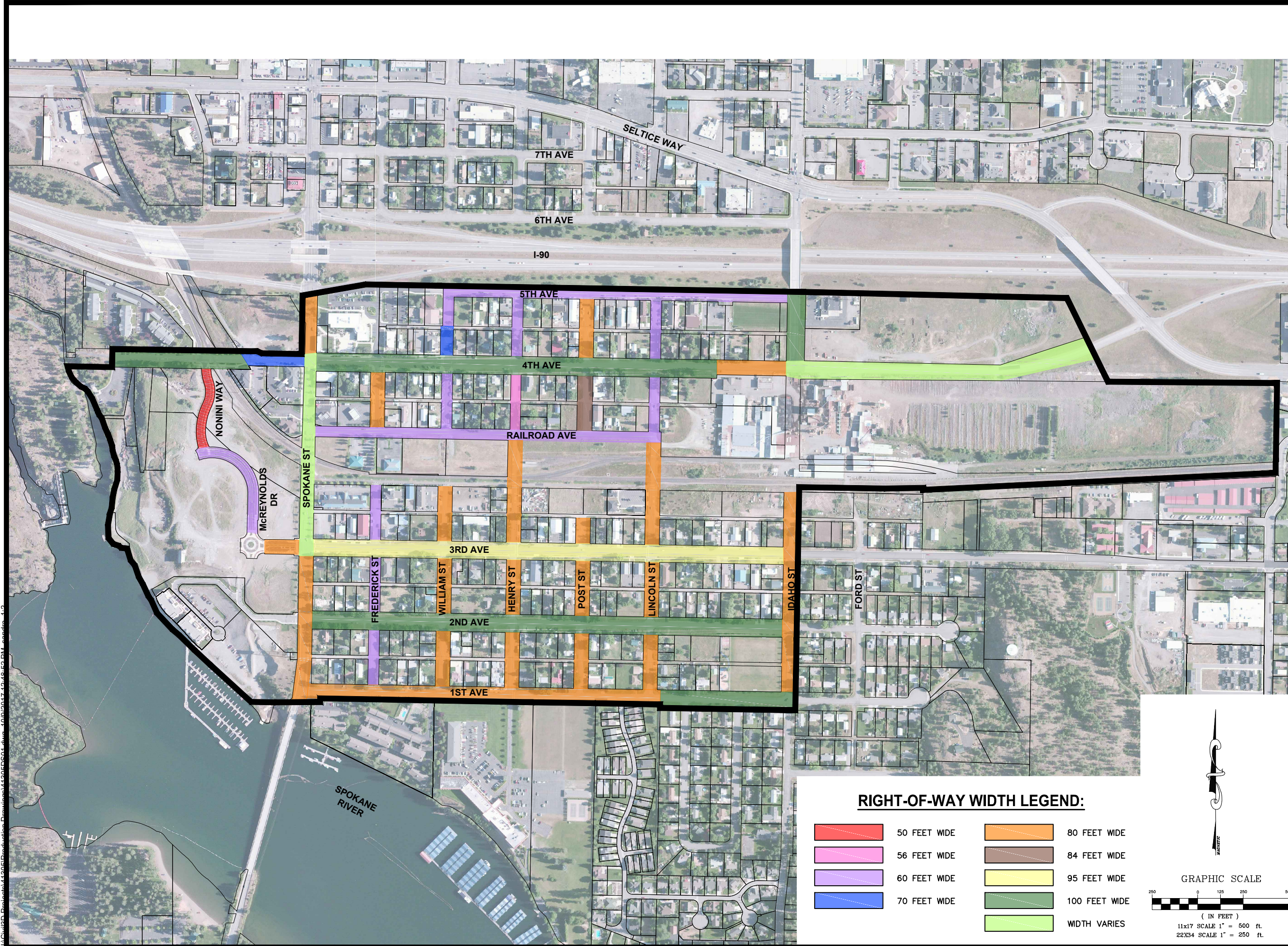


Figure 2: Primary issues to balance with on-street parking



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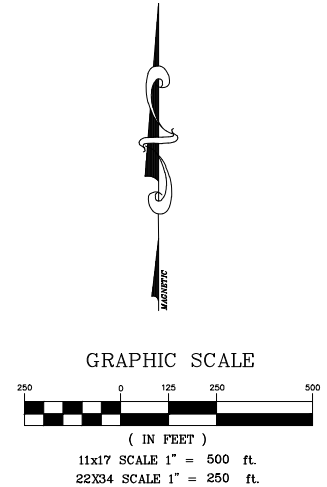
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CITY OF POST FALLS  
 CITY CENTER  
 PARKING PLAN  
 OVERVIEW

**RIGHT-OF-WAY WIDTH LEGEND:**

	50 FEET WIDE		80 FEET WIDE
	56 FEET WIDE		84 FEET WIDE
	60 FEET WIDE		95 FEET WIDE
	70 FEET WIDE		100 FEET WIDE
			WIDTH VARIES



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PROJECT NO.: 41305  
 DESIGNED BY: MRG  
 DRAWN BY: SDS  
 CHECKED BY:  
 DWG NAME: 41305DS01.DWG  
 DATE: 10-09-2017  
 SHEET NO:

## What are our priorities?

This plan is far more than a parking study. It addresses a host of competing issues that go into developing a functional, useable, and safe streetscape. The primary competing issues are: sidewalk widths, bike lanes, adjacent land uses, stormwater, and landscaping. In addition to *parking*, each of these issues is very important when planning the City Center. Each issue will carry a different weight, depending on *where* it's applied in the City Center, and the existing width of the public right-of-way.



Figure 4: The Centennial Trail as it passes through Post Falls

### Pedestrians

Pedestrians in the downtown area are the lifeblood of commerce and culture. Pedestrians ultimately make a downtown function and grow. So, placing a heavy focus on pedestrians involves three primary elements:

1. **Safety:** Pedestrians should feel safe when walking the streets of our downtown. They should feel safe from obstacles in their walking areas and have a degree of separation from vehicles on the streets.
2. **Experience:** A pedestrian's experience should be a positive one when walking through the City Center area. The streetscape should be visually appealing, welcoming, and contribute to the downtown "vibe" Post Falls is trying to create.
3. **Connectivity:** A pedestrian should be able to navigate anywhere in the City Center on their feet or in a wheelchair.

They should be connected to parking areas, the Centennial Trail, areas of commerce, residential areas, City Hall, and parks. Gaps in connectivity should be minimized or eliminated completely.

### Bicycles

This parking plan incorporates bike lanes on essential roads such as Henry Street, Idaho Street, 1<sup>st</sup> Avenue, and 3<sup>rd</sup> Avenue. These bike lanes will connect the study area with the Centennial Trail, as well as give bicyclists other options.

A critical element related to both pedestrians and bicycles is connectivity to the Centennial Trail. Many studies show the financial benefits formalized trail systems provide a community. The trail parallels the railroad, entering the study area in the northwest section at the north end of Nonini Way, turning to the east after crossing Spokane Street, and exiting the study area headed east between 3<sup>rd</sup> Avenue and Railroad Avenue. Providing ample connections to this regionally-significant facility is important within this plan.



Figure 5: Warren Play Field Street Trees

### Urban Forest & Green Space

Post Falls has been one of the Arbor Day Foundation's "Tree City USA" recipients for the past 20 years. This goes to show that Post Falls values its *urban forest*. Concept designs for this plan include

elements to preserve the urban forest in critical locations: Henry St., Idaho St. by Warren Playfield, and 1<sup>st</sup> Ave east of Lincoln St.

The arboretum north of 5<sup>th</sup> Street provides a beautiful resource of urban forest, and this plan includes a wide sidewalk adjacent to the arboretum to utilize that resource. Grassy areas, including swales, can include landscaping, and the 10' wide and wider sidewalk segments can include street trees to promote the urban forest.



Figure 6: 5th Avenue Arboretum

### Mail Delivery

In an interview, City of Post Falls postmaster Ralph Parsons indicated that mail delivery affects parking in downtown areas. Mailbox cluster locations require 15' no parking zones to each side for delivery access. Mailbox locations and nearby parking in this plan account for these requirements but are only suggested locations. Coordination with the postmaster is critical to successful location of mailboxes.

### Stormwater Treatment

The stormwater will be collected, treated, and discharged in accordance with local standards. This plan will treat all stormwater through roadside swales. These swales can double as green space/landscaping areas (see Figure 8) as well as a barrier between pedestrians and the road to provide additional safety for pedestrian users. This stormwater treatment strategy protects our sensitive waterways.

## Land Use

Currently, the study area contains mostly residential lots with driveway accesses onto the street. Existing commercial lots are concentrated along Spokane Street and 4<sup>th</sup> Avenue with few exceptions. A premise of this plan is that land use will change over the next 20-30 years. Future land use in the downtown is uncertain, but multiple options provide potential vision for the study area.



Figure 7: Street trees & landscaping on Spokane Street

## Who do we want to be?

In the broadest sense, there are two distinct approaches that our city can take in terms of development. The first is the downtown feel, with zero-lot-line build-out, mostly commercial or multi-use lots, on-street parking supplemented by public or private parking lots and garages, a high density of people, and fewer surface parking lots for individual businesses (see Figure 9). The second is a suburban feel, with commercial buildings separated by large, off-street surface parking lots (see Figure 10).

To properly plan for future parking in City Center, it's very important to first answer the question: "Who do we want to be?" The TAC unanimously indicated that our Post Falls' City Center would be the former, a busy downtown dense with people and structures. A downtown that depends greatly on on-street parking, as in Figure 9.



Figure 8: Curb bulb with swale & landscaping at 4th Ave & Frederick St.

## Existing Approaches

One of the trade-offs when adding on-street parking is changing access to parcels. In most lots in the study area, there's an existing driveway approach from the street. Long term, this style of land use will be phased out and replaced with alley accesses onto parcels. Short term, however, the City will work with property owners to determine when and how that transition can happen in a safe, practical manner. The goal of this plan is *not* to remove every driveway in downtown immediately. Instead, as funding becomes available and as land use changes on a particular block, those property owners will have the opportunity to work with the City on amendments to their accesses.



Figure 9: Downtown Coeur d'Alene – one bustling downtown option

## How much parking will we need?

Parking needs in a downtown are unique to each city. The Post Falls City Planning Department has studied how the City Center will change and grow over time. Based on their research, data, and forecasting, City Planners provided estimates for future parking demand over each block in City Center according to the maximum build-out scenario. The estimate also considered increased commercial land use on lots near the larger thoroughfares in the city: Spokane Street, 3<sup>rd</sup> Avenue, and 4<sup>th</sup> Avenue. Future parking needs in spaces per block can be viewed in Appendix B.

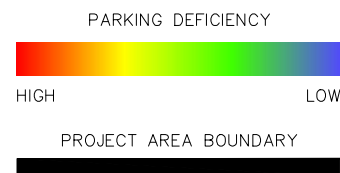
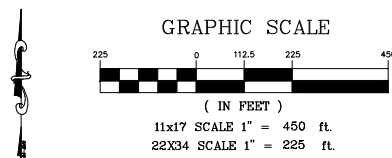
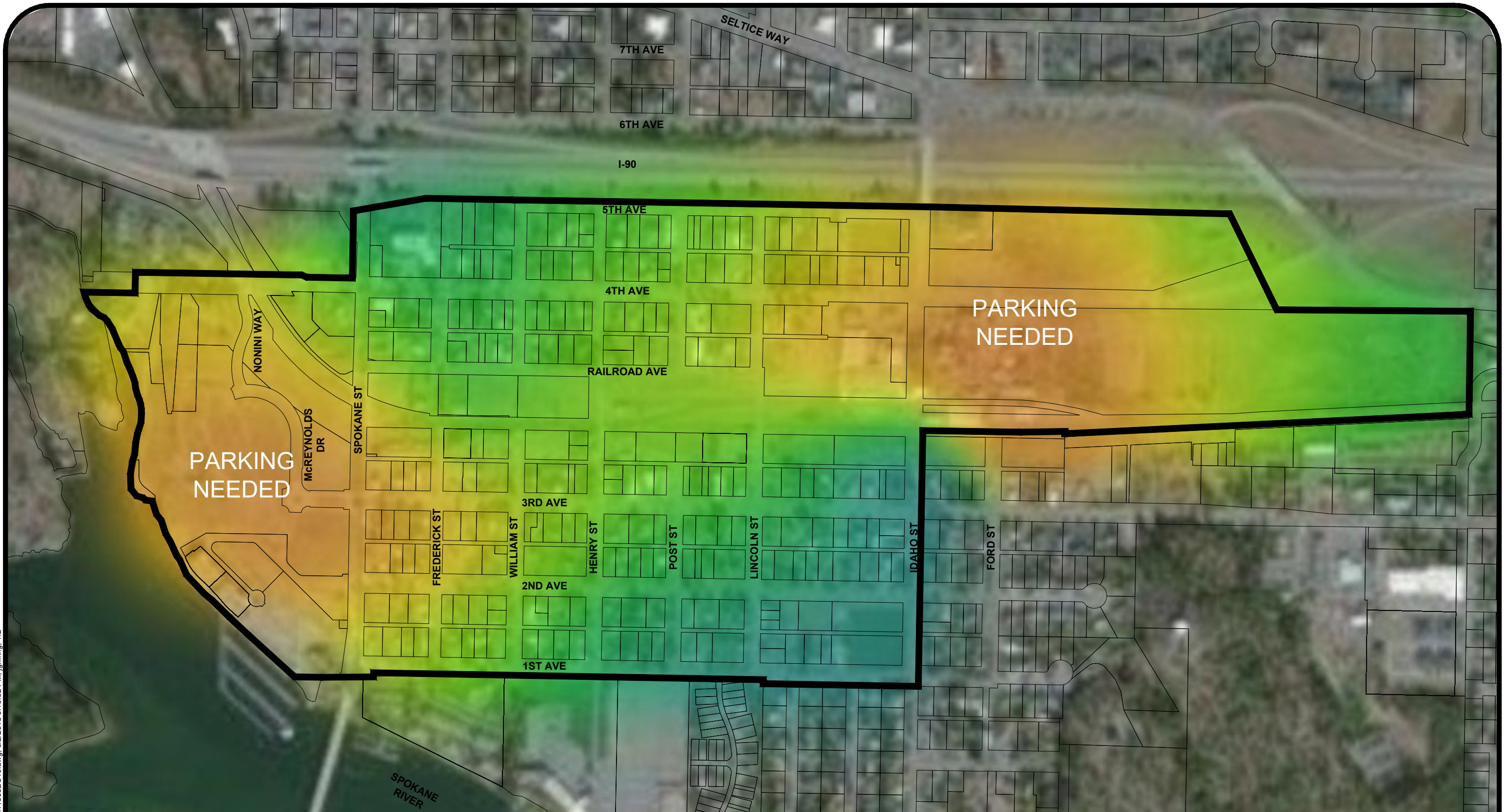


Figure 10: Post Falls DMV – a large off-street parking lot

Welch Comer developed concept designs for each block in the study area to determine how much on-street parking could be provided. Comparing existing parking spaces and the proposed spaces in this plan to the future number of spaces required according to the City Planners' estimates, the result was converted to a "heat map" illustrating the deficiency or surplus of parking 20-30 years in the future, shown in Figure 11. The warmer heat map colors (orange & yellow) indicate deficient parking, while the cooler colors (green & blue) illustrate that the parking demand and availability closely match or even that a surplus is present.

The heat map clearly indicates two areas would benefit from surface level lots or multi-story parking structures: west of Spokane Street and near 4<sup>th</sup> & Idaho Street. This plan recommends the City investigate purchasing land for public parking in those areas.

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**POST FALLS CITY CENTER PARKING PLAN**  
**MAXIMUM PARKING DEFICIENCY HEAT MAP**

Figure 11: How much more parking will be needed in 20-30 years?

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### Americans with Disabilities Act

Post Falls is sensitive to providing all users access to the City Center area, including those that may be disabled. All improvements, whether constructed by the City or by private development, will be done in accordance with the latest requirements of the Americans with Disabilities Act (ADA).

### Walking Distance

Creating enough parking in the downtown area only helps if that parking is located near the places people want to go. The planning team performed two different walking distance analyses for this project to address parking availability near key destinations. First, each block's estimated future parking demand was compared with the available parking on that block as well as on adjacent blocks. Areas where there was much more demand than available parking ended up in the yellow, orange, and red tones in Figure 11.

Connection	Route	Distance
Falls Park to Spokane St	4 <sup>th</sup> Ave	0.2 mi
Falls Park to Spokane St	Future Waterfront Trail/Promenade	0.4 mi
Falls Park to Veneer Site	4 <sup>th</sup> Ave	0.7 mi
1 <sup>st</sup> Ave to 4 <sup>th</sup> Ave	Spokane St	0.3 mi
Spokane St to Veneer Site	4 <sup>th</sup> Ave	0.4 mi
Spokane St to Veneer Site	Centennial Trail	0.5 mi

Table 1: Walking distances between pedestrian destinations downtown

Second, after determining where surface parking lots or multi-story parking structures will likely be needed, distances between key locations in the City were determined (see Table 1). This analysis provided assurance that a single surface-level parking lot or parking structure in the center of the study area would leave significant walking distances to some of the key downtown attractions. With those distances determined, it was concluded that the two proposed parking lot or parking structure locations would both accommodate the existing attractions and reduce the need for citizens to walk the 0.4 to 0.7 miles across the study area to get to the future developments at the Idaho Veneer Site. Access from those parking lot/structure locations to the major attractions is less than a 0.3 mile walk one-way.

### What new ideas were considered?

#### Back-in Angle Parking

The concept designs in this report include consideration for back-in angle parking. Back-in angle parking has numerous distinct advantages for an evolving downtown area like this part of Post Falls. First, back-in angle parking provides better visibility when leaving a parking space (see Figures 12 and 13). Drivers can utilize their windshield and driver's side window to see oncoming traffic and bicycles instead of relying on their mirrors and back window. Increased visibility in turn leads to increased bicyclist and motorist safety.

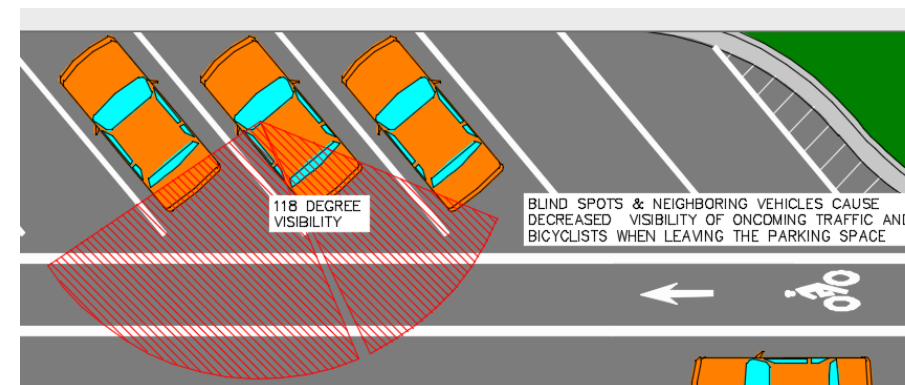


Figure 12: Front-in angle parking visibility when leaving a parking space

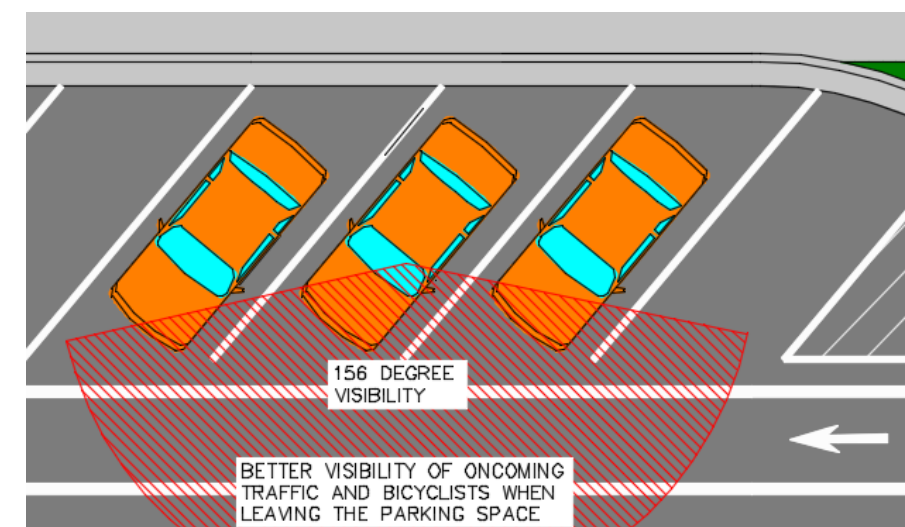


Figure 13: Back-in angle parking visibility when leaving a parking space

Second, back-in angle parking directs passengers & children toward the sidewalk when car doors open instead of into oncoming traffic. Finally, back-in parking allows access to the trunk or rear liftgate away from oncoming traffic and from the safety of the sidewalk (see Figures 14 and 15).

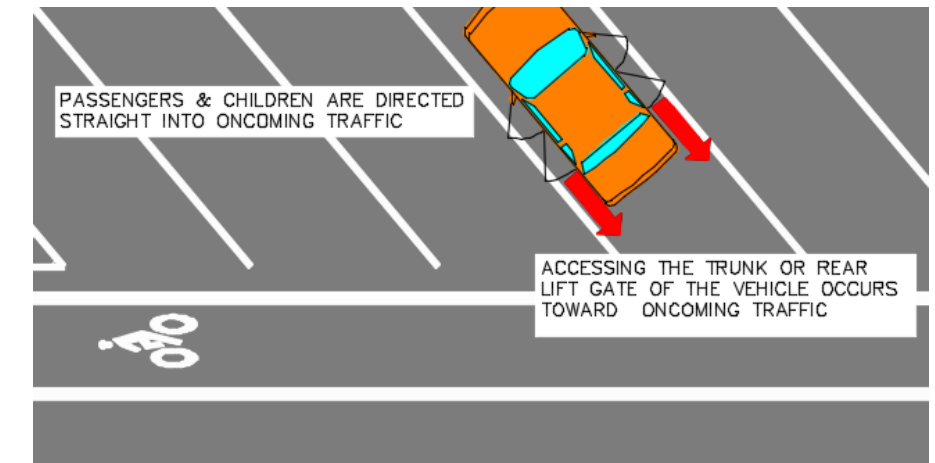


Figure 14: Front-In Angle Parking Passenger & Trunk Access

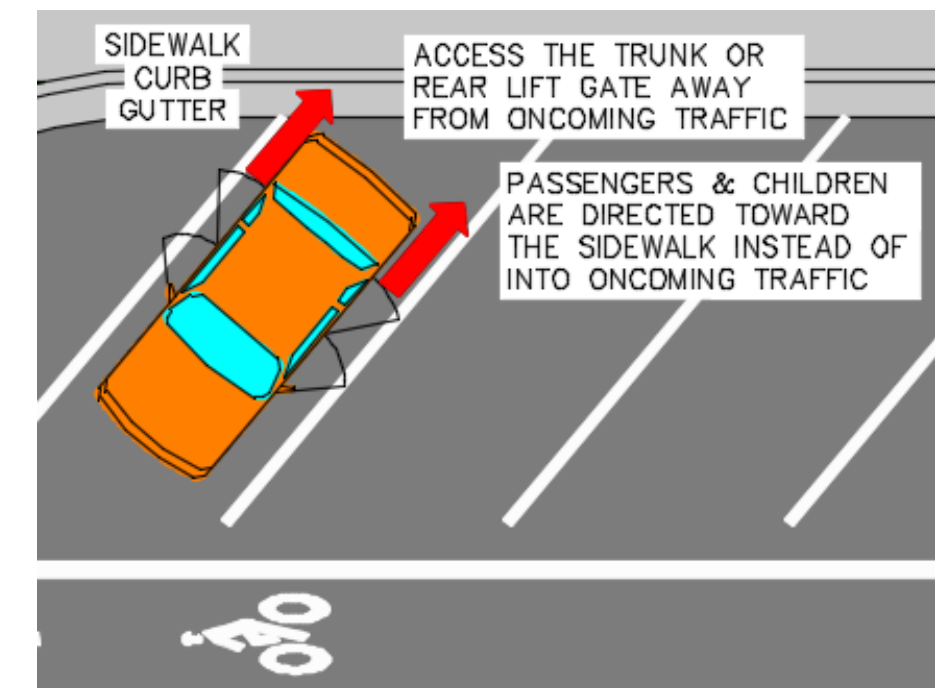


Figure 15: Back-In Angle Parking Passenger & Trunk Access



These practices may increase the safety of vehicle users and other citizens in the area. Visual representation of all these advantages can be found in Appendix C.

Opponents of back-in angle parking often state that it is more difficult than front-in angle parking, as it requires reversing. In both styles of angle parking, the driver must reverse a similar amount. Back-in angle parking allows the driver to scout their parking space for surrounding obstacles, bicyclists, and other motorists before beginning to back into their space. Contrarily, front-in angle parking provides the driver little-to-no information about surrounding vehicles & bicyclists before the driver begins reversing into oncoming traffic. Also, back-in angle parking is similar to parallel parking.



Figure 16: Explanatory signage with back-in angle parking directions

Due to the potential safety benefits this parking configuration could provide, the City approved a back-in angle parking pilot project on Frederick St between Railroad Ave and 4<sup>th</sup> Ave. At first, parking users often pulled front-in across opposing traffic – a dangerous maneuver. After a week or two, the City added explanatory signs and sandwich boards with back-in angle parking instructions (see Figures 16 and 17). With that adjustment, users began to comply with the parking rules more and more frequently.

Commentary during and after this pilot project will contribute to the City’s decision to either adopt back-in angle parking throughout the study area or amend that aspect of this plan. Back-in angle parking

is not an “all or nothing” factor in the plan. Rather, this plan recommends back-in angle be considered for each individual street.



Figure 17: Back-in angle parking sandwich board with parked vehicles

It seems entirely appropriate for City Center to have a combination of parking configurations, depending on what works best in each instance. That said, back-in angle parking should be considered if (a) bike lanes are planned for that block, (b) the sidewalks are 8’ wide or wider, and/or (c) there is a grass strip between the curb and the sidewalk. To assist in the decision-making process, a flow chart to determine if back-in angle parking fits a particular block can be found in Table 2. These criteria emphasize the ped/bike advantages of back-in angle parking while maintaining the ADA requirements for sidewalk width.

It is important to note that traditional front-in angle and back-in angle parking require the same physical footprint. A set of parking stalls can be restriped from one to the other for relatively low cost of roadway signs and pavement markings.

### Wayfinding

Whether the center area of Post Falls develops in a downtown pattern, a suburban pattern or a mixture of both, one thing is certain: The City will continue to grow. Evolution of new businesses and destinations brings more residents and visitors to the downtown area. Ultimately, for the flow of vehicles and pedestrians to move efficiently through the City, wayfinding will be important. It’ll be critical to help people navigate City Center efficiently. Whether it is to City Hall, a local park, or a brewery, people need to know where they are going.

Future design of wayfinding should consider a tiered or hierarchical approach to signage. Major intersections off freeways or at arterial collectors are key locations for prominent signal mast and monument style signs. As visitors move into downtown from major collectors, smaller, directional pole signs may be more appropriate. At parking areas & public plazas, public informational kiosks for pedestrians will replace larger driver-oriented signage. Lastly, wayfinding to trails such as the Centennial Trail will be critical in the downtown core. Appendix D contains a concept for wayfinding types and locations.



Figure 18: Spokane St wayfinding monument with surrounding landscaping

Future wayfinding design should also have a clear, cohesive graphic standard with corresponding color keys so that visitors can quickly decipher the destinations they are looking for. Signs should be located to take advantage of sightlines and minimize impact on downtown aesthetics. Existing light posts and other street furnishings should be considered as bases or supports for new signs to minimize construction time and environmental impact. These aspects of wayfinding for the City must consider existing wayfinding along the Centennial Trail due to the regional use of the trail.

**Should back-in angle parking be used on Block A?**

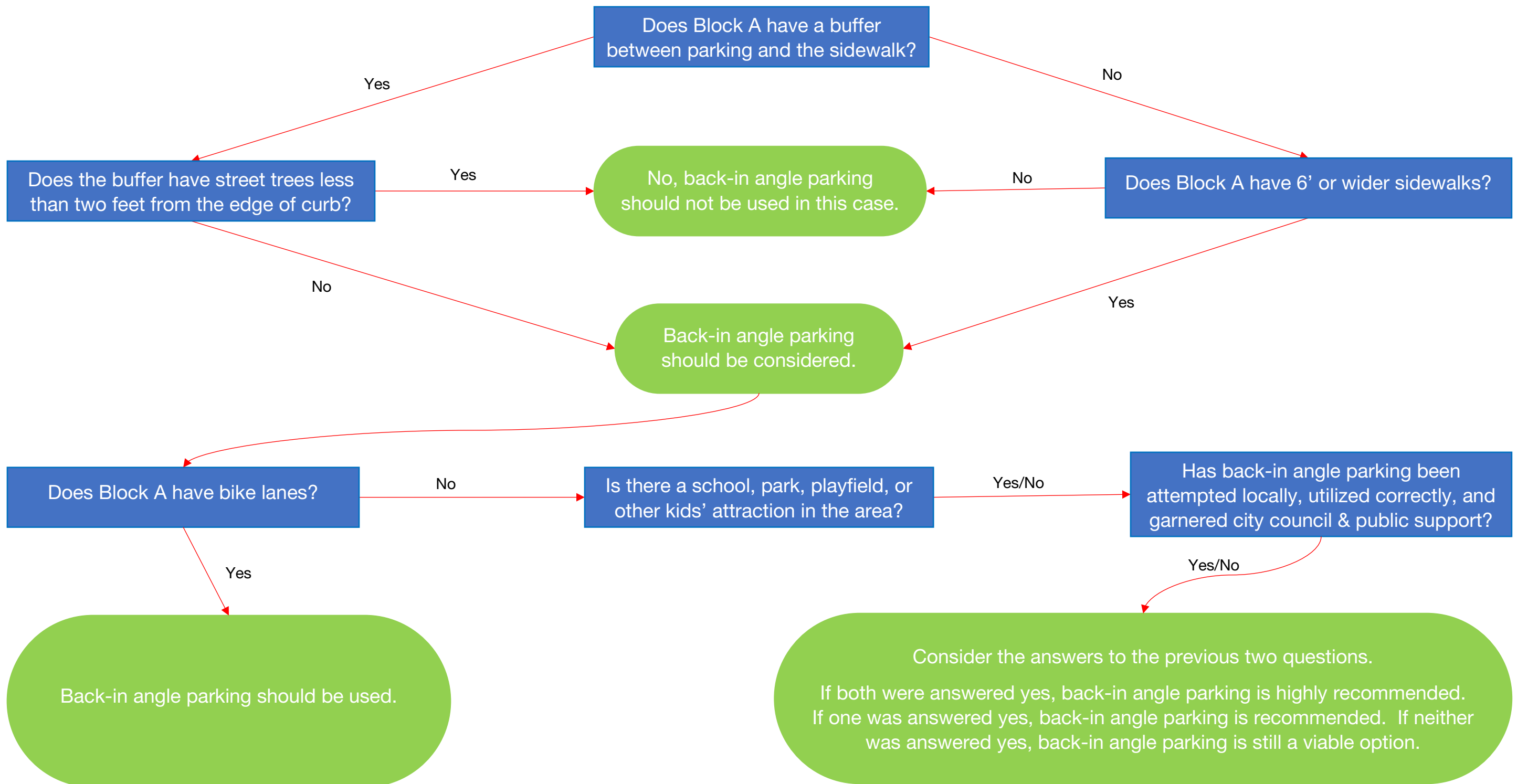


Table 2: Back-In Angle Parking Flow Chart

A variety of design and material options could be explored for the wayfinding elements. However, one key component should unify the elements, rooted in the identifying features of Post Falls. Signage should be considered a tool to affect community economics, tourism, and a gateway to brand identity. This plan does not serve as a complete wayfinding design; only as a starting point for future wayfinding placement. Complete wayfinding design will require a concerted citywide branding effort outside the scope for this plan.



Figure 19: Example wayfinding option already in use at Falls Park

### Alley Utilization

In order to provide as much street parking as possible, driveway accesses onto the street may eventually be phased out and replaced with paved alley accesses. Since the alleys are only 20' wide, they can be either one-way or two-way travel, but there is no room for parking. This concept can be implemented in both commercial and residential areas. In residential areas, alley paving could be narrower (12-15 feet wide), whereas in high-use commercial areas the alley paving would utilize the whole Right-of-Way area or possibly expanded to 25' with Right-of-Way acquisition. Downtown areas often have alley garbage pickup, which could fit well with the one-way setup for the alleys. Consideration for paving alleys could also result in alley-based mail pickup utilizing cluster mailboxes.



Figure 20: Example wayfinding option already in use at Falls Park



Figure 21: A centennial trail wayfinding bollard



Figure 22: Existing wayfinding for the Centennial Trail at Spokane St.

## What might downtown look like 20-30 years in the future?

### Typical Sections

The right of way widths in the City Center vary greatly. Some streets have a right of way of only 60 feet, while others have nearly 100 feet. This variability gives the city many options on how to develop streetscapes in the future. One of the challenges of the planning team, Steering Committee, and Technical Advisory Committee was to balance the competing issues mentioned previously: parking, green space, sidewalk and bike lanes. Evidence of this is shown in Appendix E, where many options for each right of way width are shown.

Each street segment in the study area was analyzed separately for which typical section would be most appropriate in that location – though bike lanes may be advantageous on Henry Street as a connection between the northern and southern halves of the downtown area, they're not necessary on Railroad Avenue because it parallels the Centennial Trail one block south.

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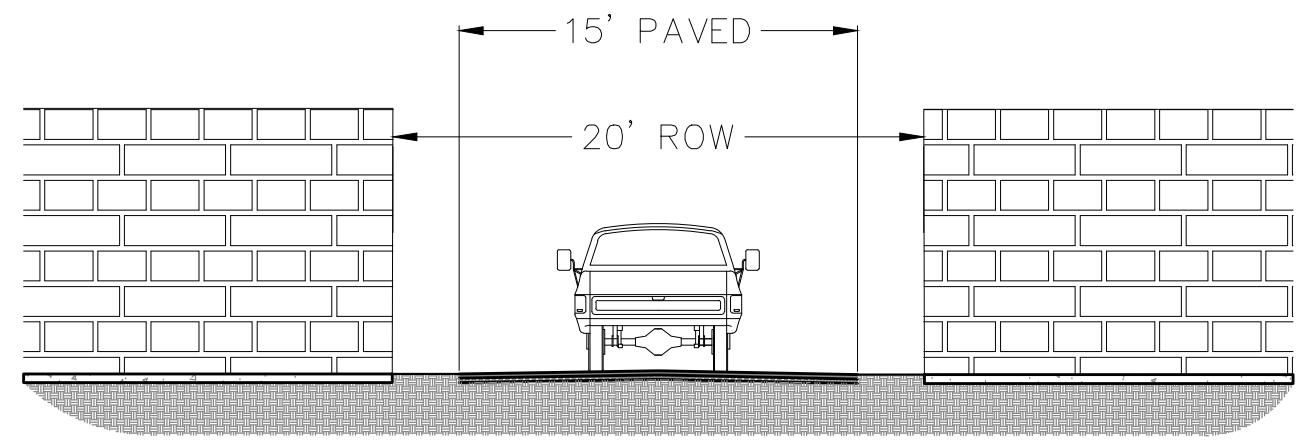
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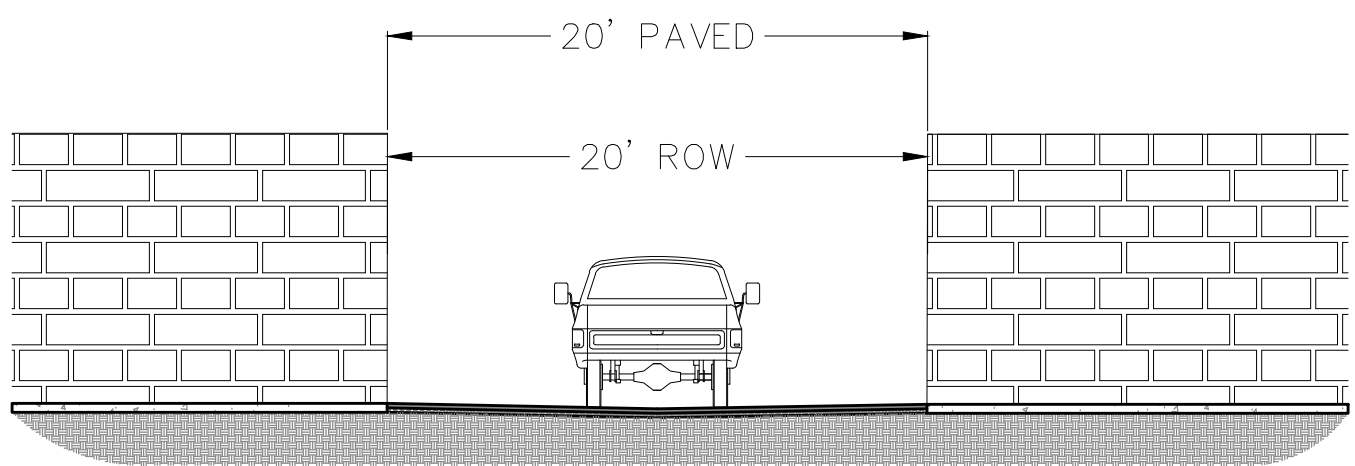
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**POST FALLS ALLEY  
TYPICAL SECTION  
OPTION 1: CROWN**  
NO SCALE



**POST FALLS ALLEY  
TYPICAL SECTION  
OPTION 2: INVERTED CROWN**  
NO SCALE

CITY OF POST FALLS  
CITY CENTER  
PARKING PLAN  
ALLEY EXAMPLE SECTIONS

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DRAWN BY: JRG/SDS  
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DWG NAME: 41305DS08.DWG  
DATE: 01-12-2018  
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**DS08**

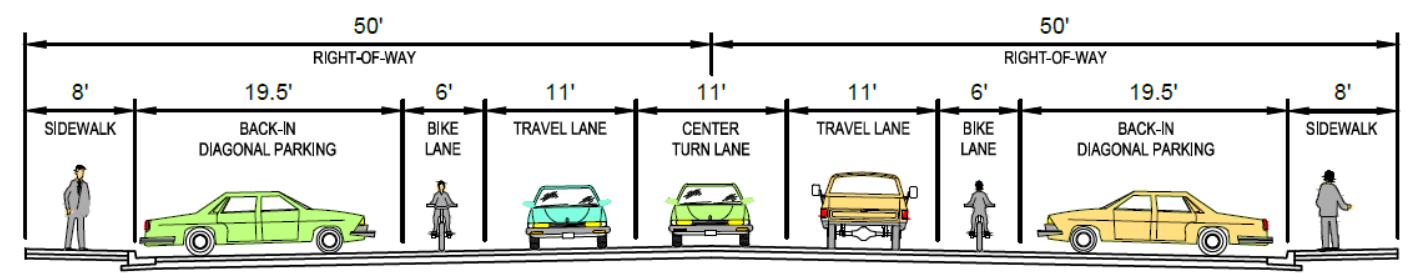
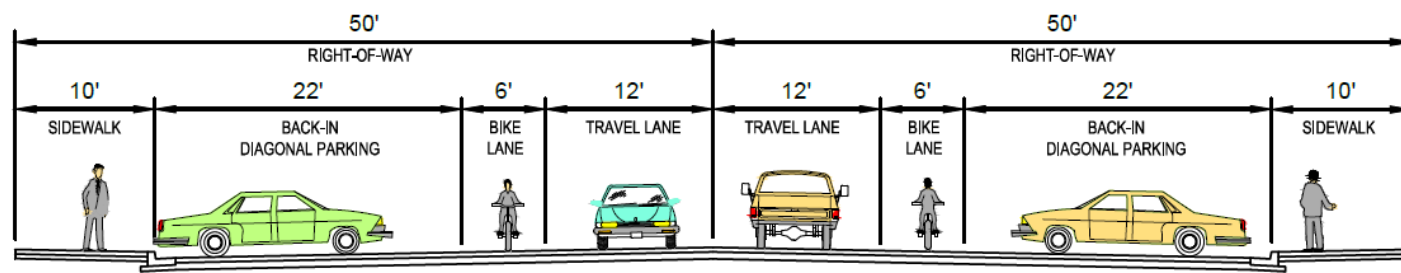


Figure 24: Typical Section options for 100' right-of-way streets



Figure 25: Artist's rendering of future 1st Avenue from Spokane St. to Frederick St.

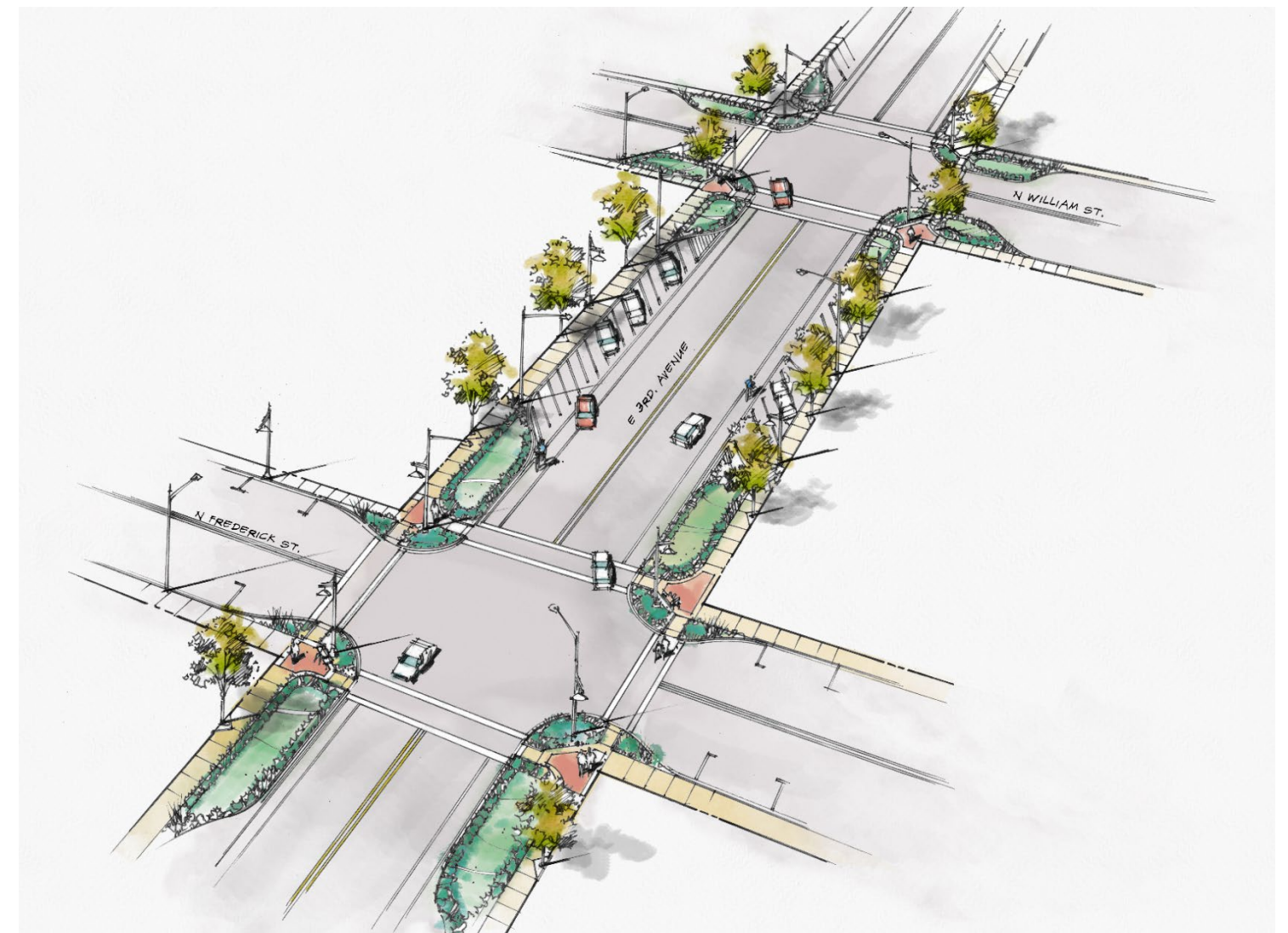


Figure 26: Artist's rendering of future 3rd Avenue from Frederick St. to William St.

## How much will these improvements cost?

### Estimates

Concept-level cost estimates were conducted for each street segment in the downtown area Figure 27 provides a visual representation of how much improvements on each block will cost

per foot of frontage. Streets in red are estimated to cost the most, while streets in yellow, green, and blue are each less respectively. Idaho Street south of 4<sup>th</sup> Avenue is purple, as that is currently public right-of-way, but has no existing public infrastructure. The roadway would need to be developed with future redevelopment of the current mill site.

### Grant Funding Options

There are federal and state level grant programs available for improvements such as the ones in this project. Funding programs frequently change, but five potential options for funding are listed below, along with the required match (if any), amounts that can be awarded, and remarks on what makes a project competitive for each grant.

#### Strategic Initiatives

- Up to \$1,000,000 for construction
- Most competitive for projects needing maintenance, helping the local economy, and improving safety
- Shovel-ready plans are required
- No match required, but encouraged

#### Transportation Alternatives Program (TAP)

- Targets pedestrian & bicycle facilities
- 7.34% match required
- Up to \$3.5 million has been awarded for a single project

#### Safety

- 7.34% match required
- Projects ranked on highest benefit/cost ratio

#### LHSIP

- Addresses a fatal or serious injury accident location
- 7.34% match required

#### Idaho Community Development Block Grants

- Up to \$500,000 for downtown revitalization
- Must identify a 2-3 block redevelopment area with multiple substandard infrastructure features
- Points partially based on amount of match provided

### Other Funding Options

The City does not have to rely solely on grants and taxpayers to fund these frontage improvements. One advantage to having a parking plan is that when parcels change ownership and begin to redevelop in the future, the City can have requirements in their code to require the developer to make the improvements themselves or pay the City for the improvements that the City will do later.

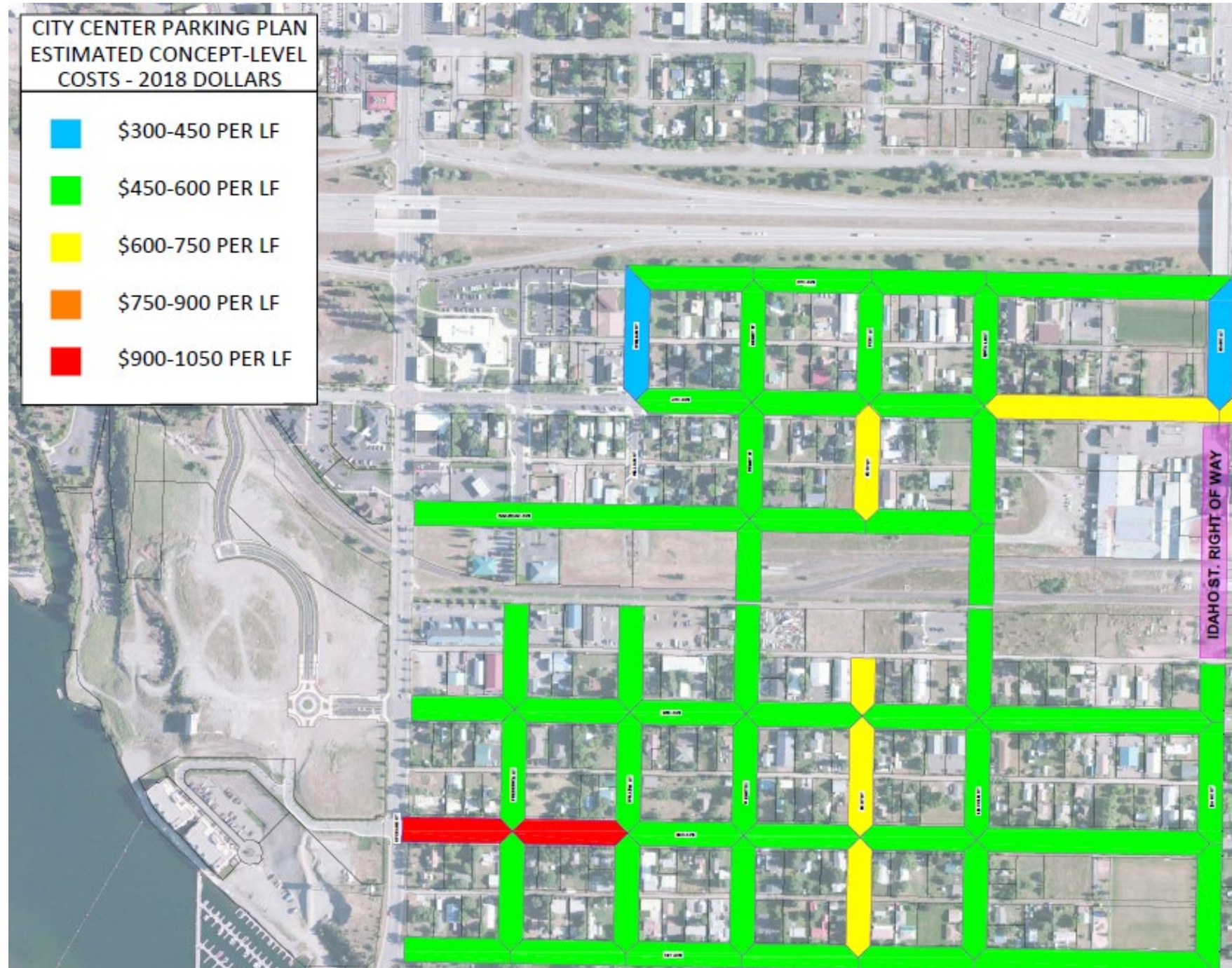


Figure 27: Cost estimates per foot of frontage for concept designs

## When will these improvements happen?

### Phasing Plan

Although it is difficult to predict where and in what time frame development in the downtown area will happen, Post Falls predicts that improvements will start near Spokane St. on the east-west corridors and gradually move east from there. 3<sup>rd</sup> Ave and 4<sup>th</sup> Ave will likely reach the furthest east the fastest. This is partly because 4<sup>th</sup> Ave has already been improved from Spokane St. to William St. and because Spokane St. has been improved throughout the study area.

If the city were to get grant funding for this project, the area indicated in Figure 28 would be the primary development area. Though the city will apply for grant funding, it is not anticipated that grant funding or other public money will be the driving factor behind the majority of the improvements in the downtown area. Redevelopment and re-zoning are expected to be the largest contributors, not availability of grant funding.

### What does this plan mean for the future of City Center?

The future of City Center revolves around many more factors than the amount of parking needed. Where development happens, and even more importantly *when*, will impact the rate and location for the streetscape improvements in this plan. Improvements in this plan should lead to drivers having available street parking throughout the downtown area, but that is not the only improvement. Other improvements include accommodations for pedestrians and bicyclists. Adding and widening sidewalk increases pedestrian safety and connectivity, while bike lanes and shared-use paths do the same for cyclists.

Disclaimer: Specific pavement markings will be determined with individual projects and may differ from indications in this plan. Similarly, roadway illumination shown in this plan will be determined with individual projects based on the City of Post Falls roadway illumination standards, considering the roadway classification and adjoining land uses.

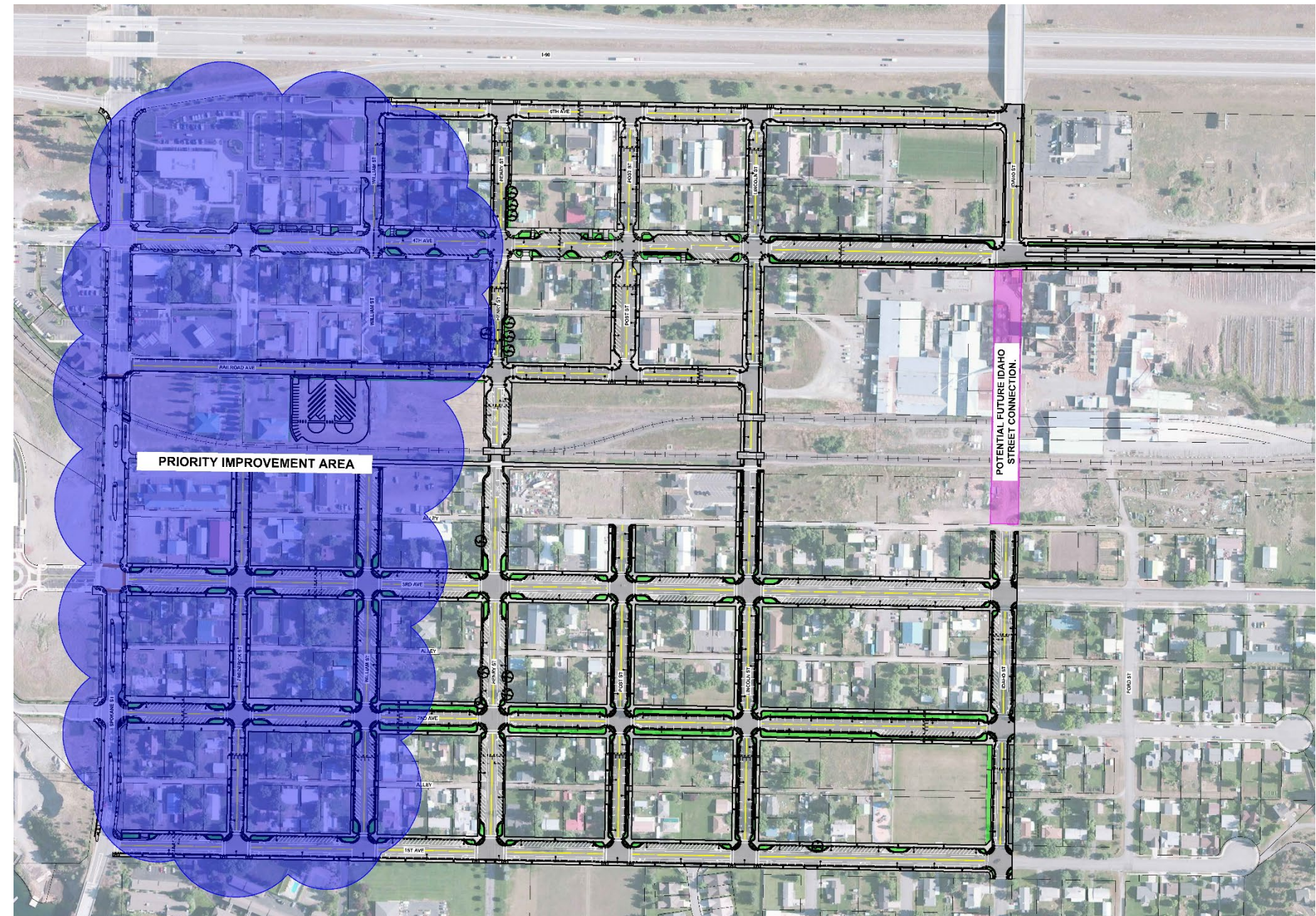


Figure 28: Priority area for improvements if grant funding is available



Figure 29: Artist's rendering of Idaho Street improvements between 1st Ave and 2nd Ave.



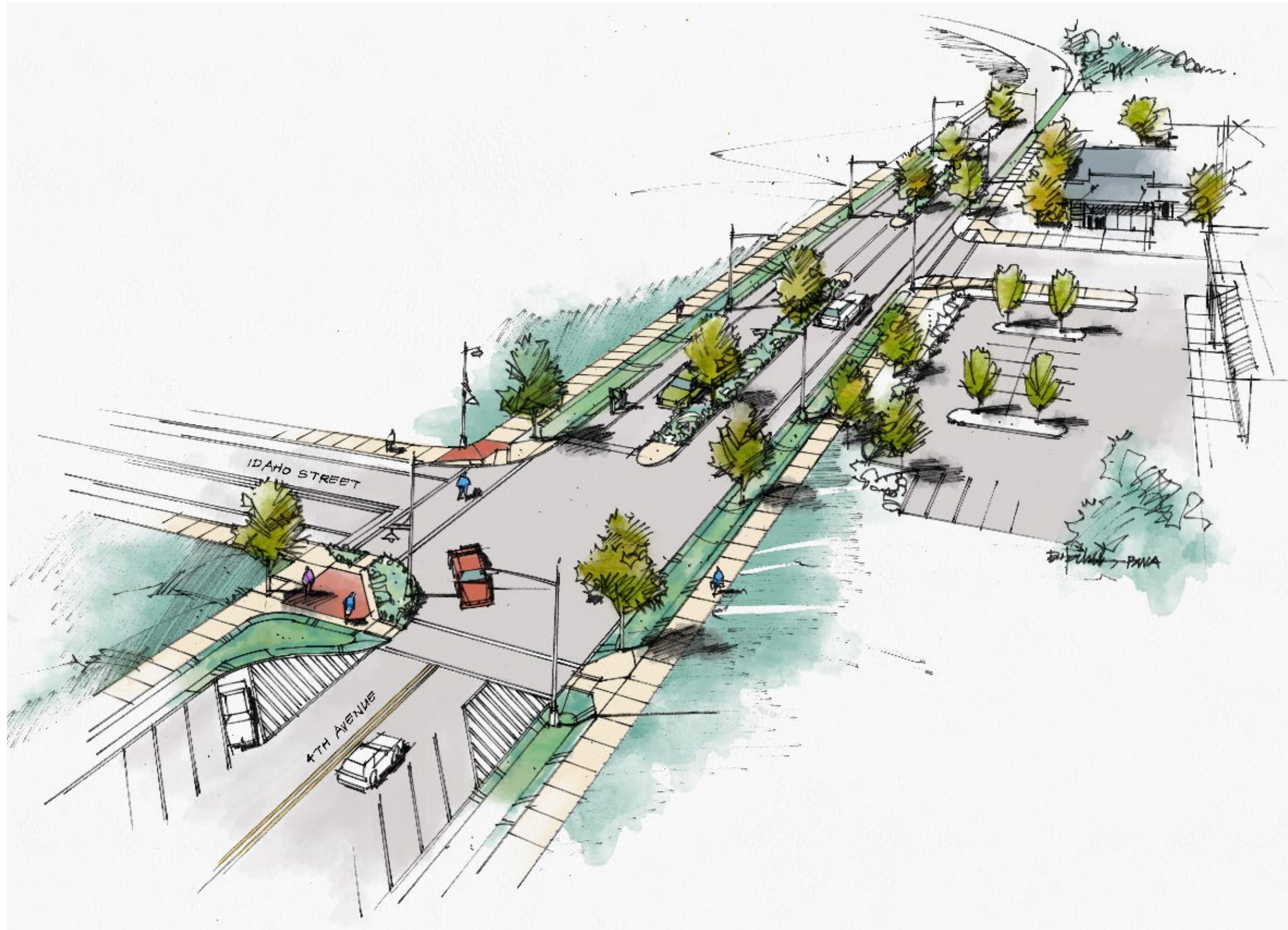


Figure 30: Artist's rendering of 4th Avenue improvements east of Idaho Street.

### Plan Sheet Pages

The following 68 sheets make up the body of the plan. These designs are conceptual in nature and aren't intended to be used for construction. However, they do represent what the City intends to develop when the time, funding, or development opportunities are right.

The concept design sheets are numbered in sequence based on the street and segment, from west to east and south to north. For example, sheet 3-4 is the fourth block of 3<sup>rd</sup> Avenue counting west to east, while sheet F-1 is the first block of Frederick Street counting south to north.

Design Sheets	
Street	Plan Sheets
1 <sup>st</sup> Ave	1-1 to 1-6
2 <sup>nd</sup> Ave	2-1 to 2-6
3 <sup>rd</sup> Ave	3-1 to 3-6
4 <sup>th</sup> Ave	4-1 to 4-10
5 <sup>th</sup> Ave	5-1 to 5-4
Frederick St	F-1 to F-4
Henry St	H-1 to H-6
Idaho St	I-1 to I-5
Lincoln St	L-1 to L-6
Post St	P-1 to P-5
Railroad Ave	R-1 to R-5
William St	W-1 to W-5

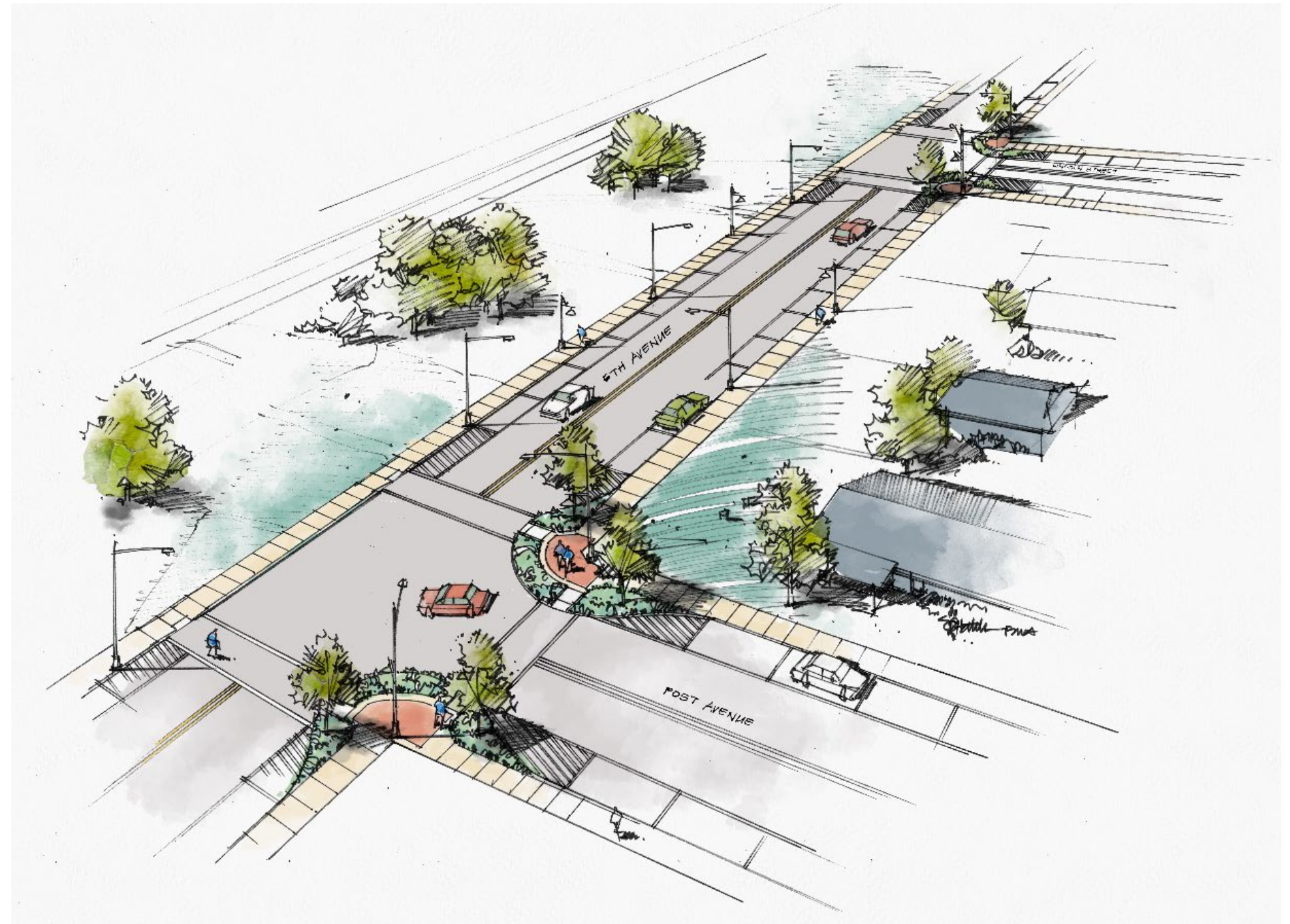
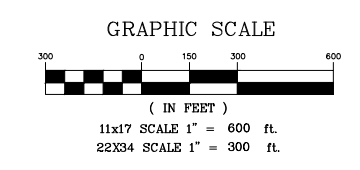


Figure 31: Artist's rendering of 5th Avenue improvements between Post St. and Idaho St.

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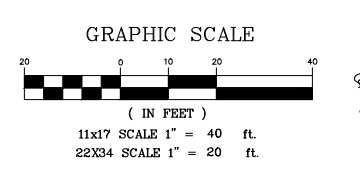
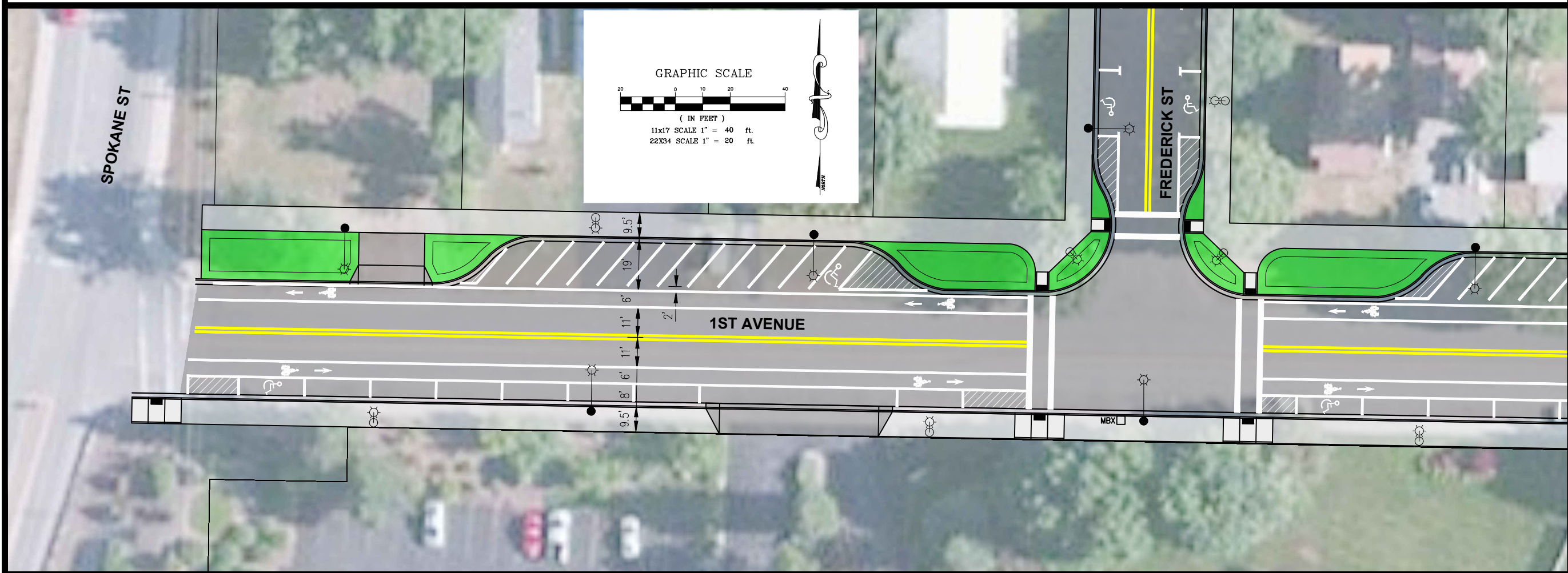


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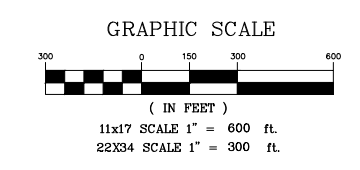
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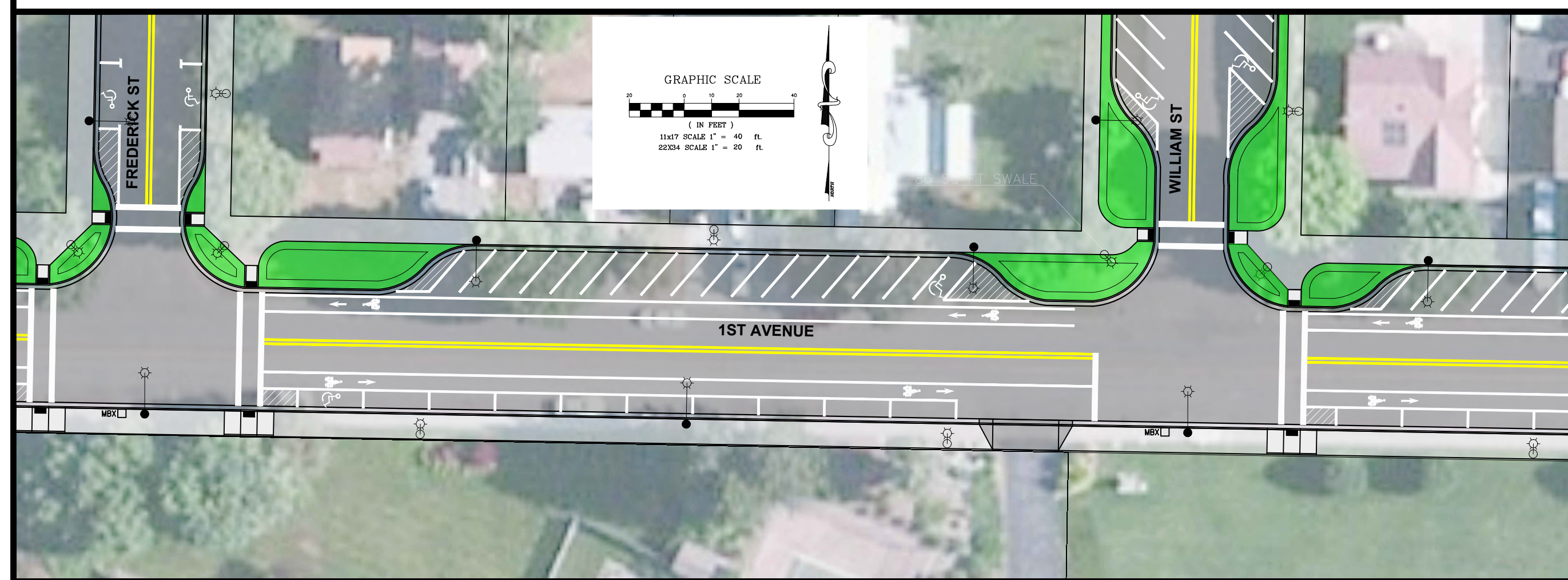


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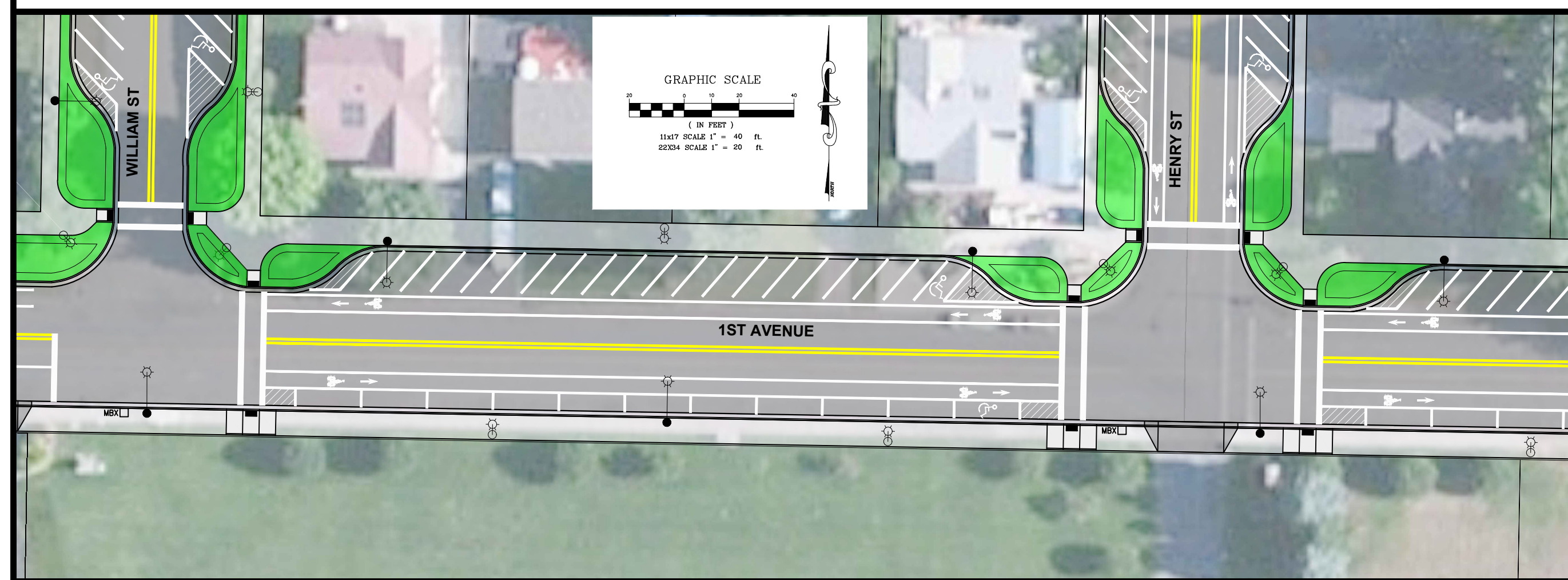
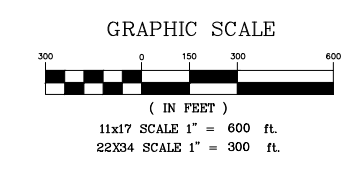
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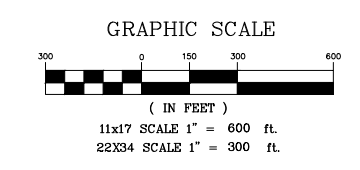
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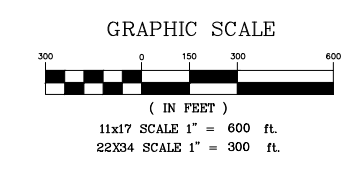
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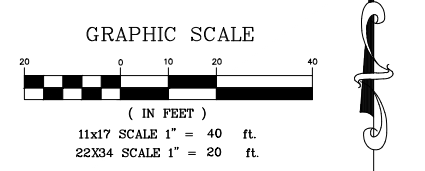
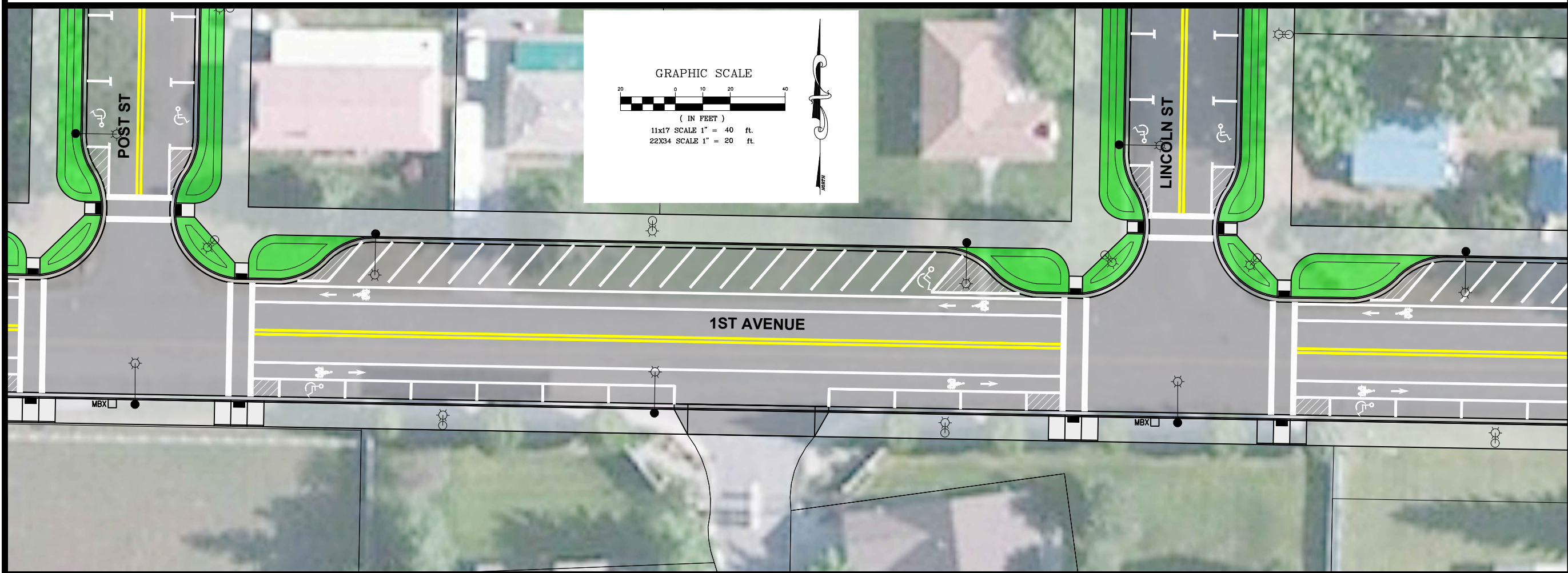


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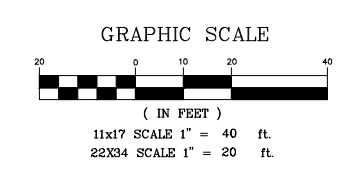
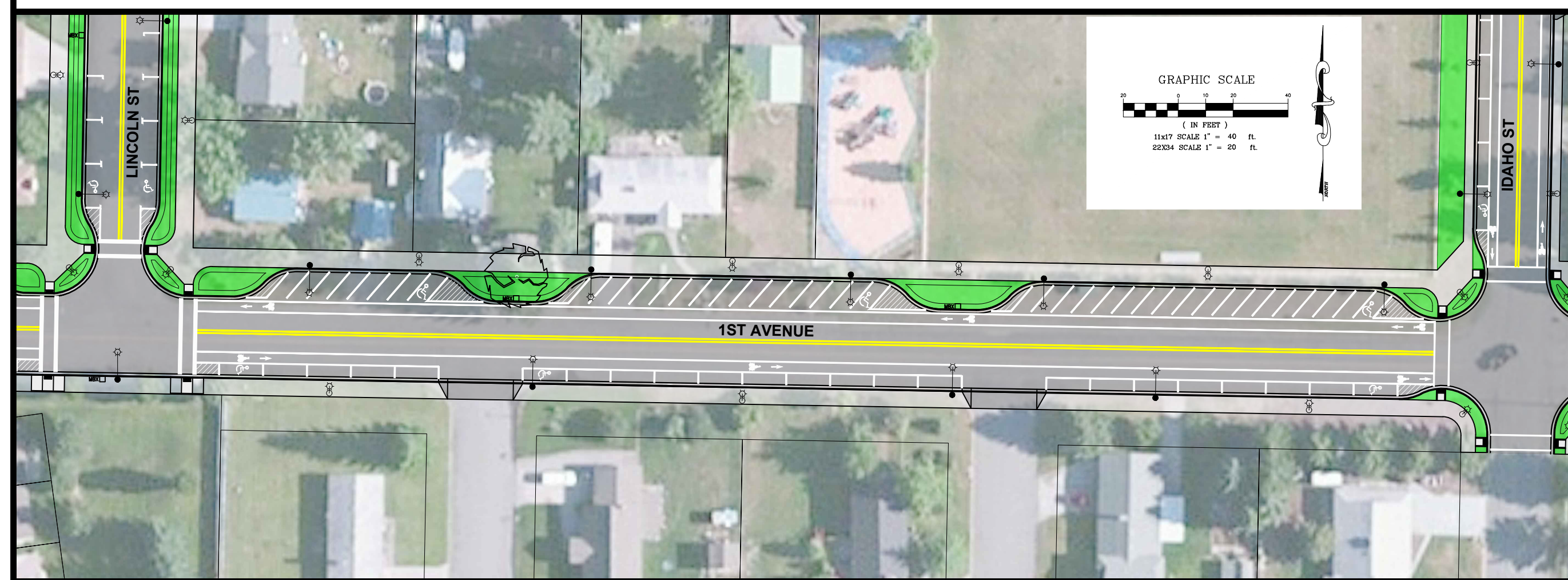
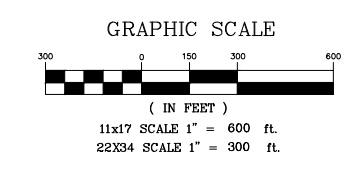
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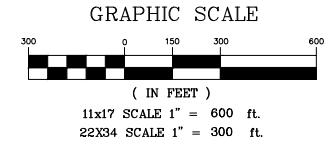
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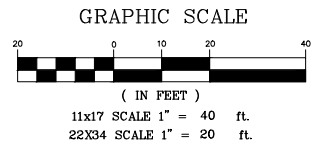
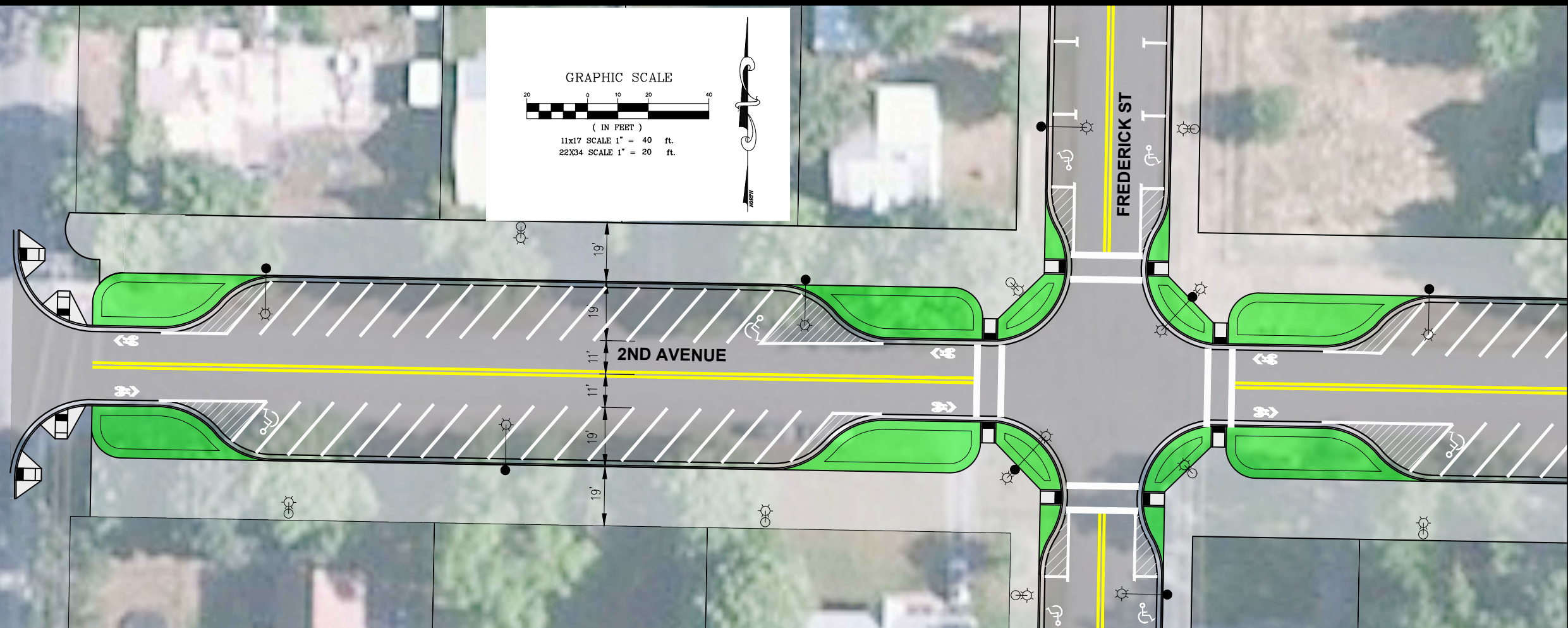
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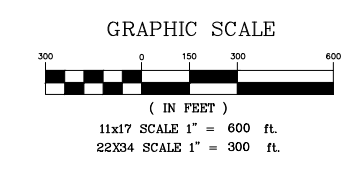
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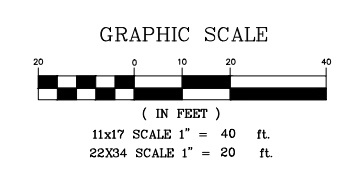
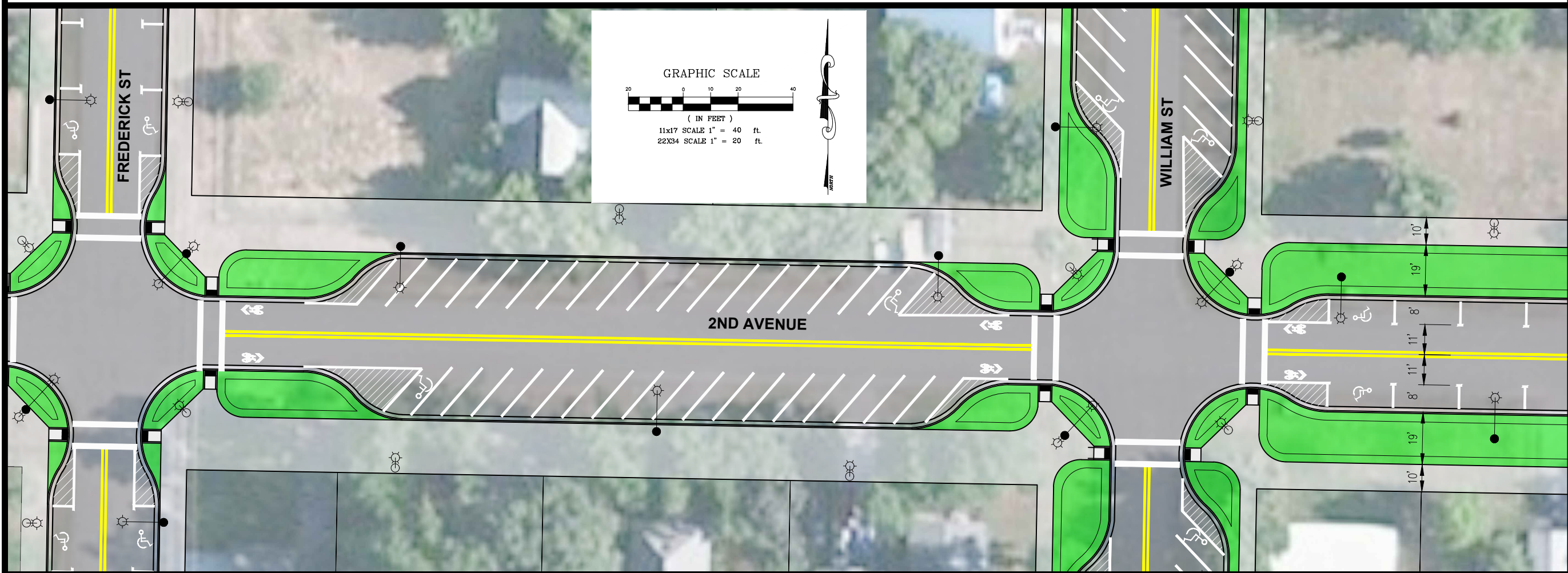


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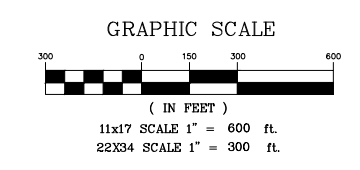
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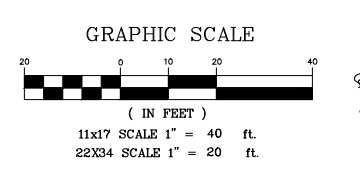
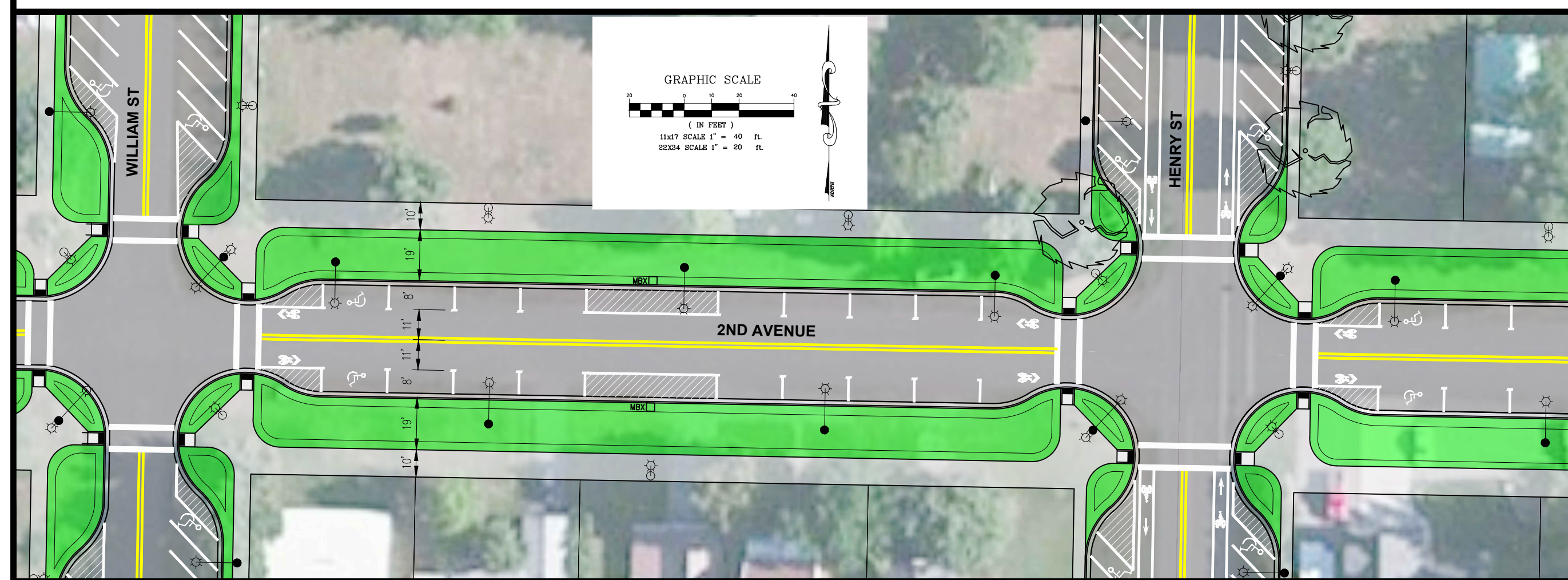


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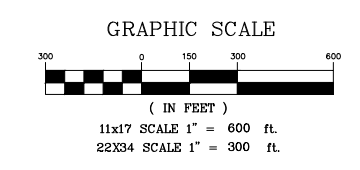


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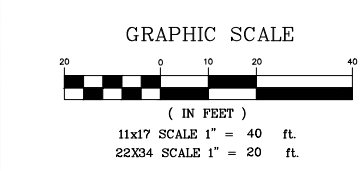
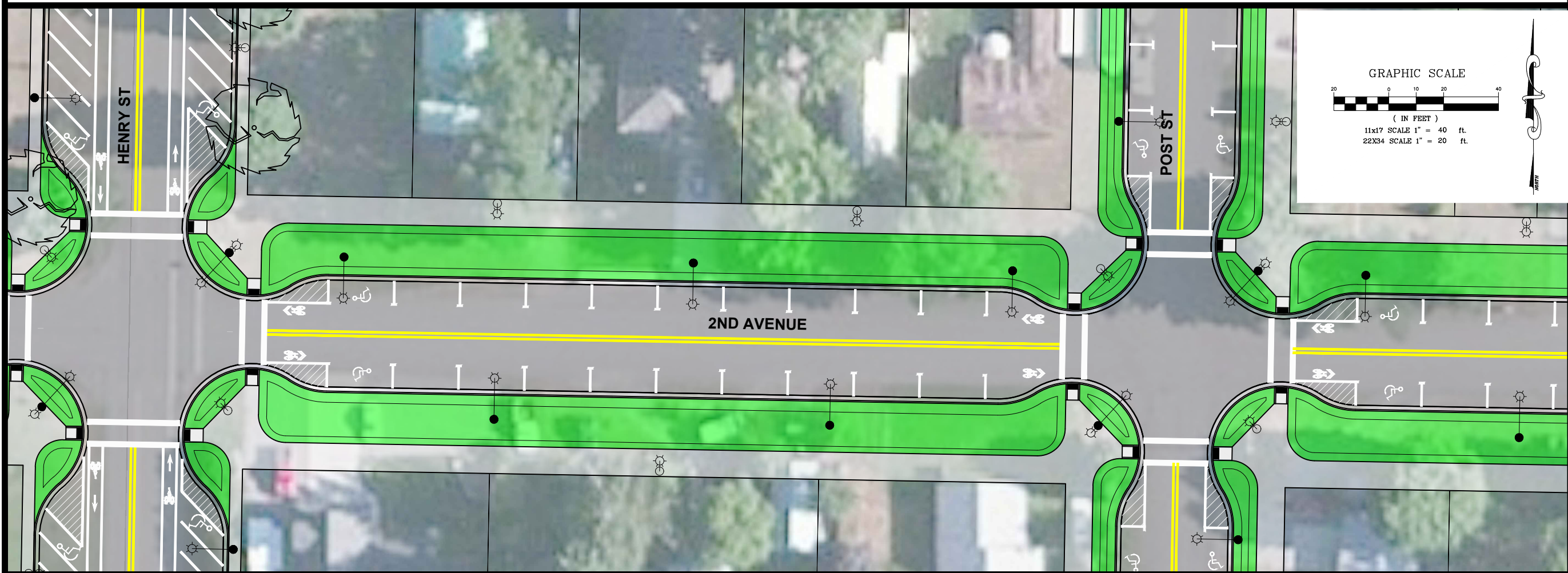


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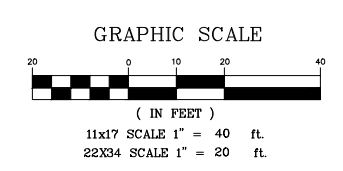
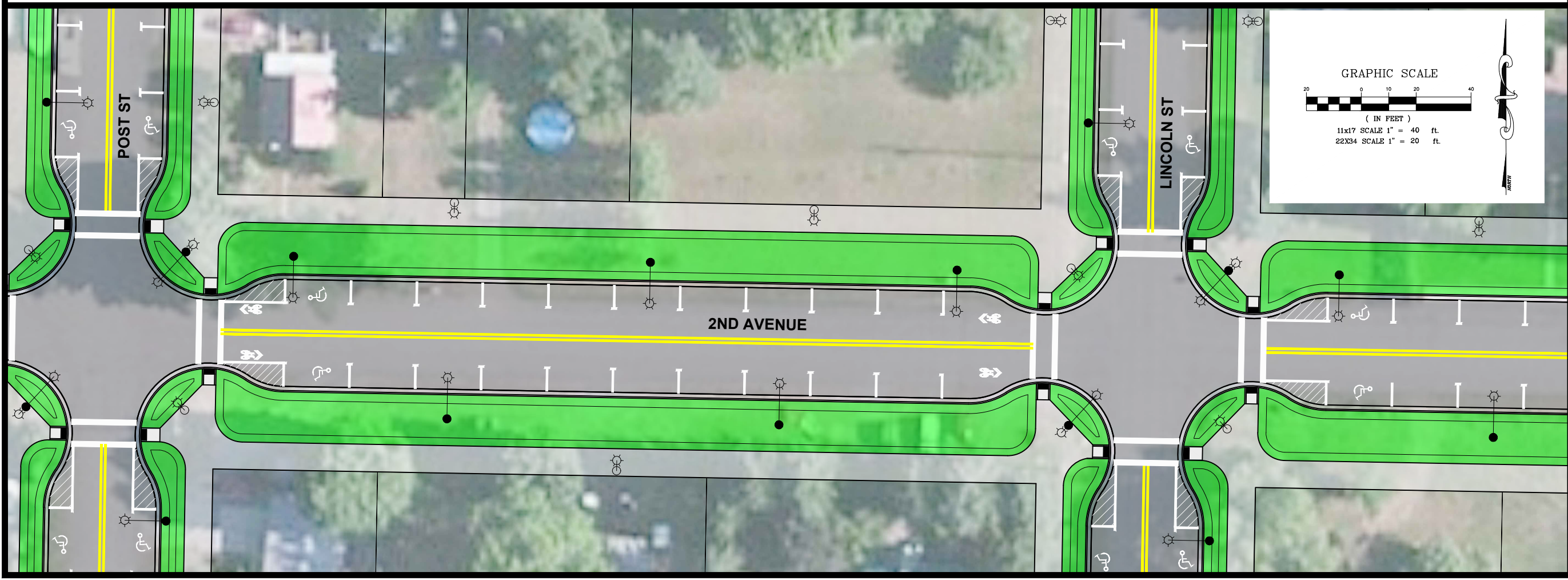
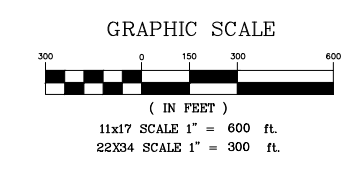
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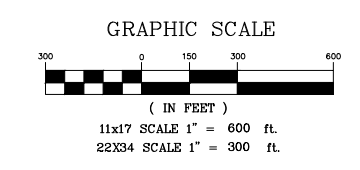
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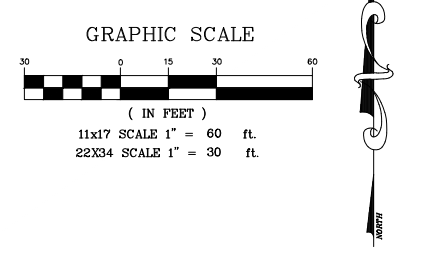
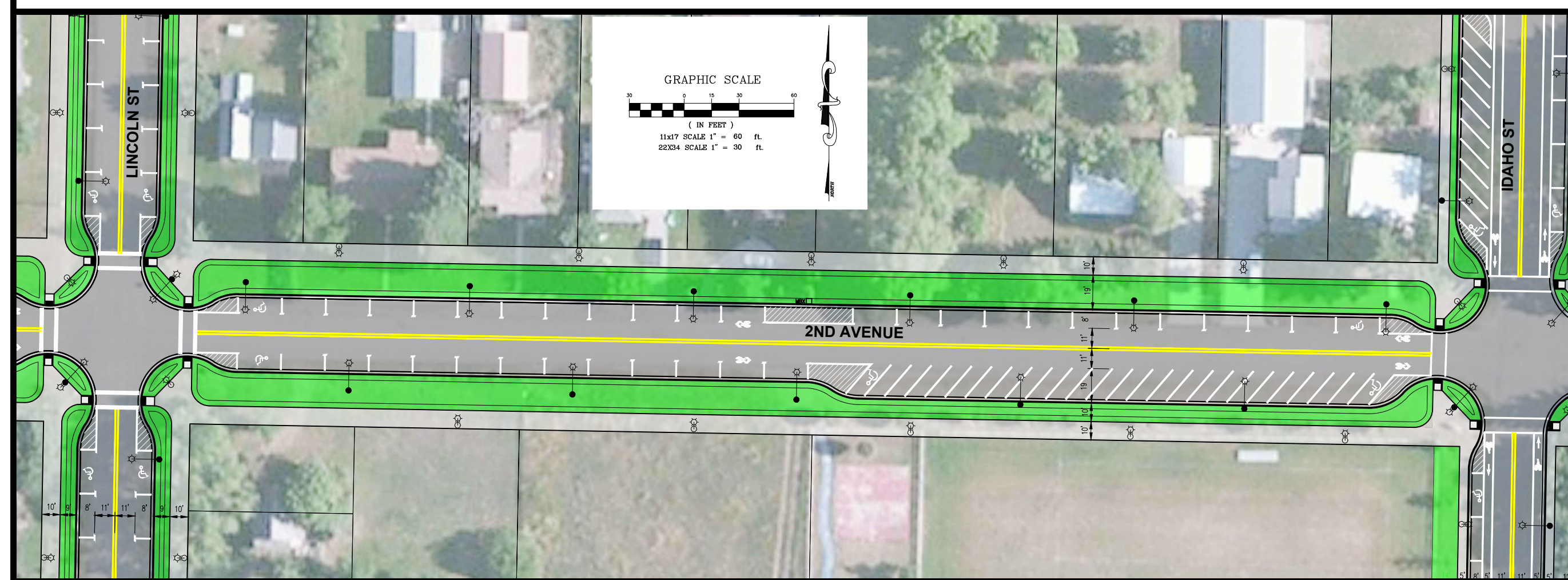


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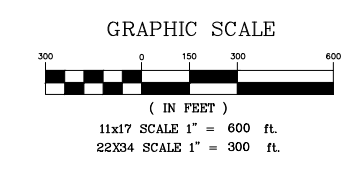
2ND AVE, LINCOLN TO IDAHO

PROJ NO: 41305  
 DESIGNED BY: MRG/JRG  
 DRAWN BY: JRG/JAL  
 CHECKED BY:  
 DWG NAME: 41305DS14-2ND.DWG  
 DATE: 08-08-2018  
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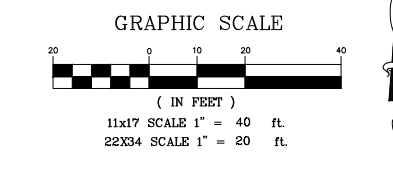
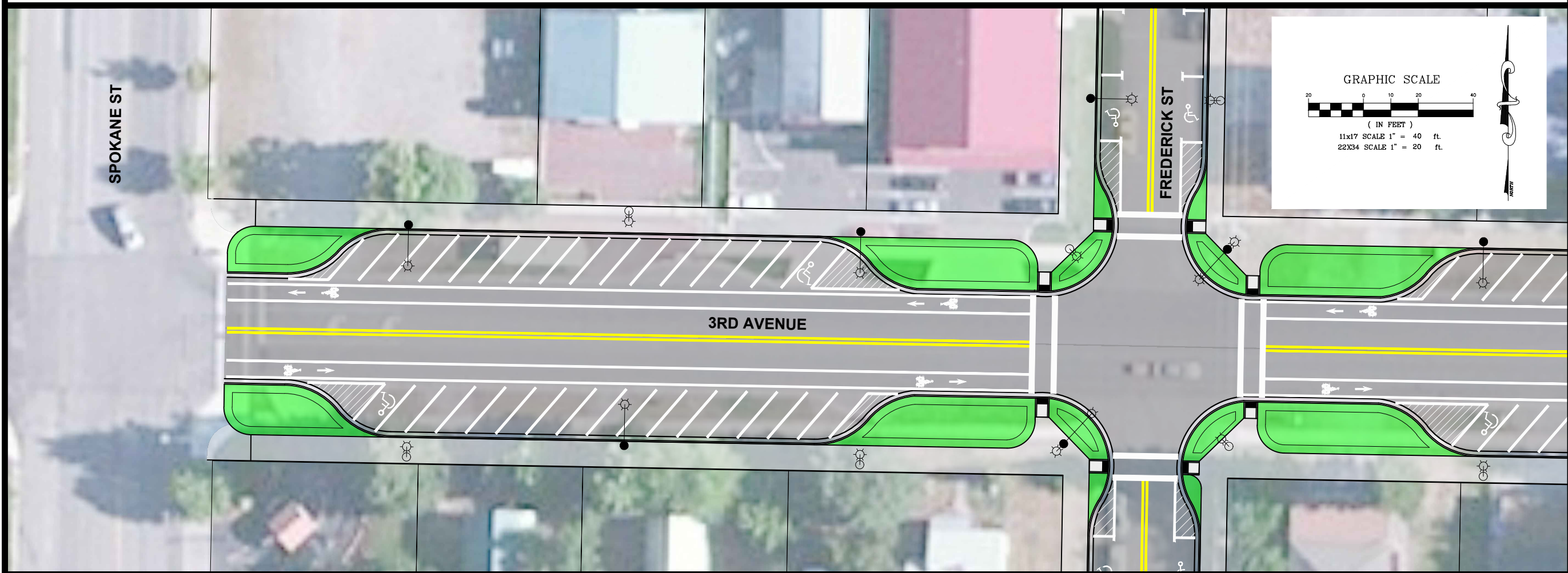


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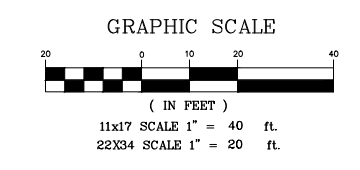
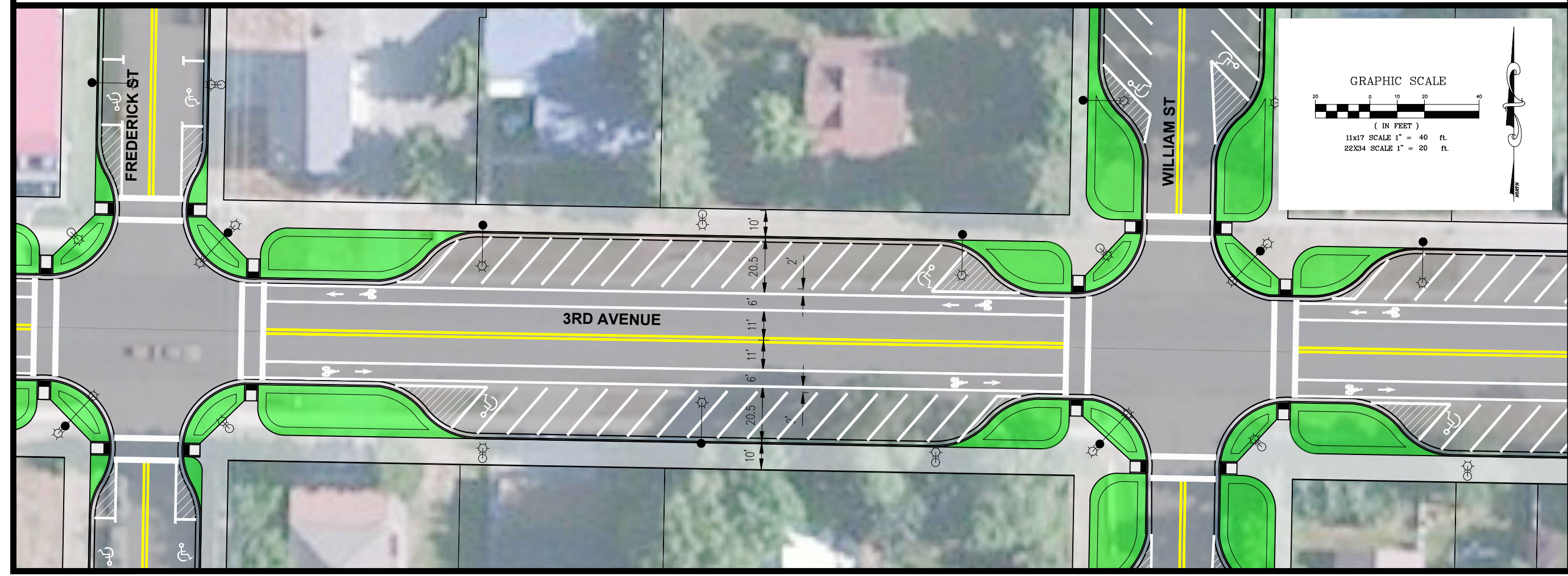
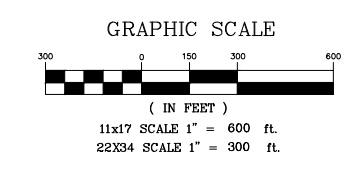
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3RD AVE, SPOKANE TO FREDERICK

PROJ NO: 41305  
 DESIGNED BY: MRG/JRG  
 DRAWN BY: JRG/JAL  
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 DWG NAME: 41305DS14-3RD.DWG  
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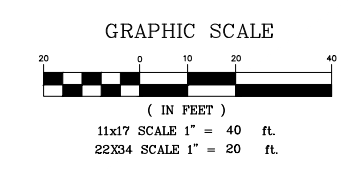
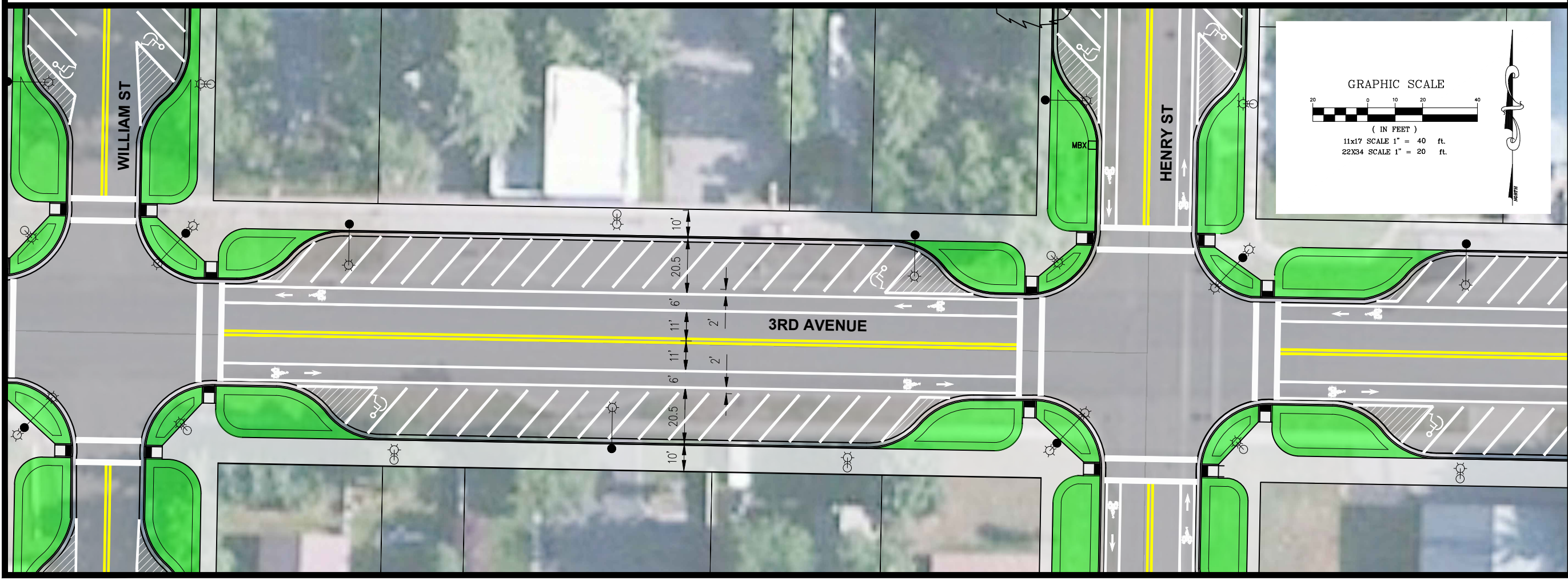
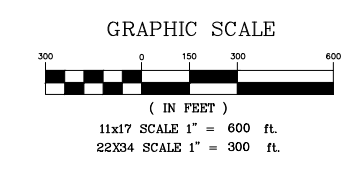
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 DATE: 08-08-2018  
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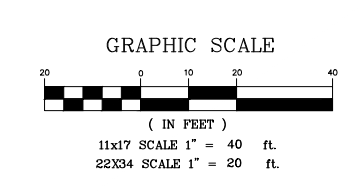
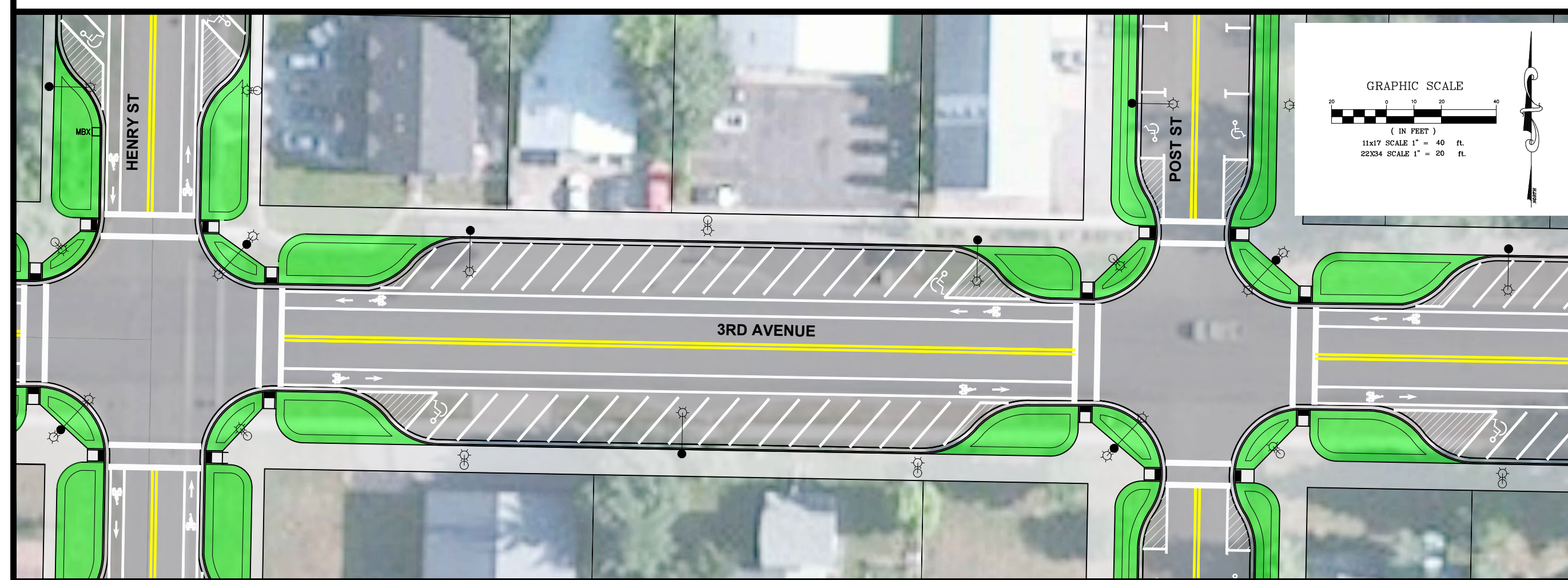
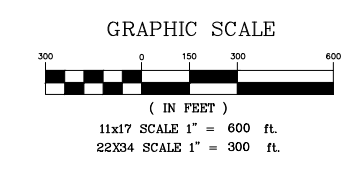
CITY OF POST FALLS  
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3RD AVE, WILLIAM TO HENRY

PROJ NO: 41305  
 DESIGNED BY: MRG/JRG  
 DRAWN BY: JRG/JAL  
 CHECKED BY:  
 DWG NAME: 41305DS14-3RD.DWG  
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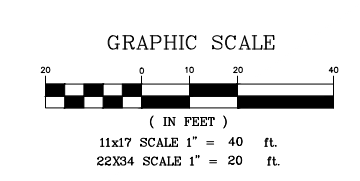
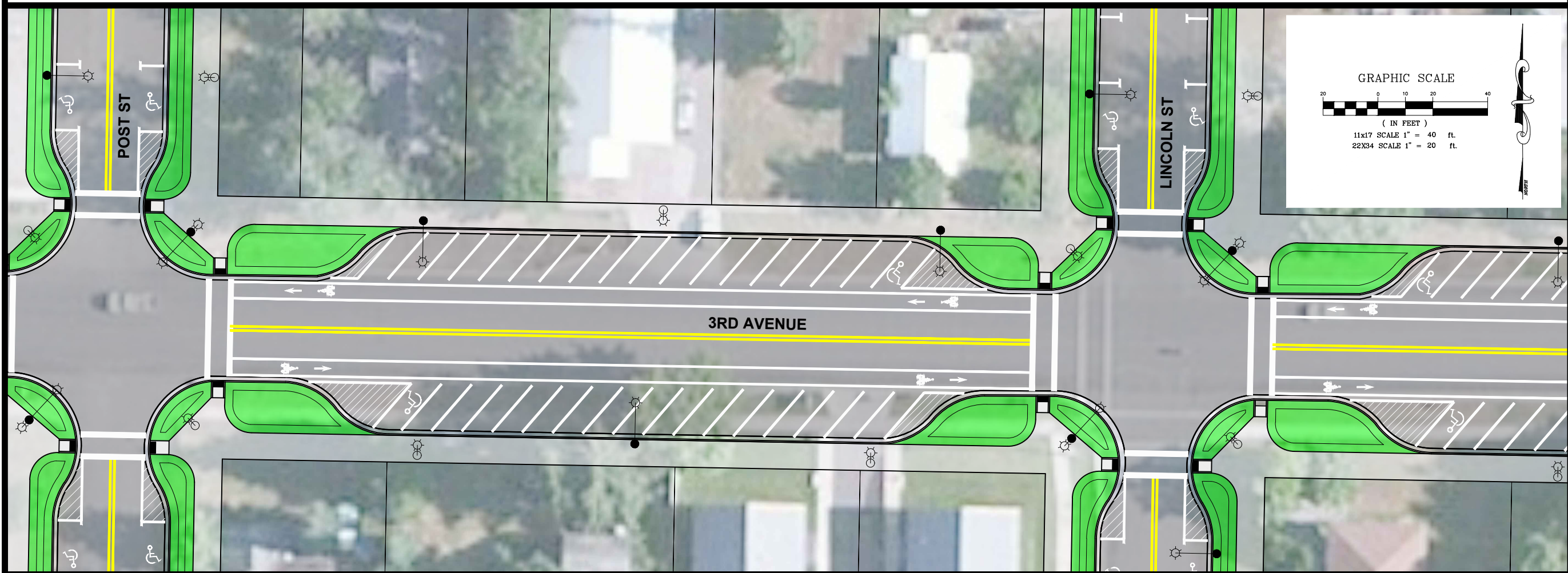
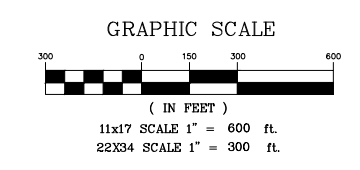
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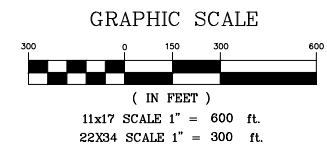
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PROJ NO: 41305  
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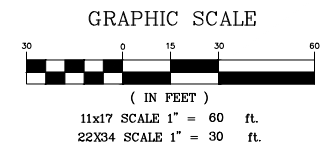
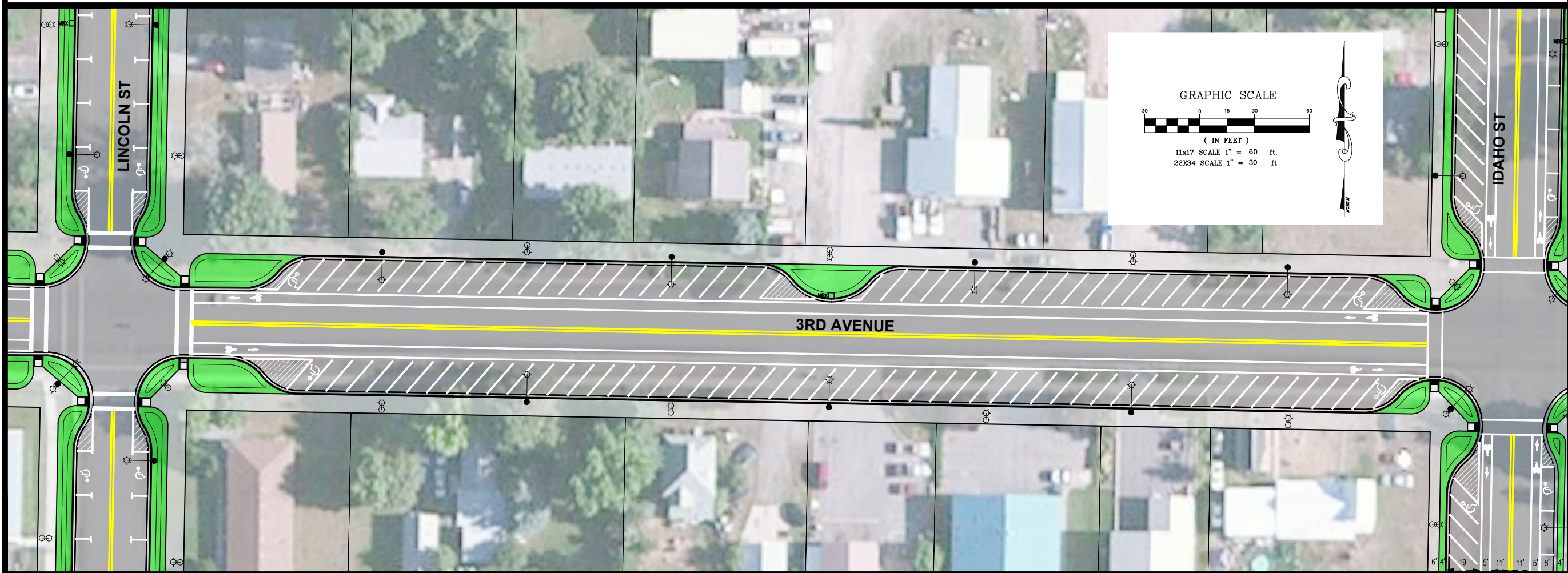


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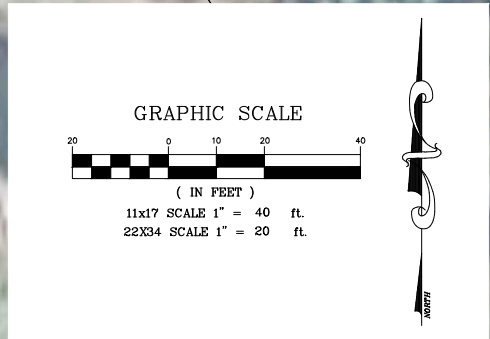
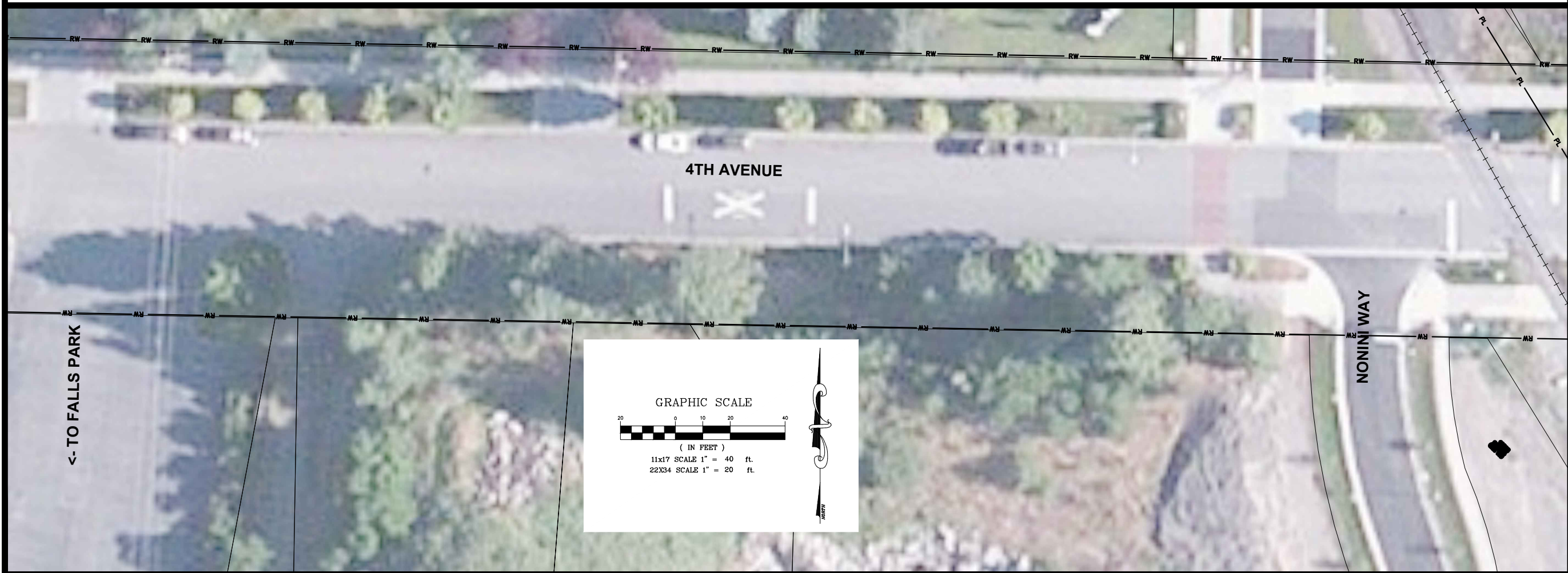
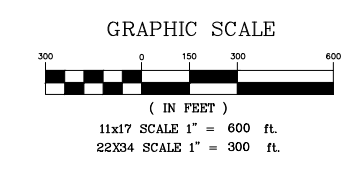
3RD AVE, LINCOLN TO IDAHO

PROJ NO: 41305  
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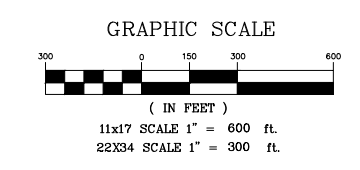
4TH AVE, FALLS PARK TO NONINI WAY

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 DESIGNED BY: MRG/JRG  
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 DWG NAME: 41305DS14-4TH.DWG  
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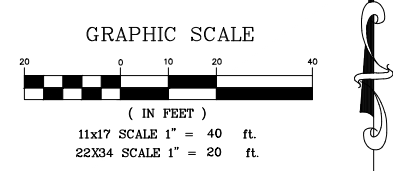
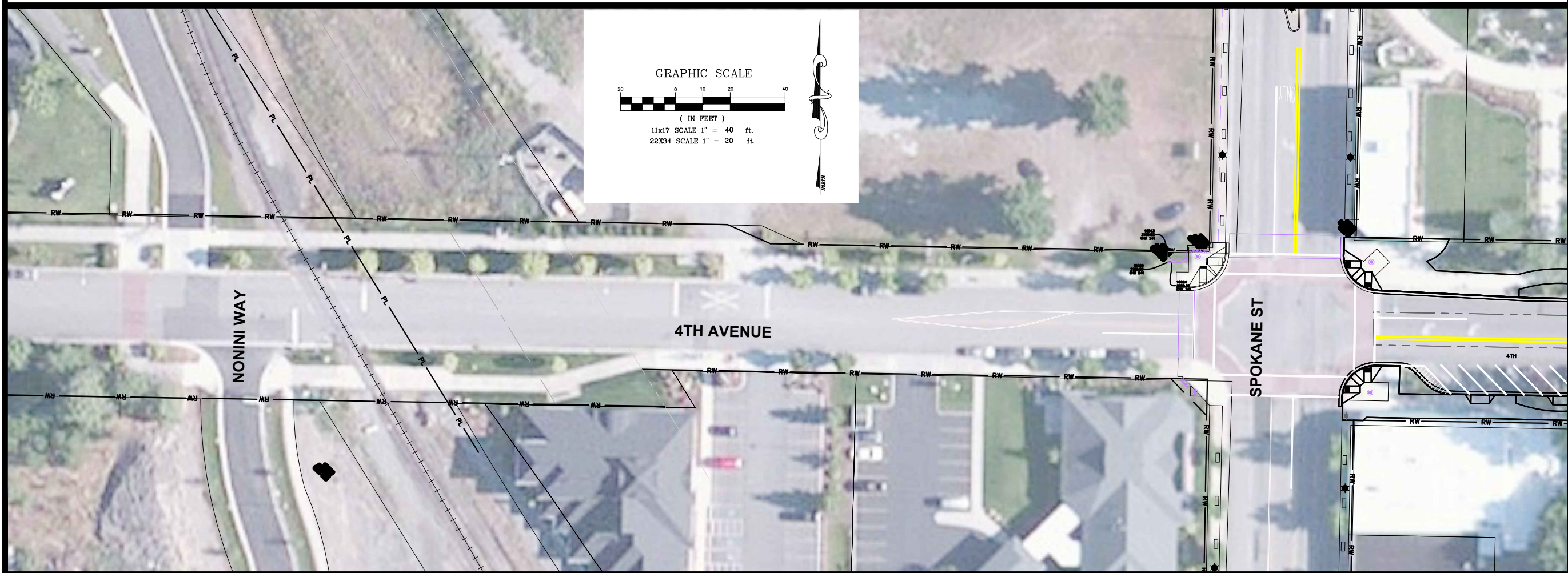


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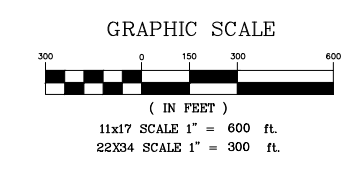
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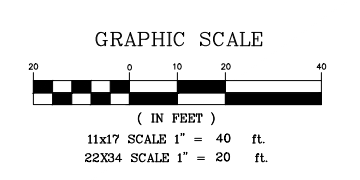
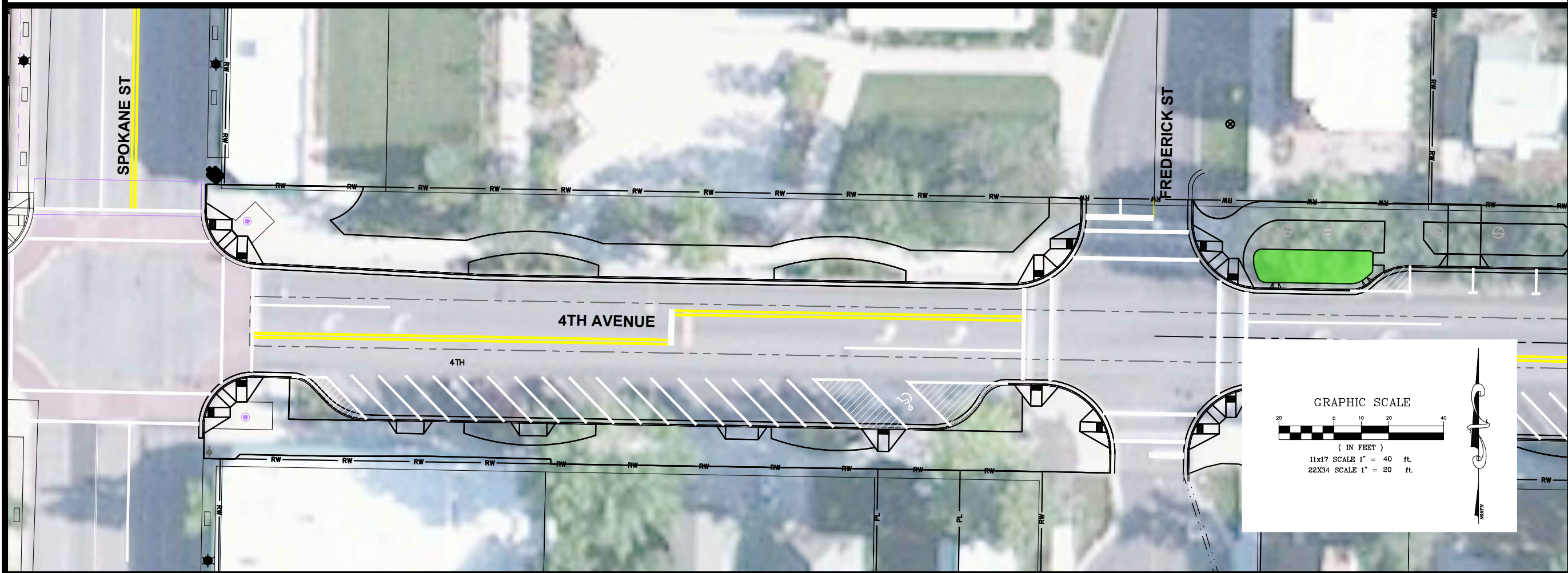


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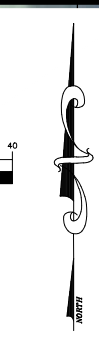
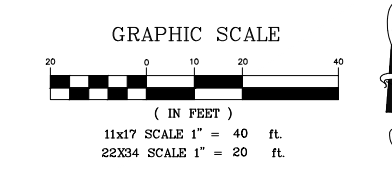
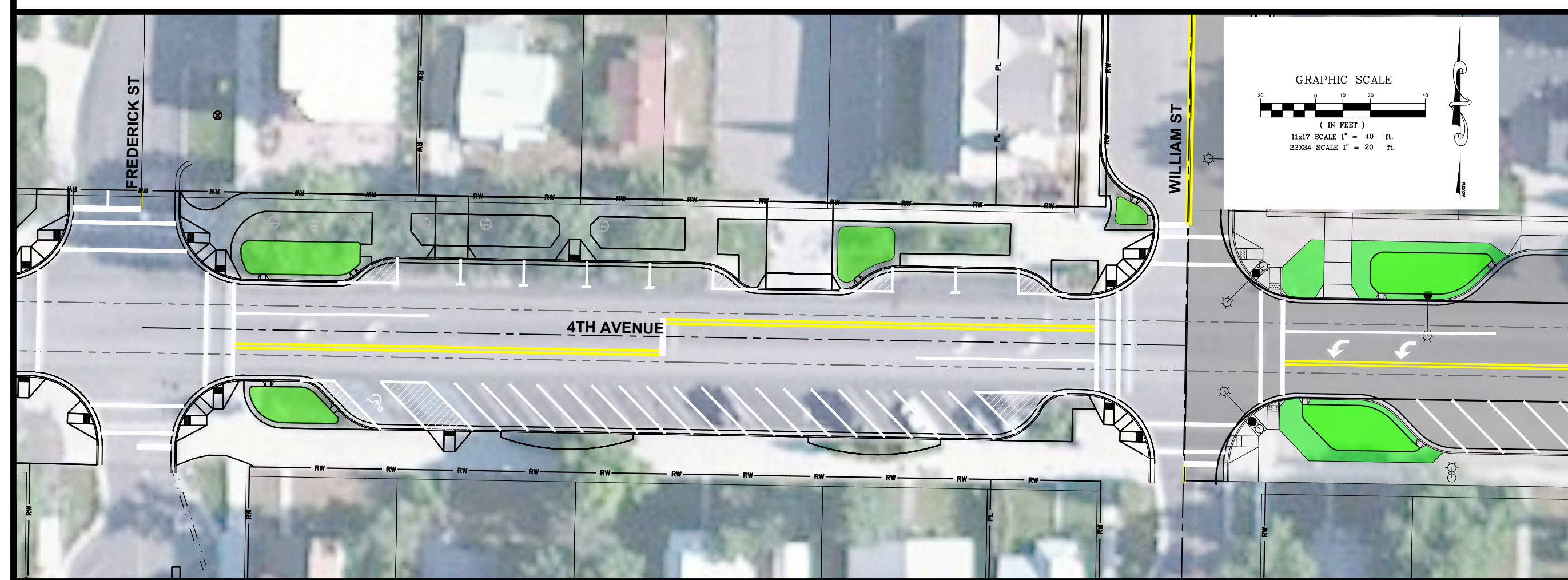
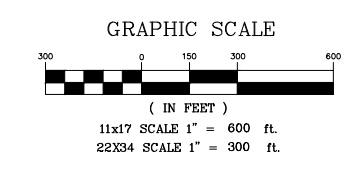
4TH AVE, SPOKANE TO FREDERICK

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 4TH AVE, FREDERICK TO WILLIAM

PROJ NO: 41305  
 DESIGNED BY: MRG/JRG  
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 CHECKED BY:  
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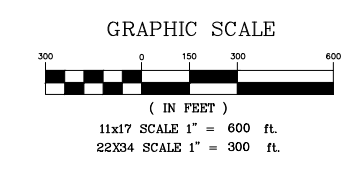
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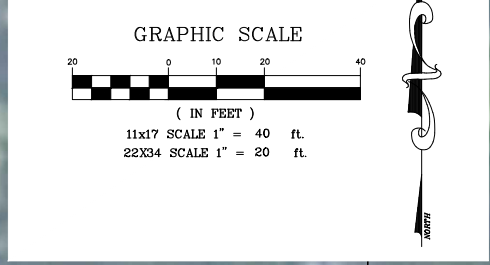
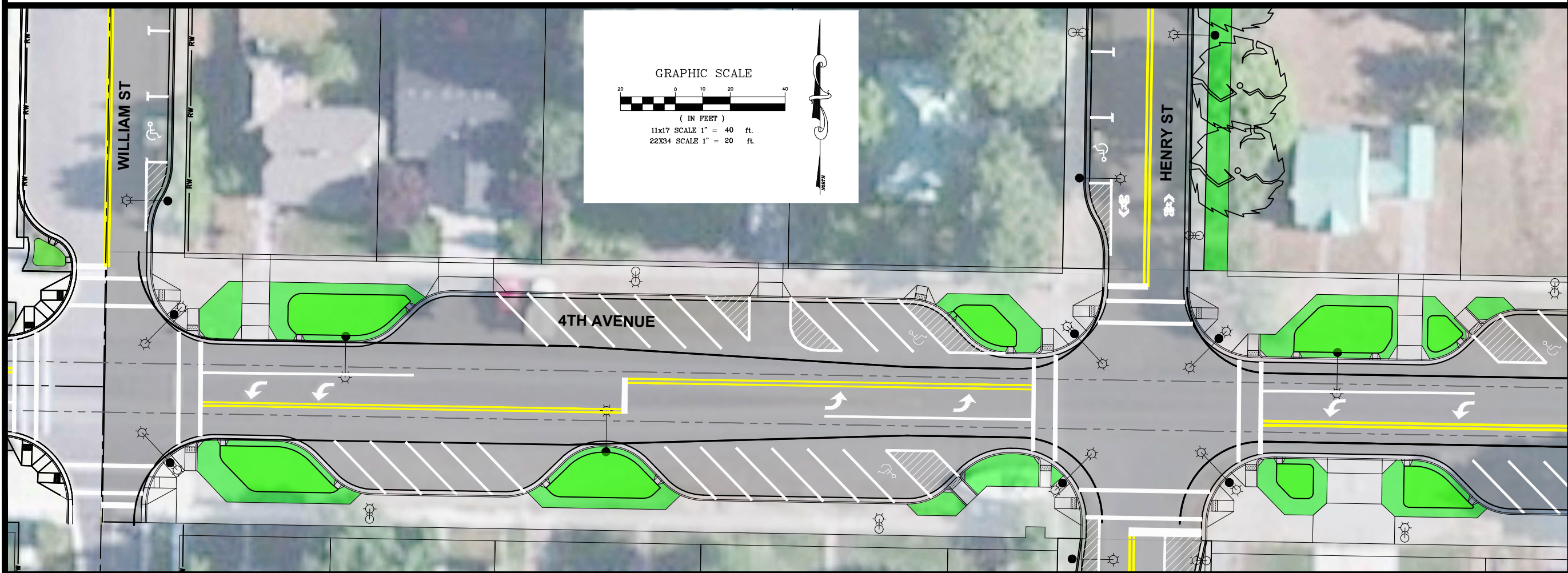


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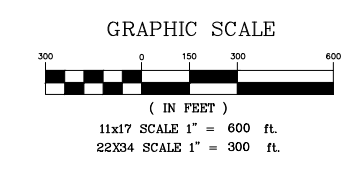
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 PARKING PLAN

4TH AVE, WILLIAM TO HENRY

PROJ NO: 41305  
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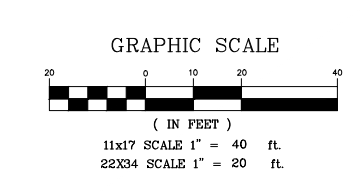
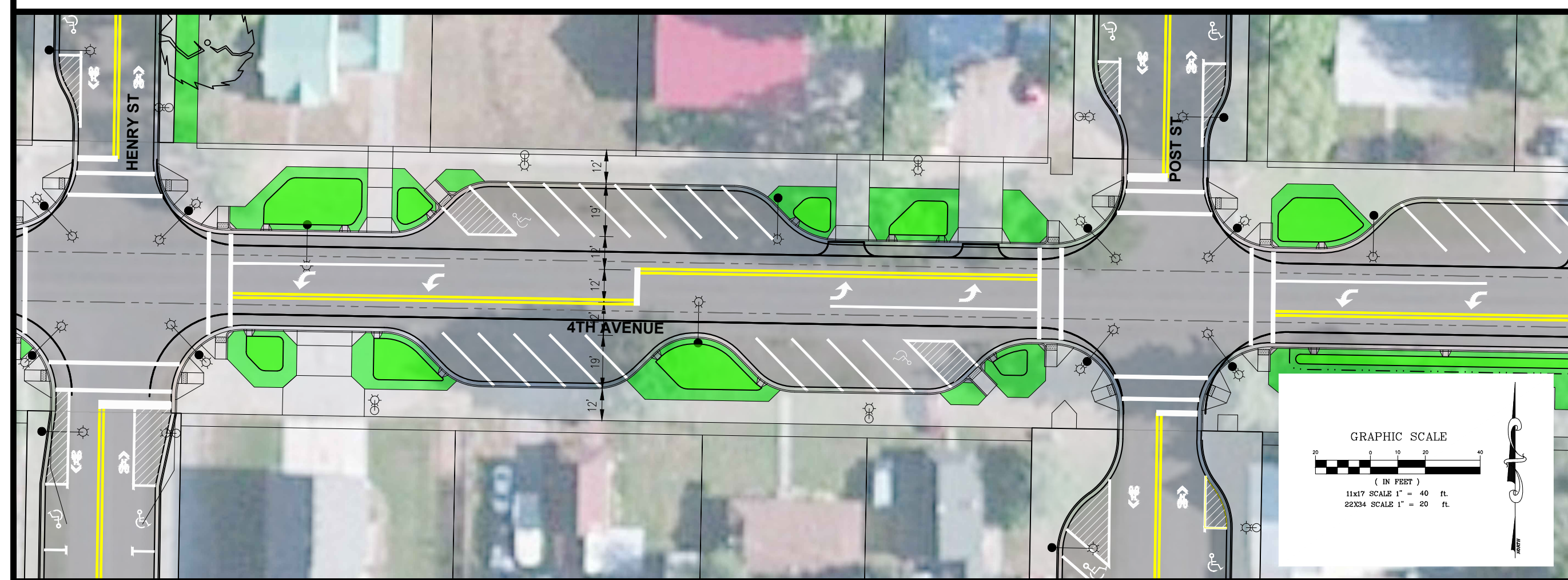


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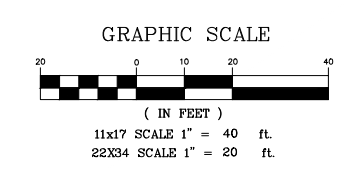
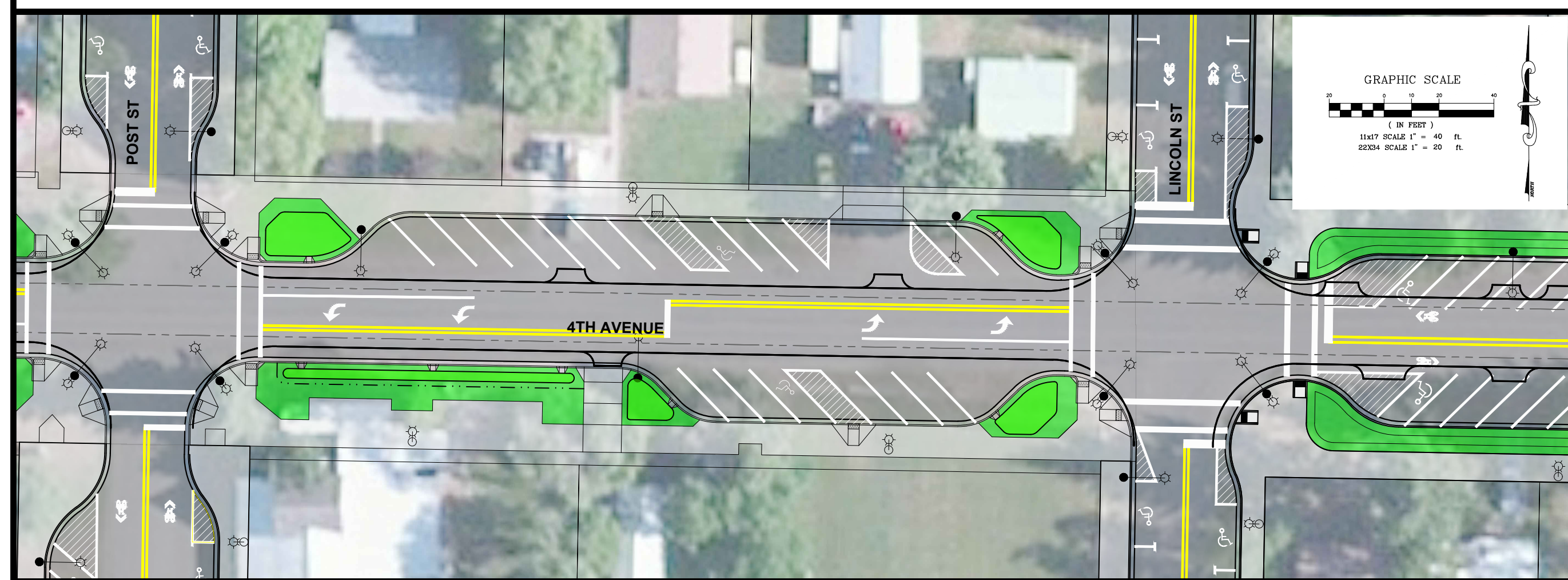
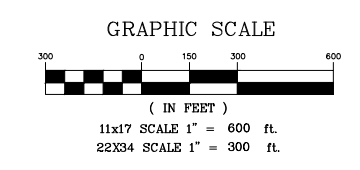
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PROJ NO: 41305  
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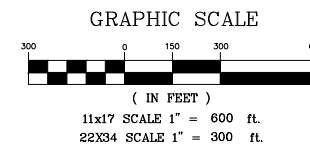
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PROJ NO: 41305  
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 DATE: 08-08-2018  
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**4-7**

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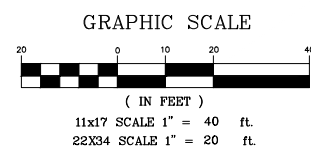
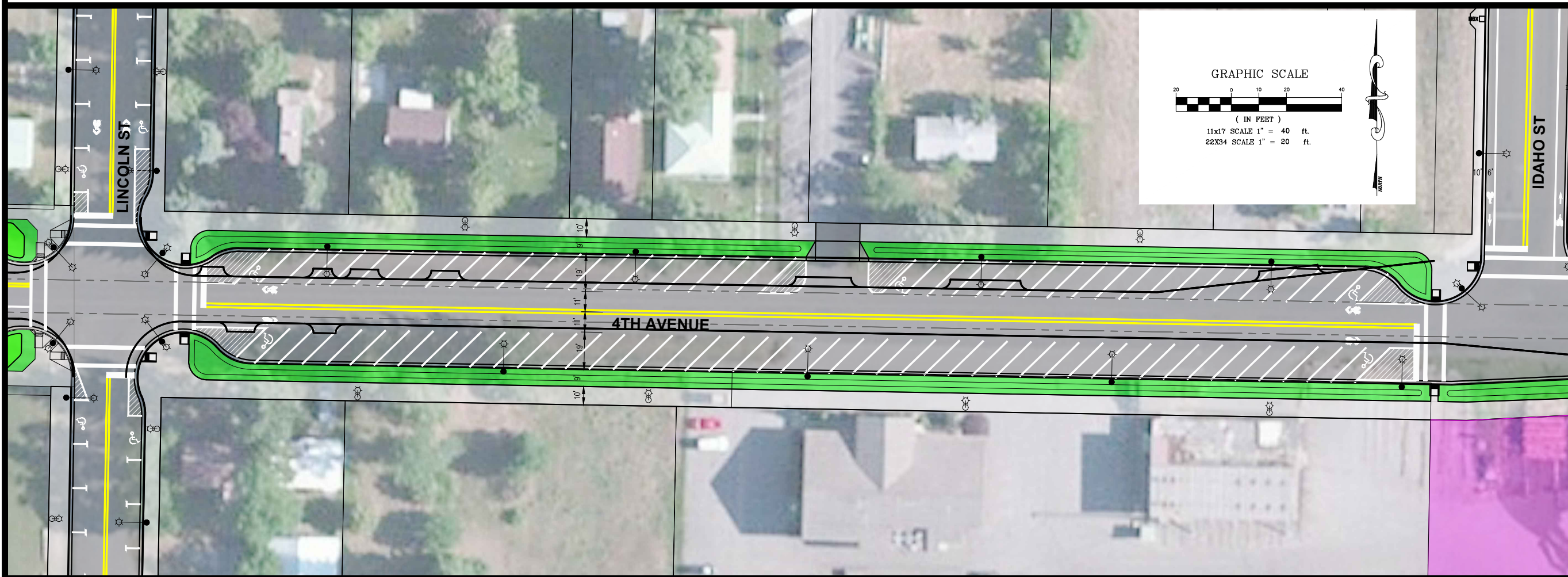
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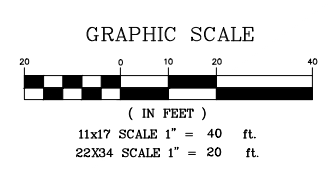
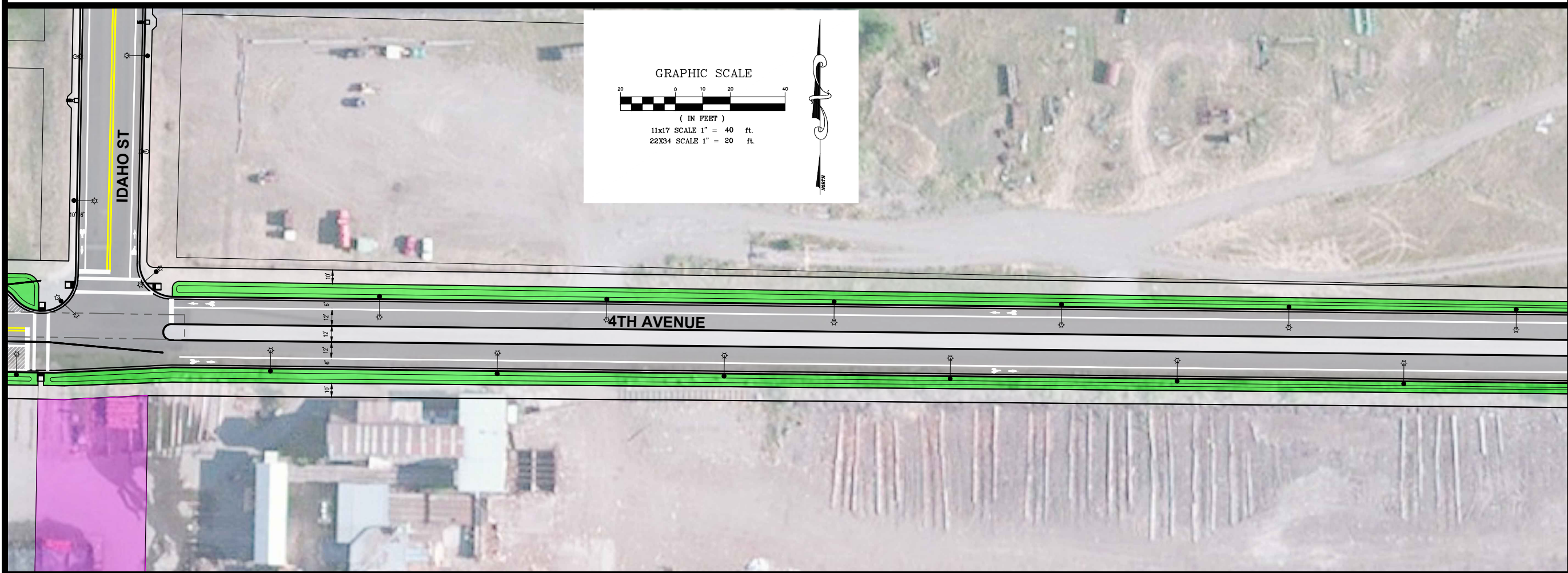
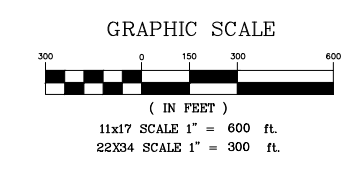
NO.	DATE	REVISION DESCRIPTION	BY



CITY OF POST FALLS  
**CITY CENTER  
PARKING PLAN**  
4TH AVE, LINCOLN TO IDAHO

PROJ NO: 41305  
DESIGNED BY: MRG/JRG  
DRAWN BY: JRG/JAL  
CHECKED BY:  
DWG NAME: 41305DS14-4TH.DWG  
DATE: 08-08-2018  
SHEET NO:

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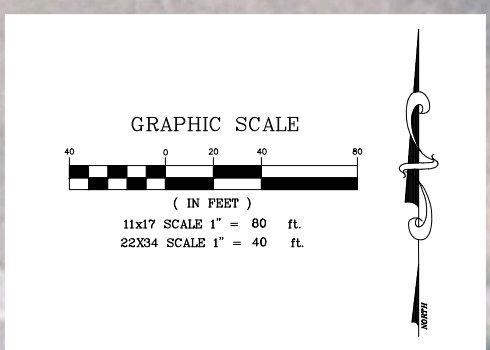
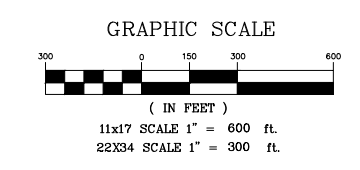
CITY OF POST FALLS  
 CITY CENTER  
 PARKING PLAN

4TH AVE, IDAHO TO SELTICE (W)

PROJ NO: 41305  
 DESIGNED BY: MRG/JRG  
 DRAWN BY: JRG/JAL  
 CHECKED BY:  
 DWG NAME: 41305DS14-4TH.DWG  
 DATE: 08-08-2018  
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CITY OF POST FALLS  
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 PARKING PLAN

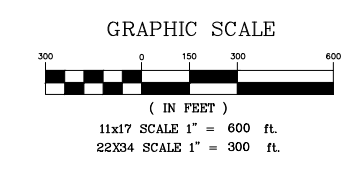
4TH AVE, IDAHO TO SELTICE (E)

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 DESIGNED BY: MRG/JRG  
 DRAWN BY: JRG/JAL  
 CHECKED BY:  
 DWG NAME: 41305DS14-4TH.DWG  
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 SHEET NO:

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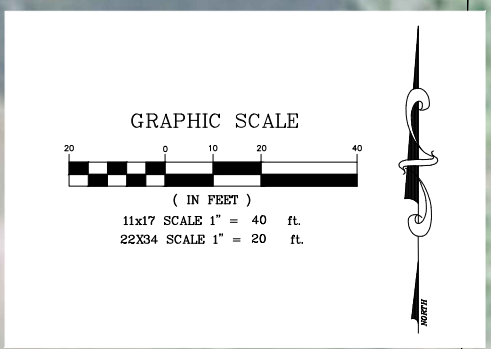
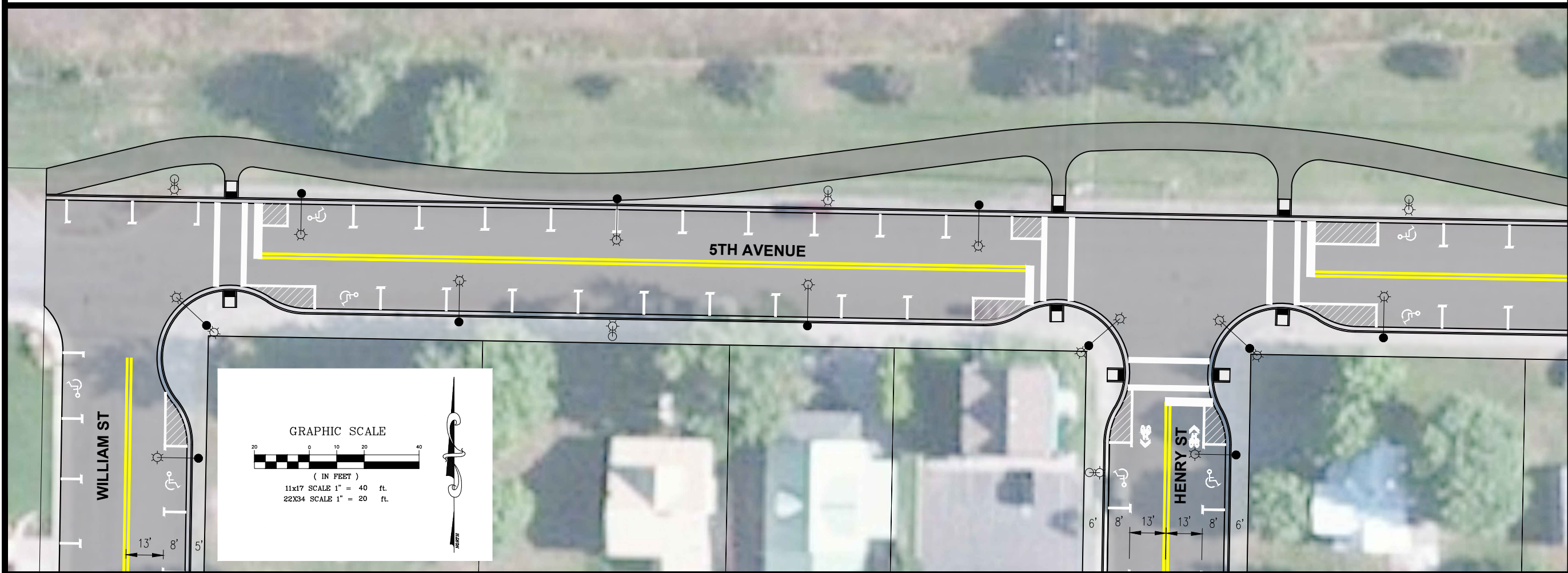


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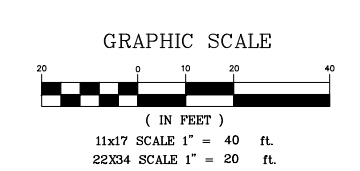
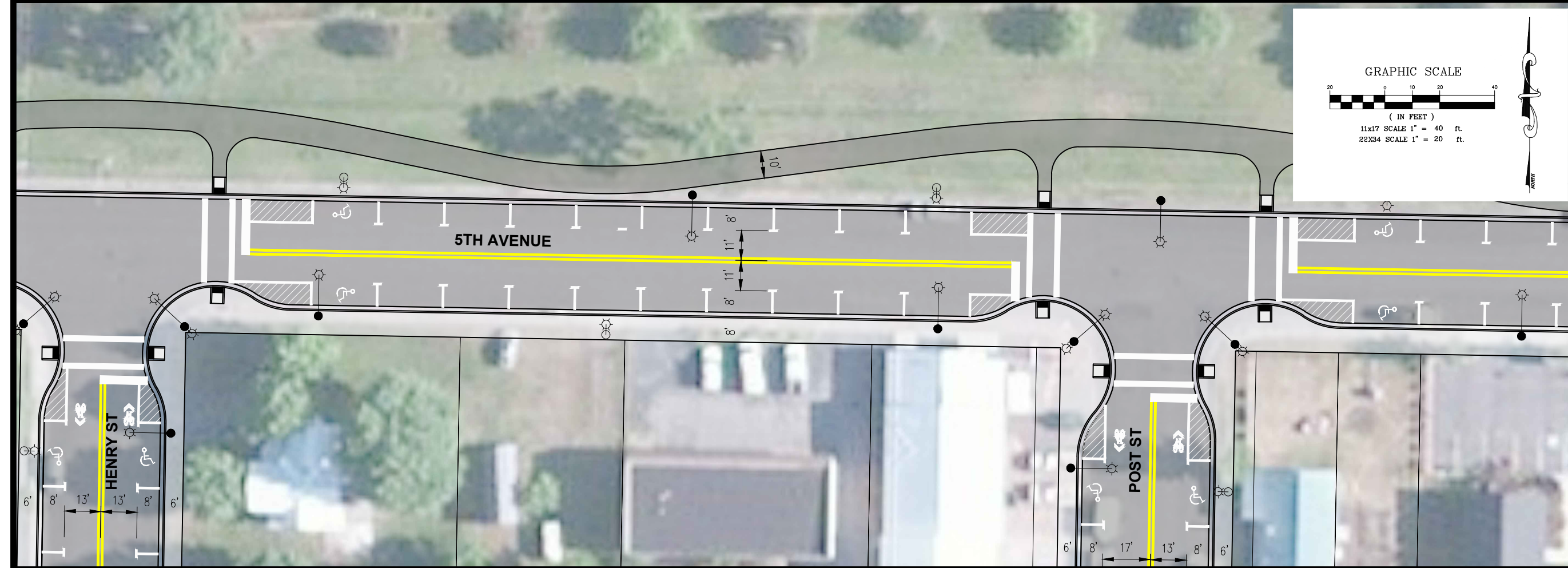
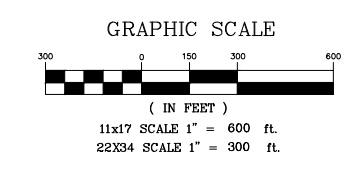
CITY OF POST FALLS  
 CITY CENTER  
 PARKING PLAN  
 5TH AVE, WILLIAM TO HENRY

PROJ NO: 41305  
 DESIGNED BY: MRG/JRG  
 DRAWN BY: JRG/JAL  
 CHECKED BY:  
 DWG NAME: 41305DS14-5TH.DWG  
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CITY OF POST FALLS  
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 PARKING PLAN  
 5TH AVE, HENRY TO POST

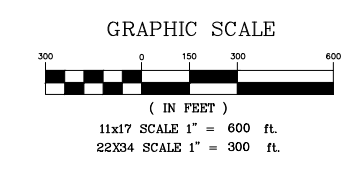
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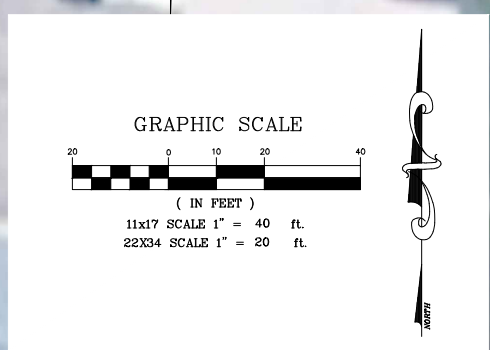
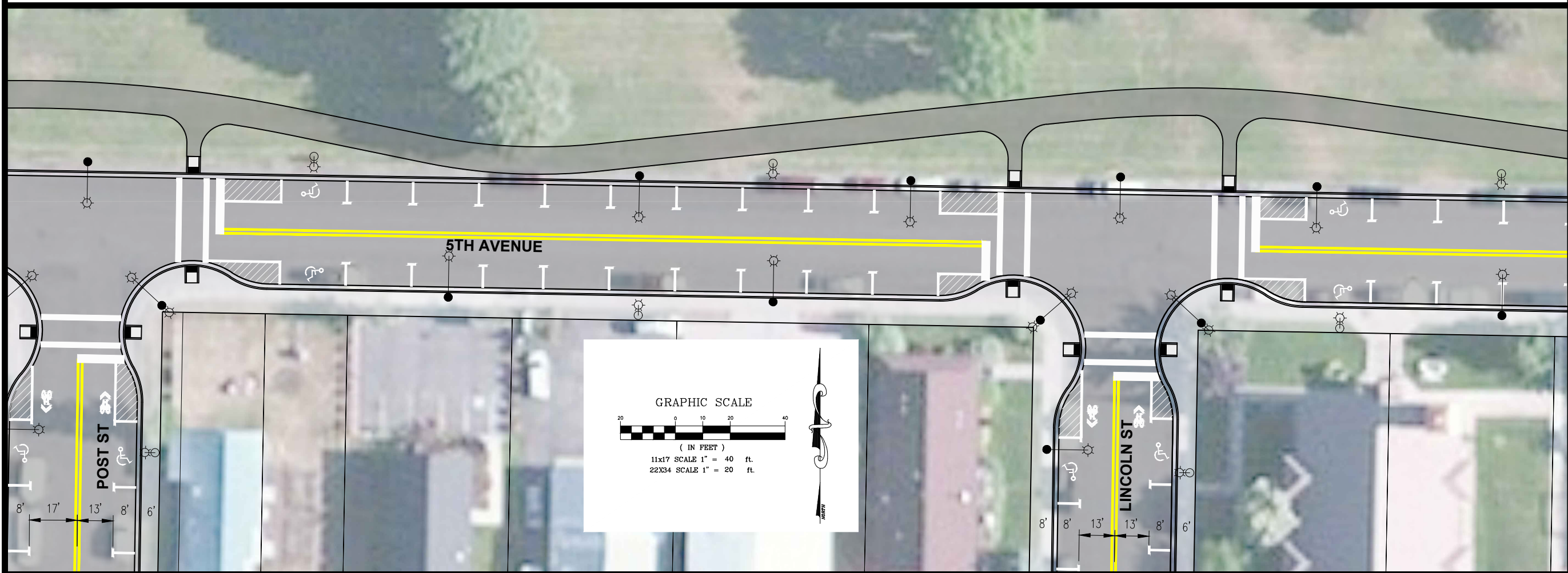


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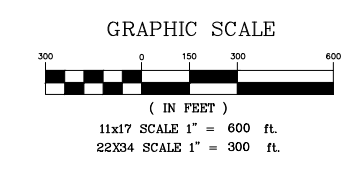
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 DWG NAME: 41305DS14-5TH.DWG  
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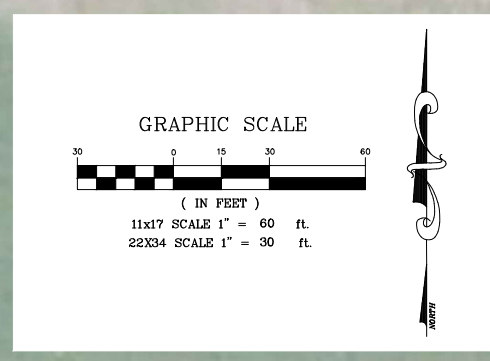
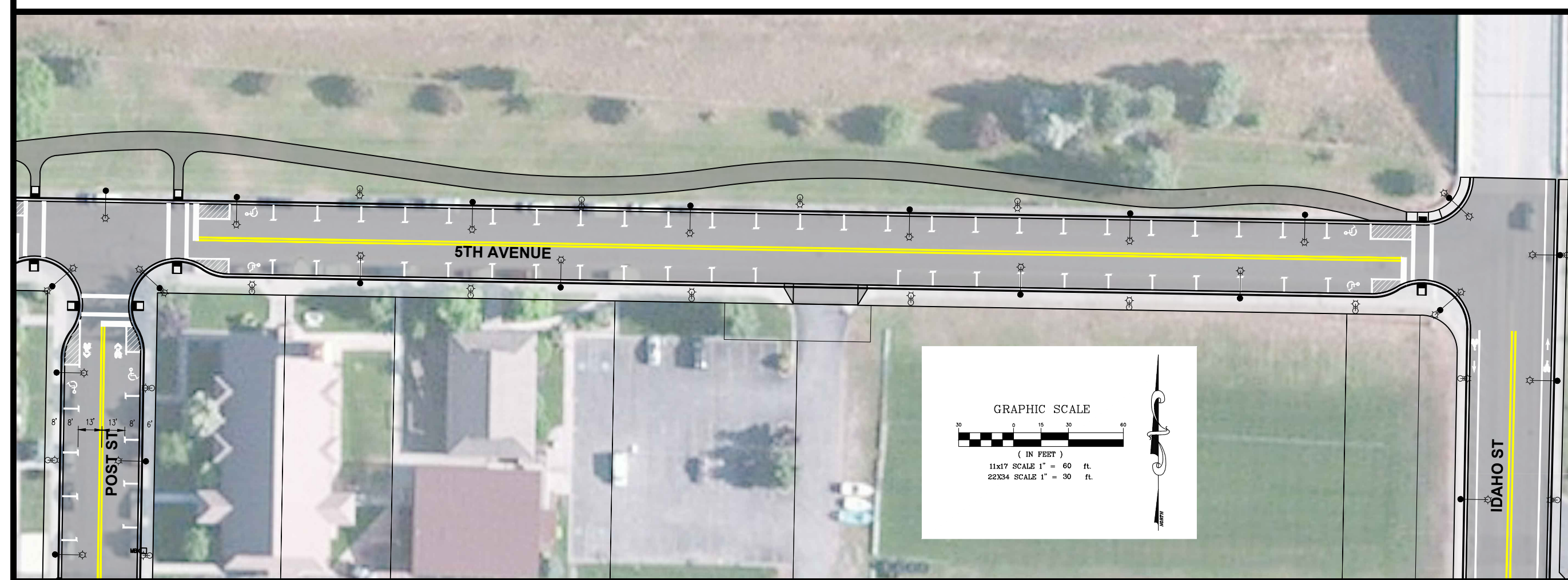


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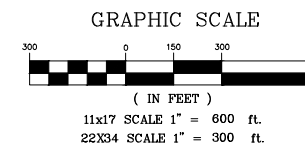
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 CITY CENTER  
 PARKING PLAN

5TH AVE, LINCOLN TO IDAHO

PROJ NO: 41305  
 DESIGNED BY: MRG/JRG  
 DRAWN BY: JRG/JAL  
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 DWG NAME: 41305DS14-5TH.DWG  
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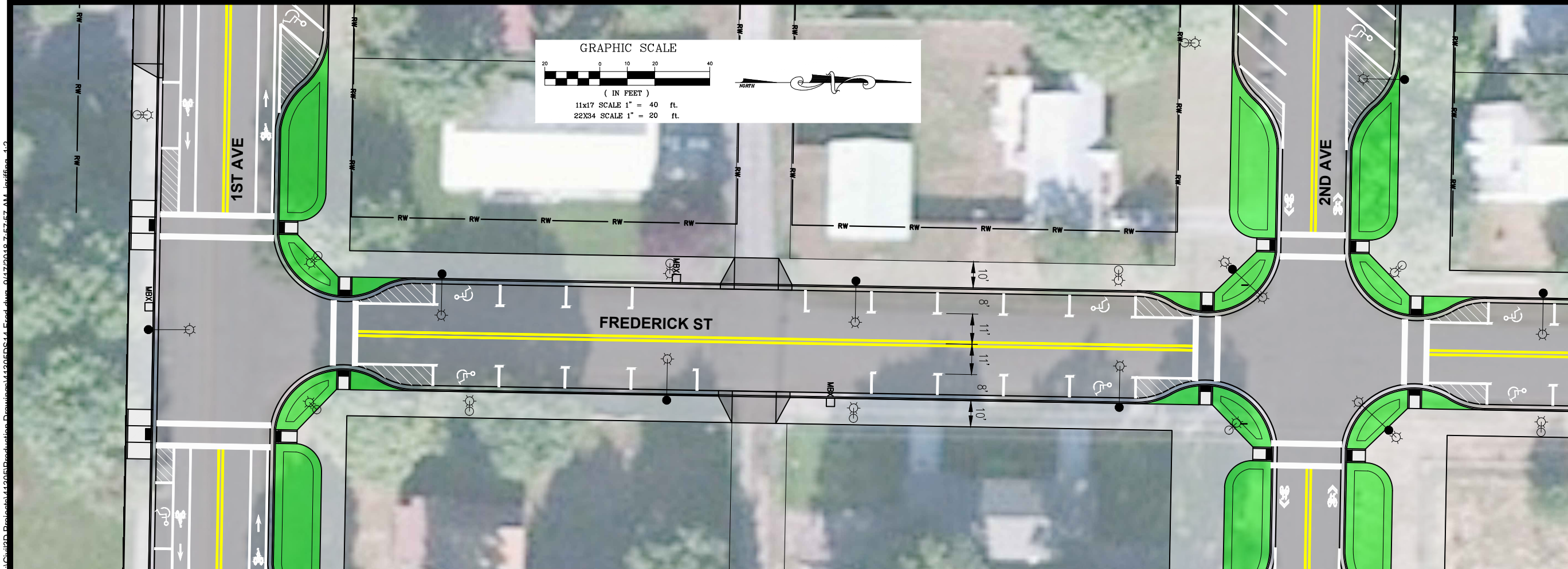
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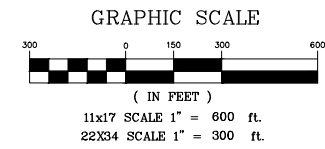
FREDERICK ST, 1ST TO 2ND

PROJ NO: 41305  
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 DRAWN BY: JRG/JAL  
 CHECKED BY:  
 DWG NAME: 41305DS14-FRED.DWG  
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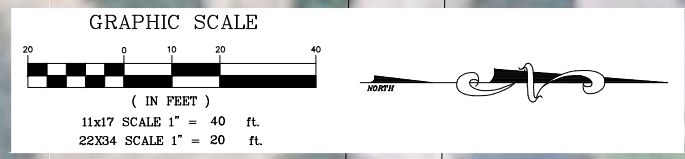
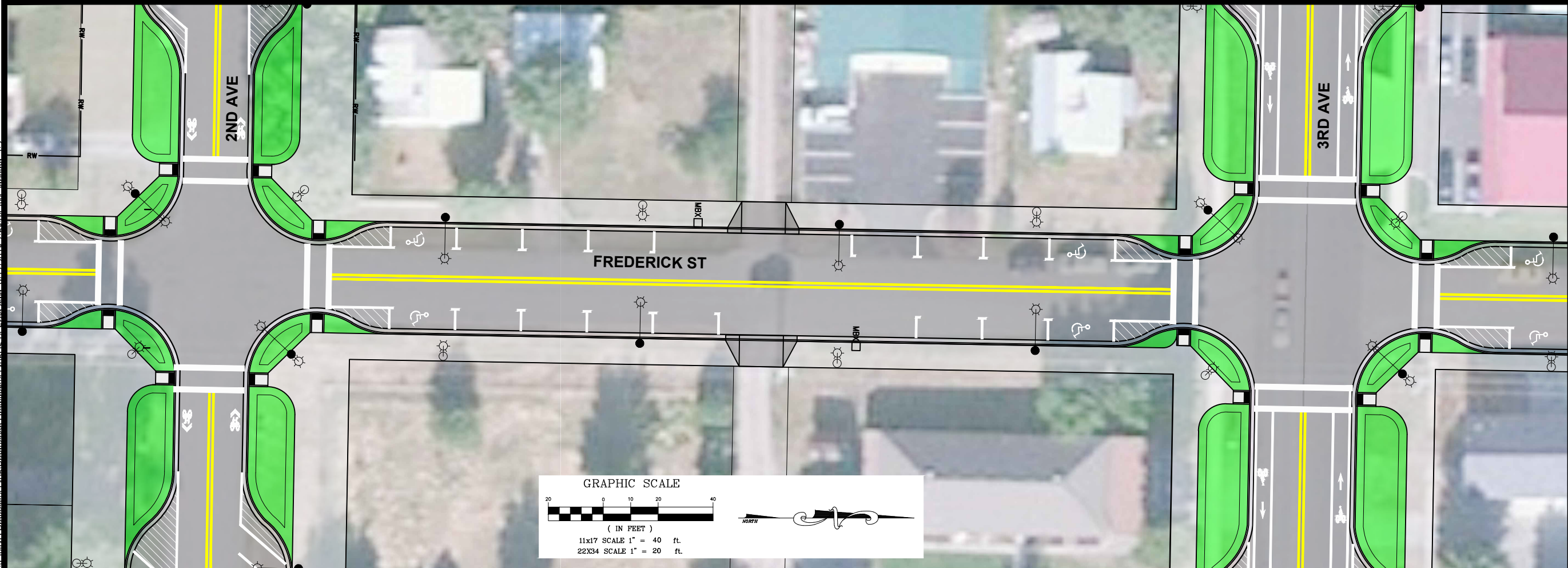
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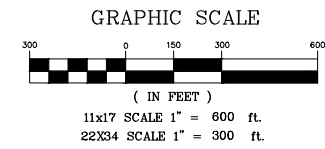
CITY OF POST FALLS  
 CITY CENTER  
 PARKING PLAN

FREDERICK ST, 2ND TO 3RD

PROJ NO: 41305  
 DESIGNED BY: MRG/JRG  
 DRAWN BY: JRG/JAL  
 CHECKED BY:  
 DWG NAME: 41305DS14-FRED.DWG  
 DATE: 08-08-2018  
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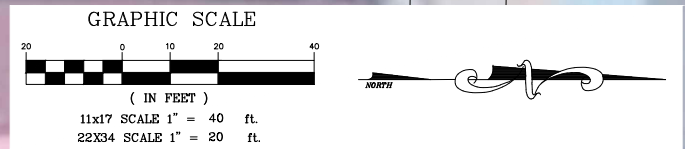
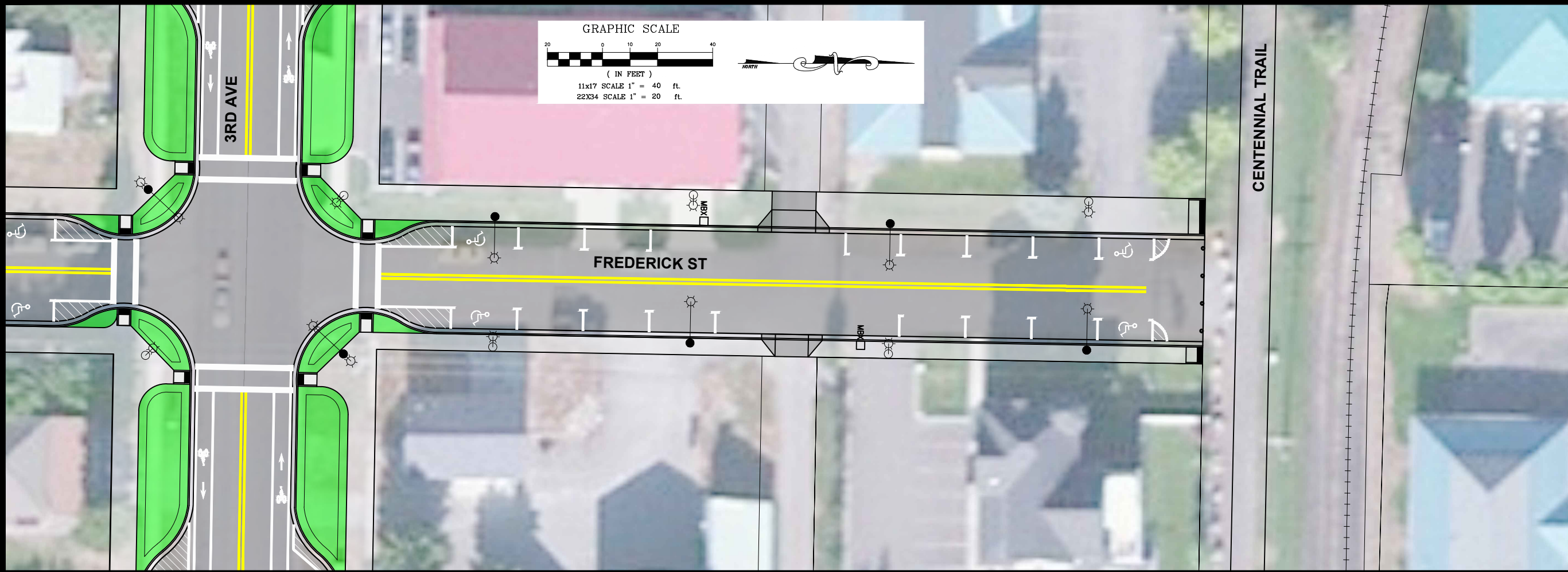


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 PARKING PLAN

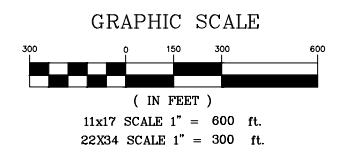
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PROJ NO: 41305  
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 CHECKED BY:  
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 DATE: 08-08-2018  
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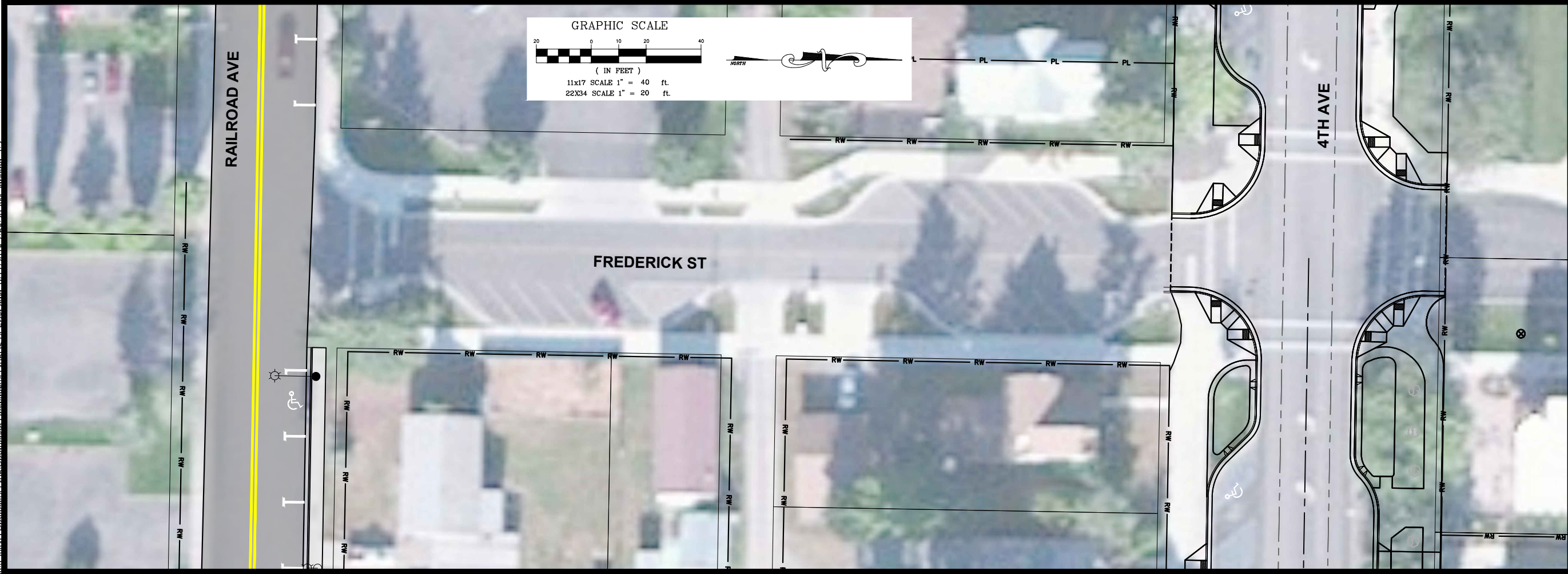
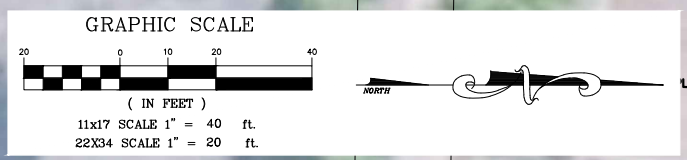
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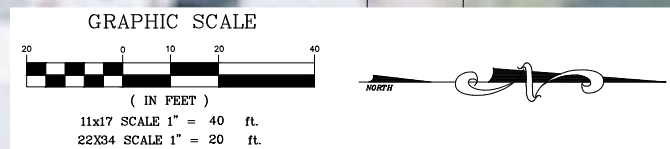
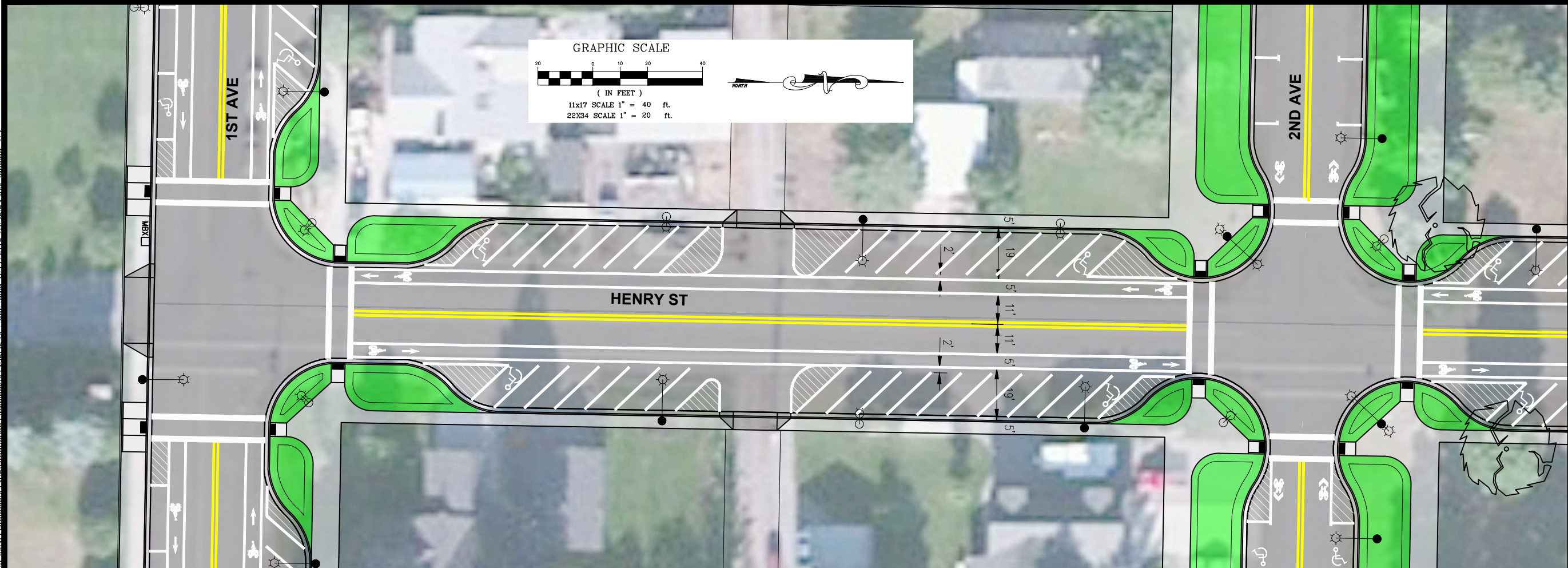
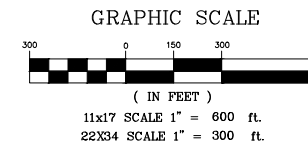
CITY OF POST FALLS  
CITY CENTER  
PARKING PLAN

FREDERICK ST, RAILROAD TO 4TH

PROJ NO:	41305
DESIGNED BY:	MRG/JRG
DRAWN BY:	JRG/JAL
CHECKED BY:	
DWG NAME:	41305DS14-FRED.DWG
DATE:	08-08-2018
SHEET NO:	

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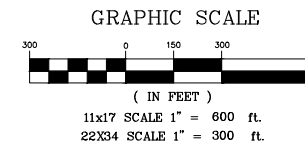
NO.	DATE	REVISION DESCRIPTION	BY

CITY OF POST FALLS  
 CITY CENTER  
 PARKING PLAN  
 HENRY ST, 1ST TO 2ND

PROJ NO: 41305  
 DESIGNED BY: MRG/JRG  
 DRAWN BY: JRG/JAL  
 CHECKED BY:  
 DWG NAME: 41305DS14-HENRY.DWG  
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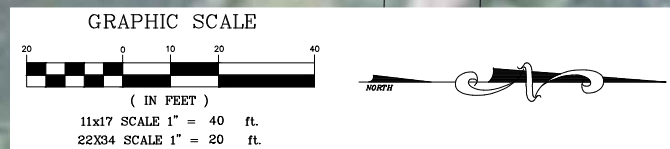
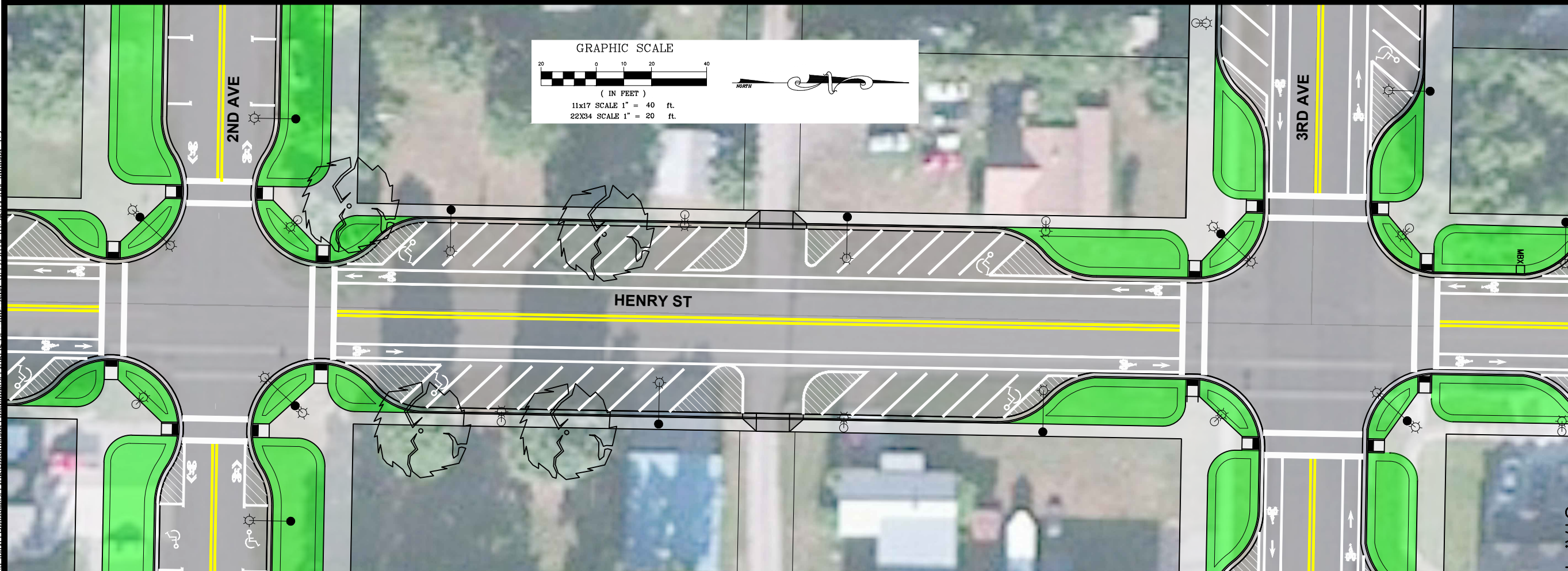
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NO.	DATE	REVISION DESCRIPTION	BY



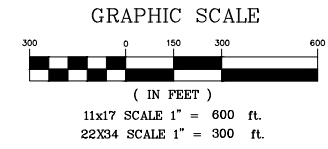
CITY OF POST FALLS  
 CITY CENTER  
 PARKING PLAN  
 HENRY ST, 2ND TO 3RD

PROJ NO: 41305  
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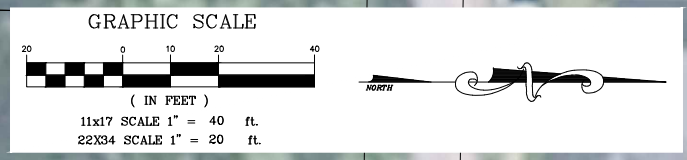
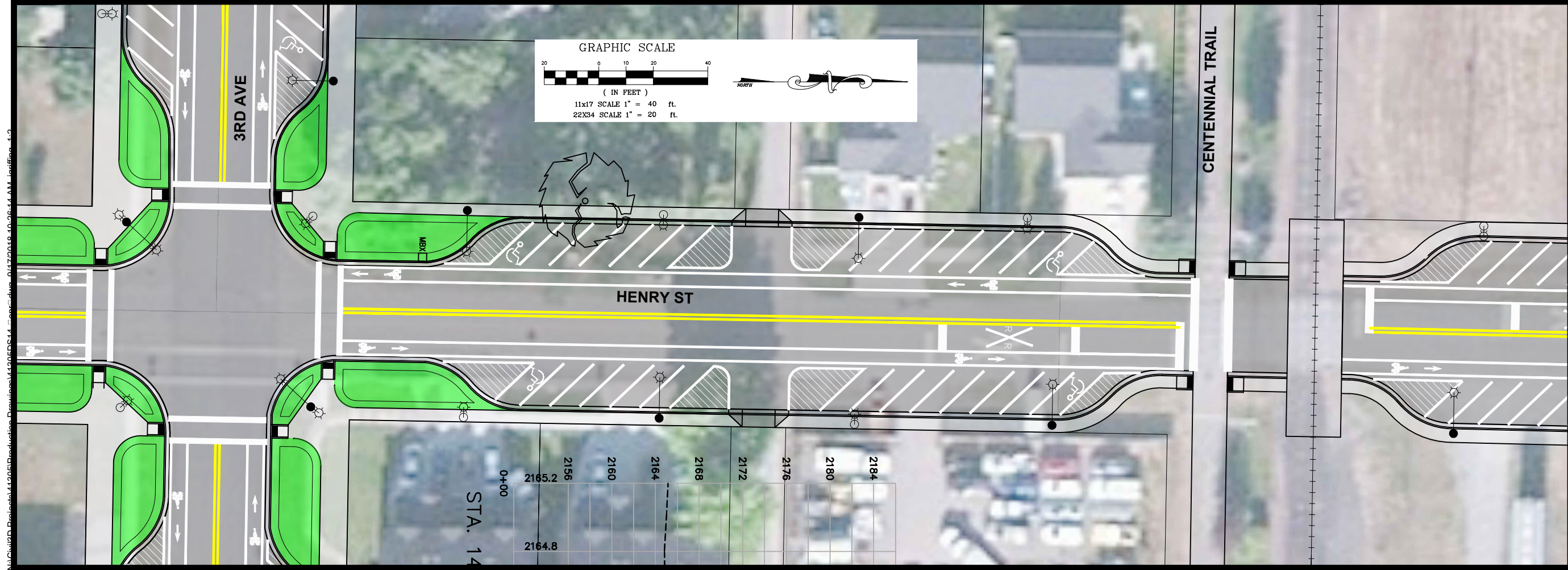


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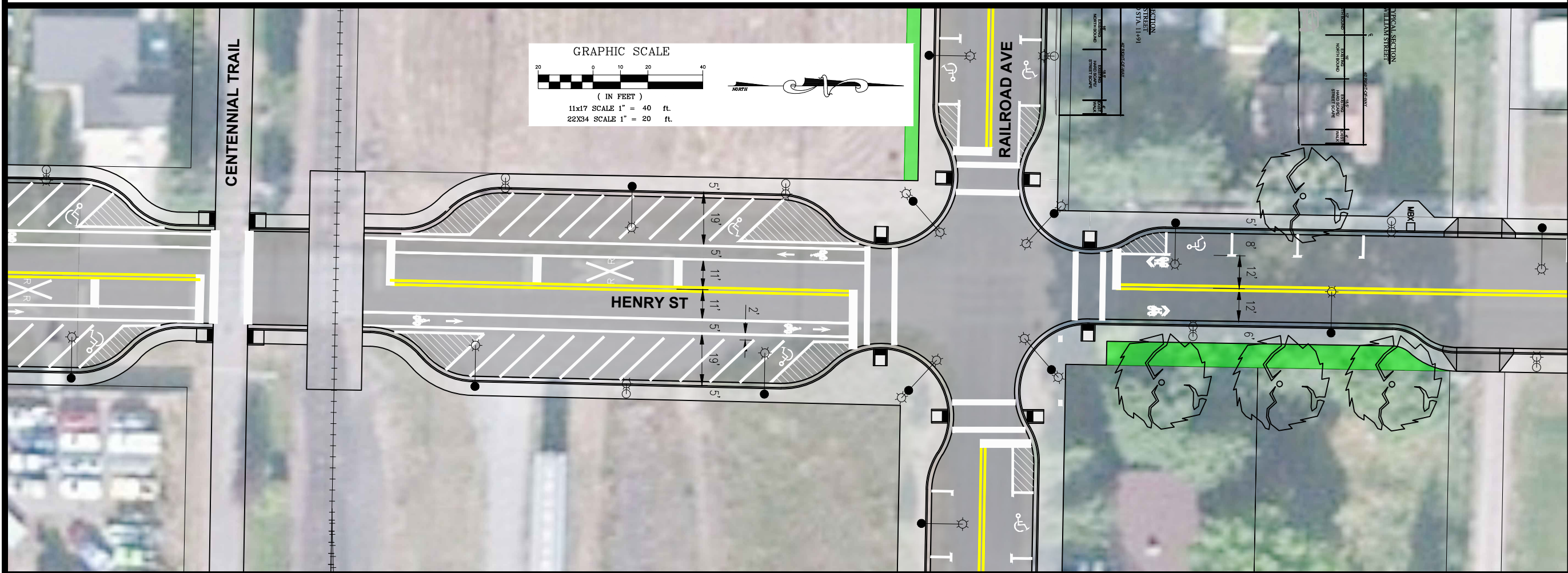
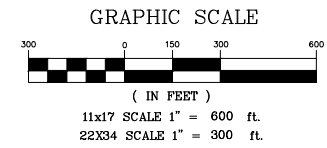
CITY OF POST FALLS  
 CITY CENTER  
 PARKING PLAN

HENRY ST, 3RD TO TRAIL

PROJ NO:	41305
DESIGNED BY:	MRG/JRG
DRAWN BY:	JRG/JAL
CHECKED BY:	
DWG NAME:	41305DS14-HENRY.DWG
DATE:	08-08-2018
SHEET NO:	

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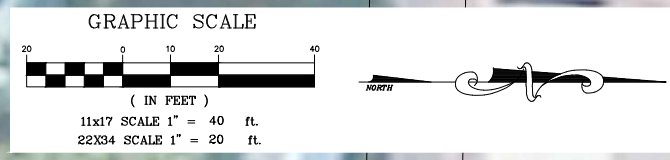
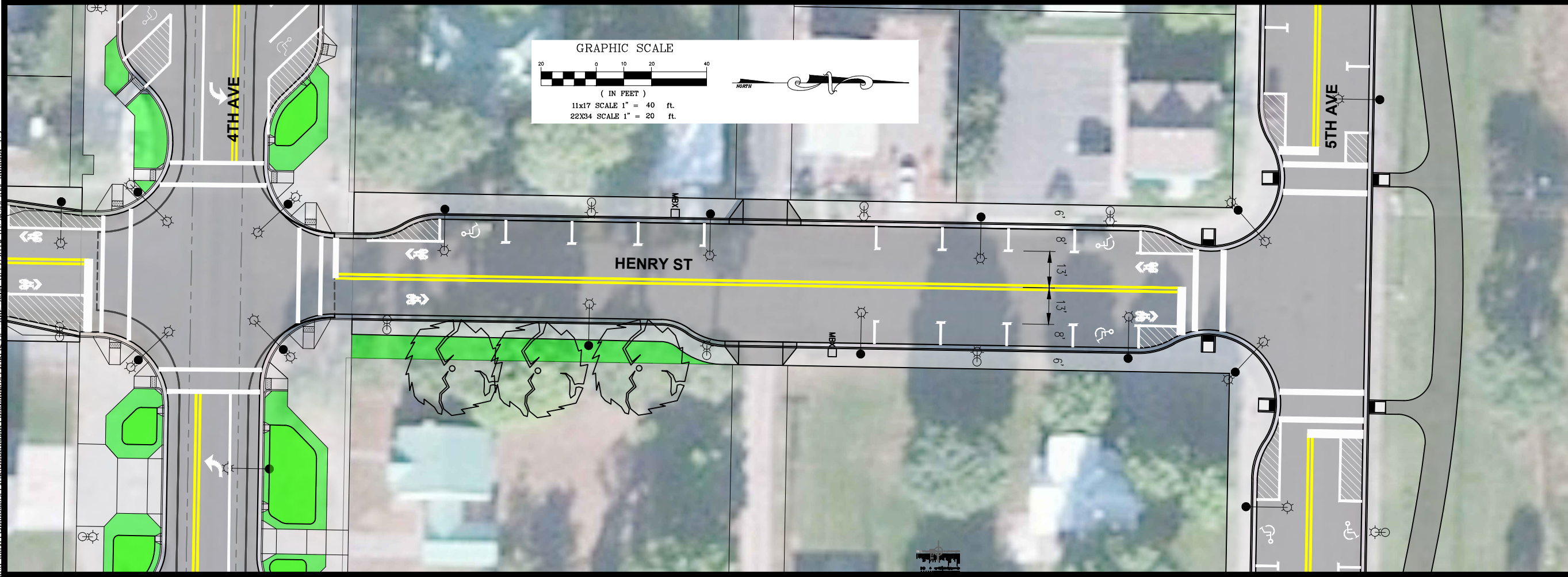
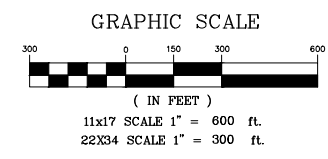
CITY OF POST FALLS  
 CITY CENTER  
 PARKING PLAN  
 HENRY ST, TRAIL TO RAILROAD

PROJ NO: 41305  
 DESIGNED BY: MRG/JRG  
 DRAWN BY: JRG/JAL  
 CHECKED BY:  
 DWG NAME: 41305DS14-HENRY.DWG  
 DATE: 08-08-2018  
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NO.	DATE	REVISION DESCRIPTION	BY

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 PARKING PLAN

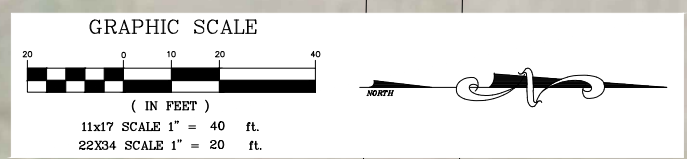
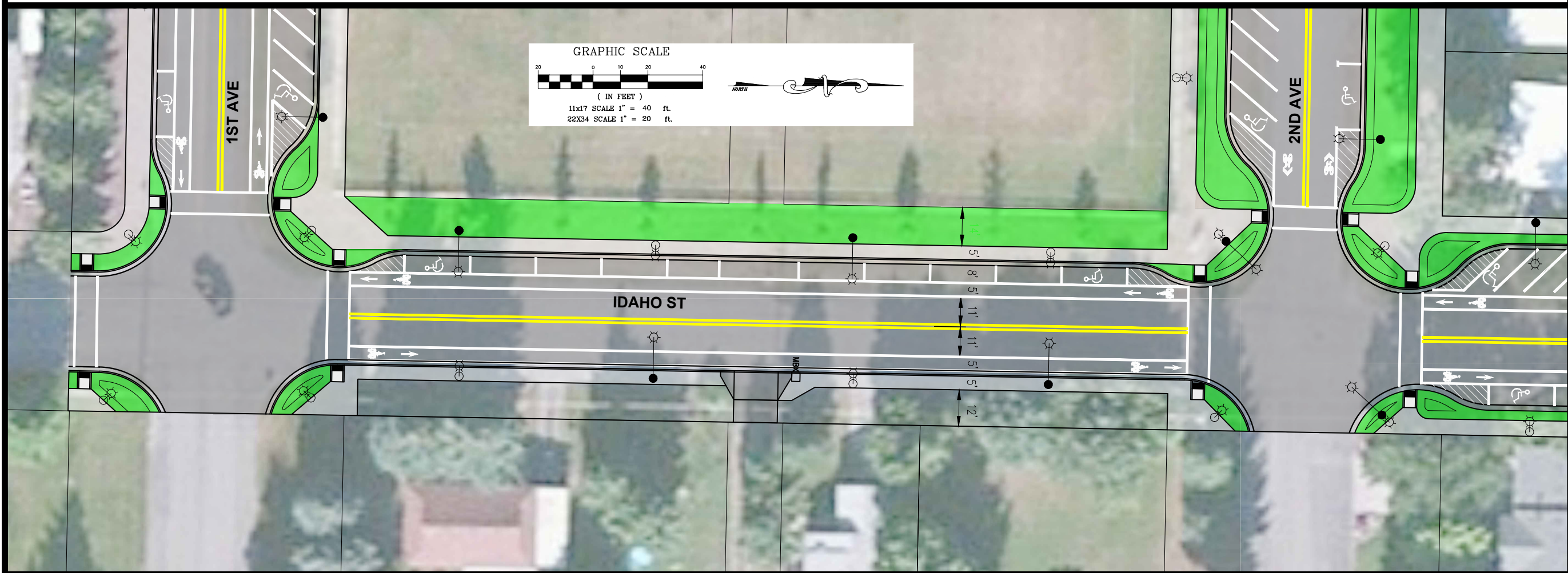
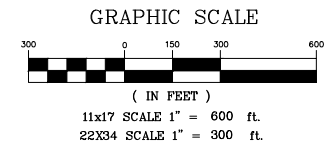
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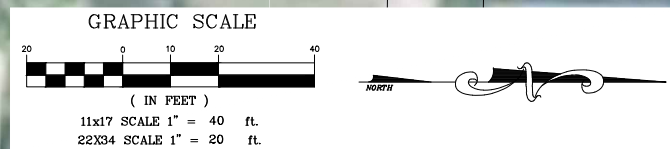
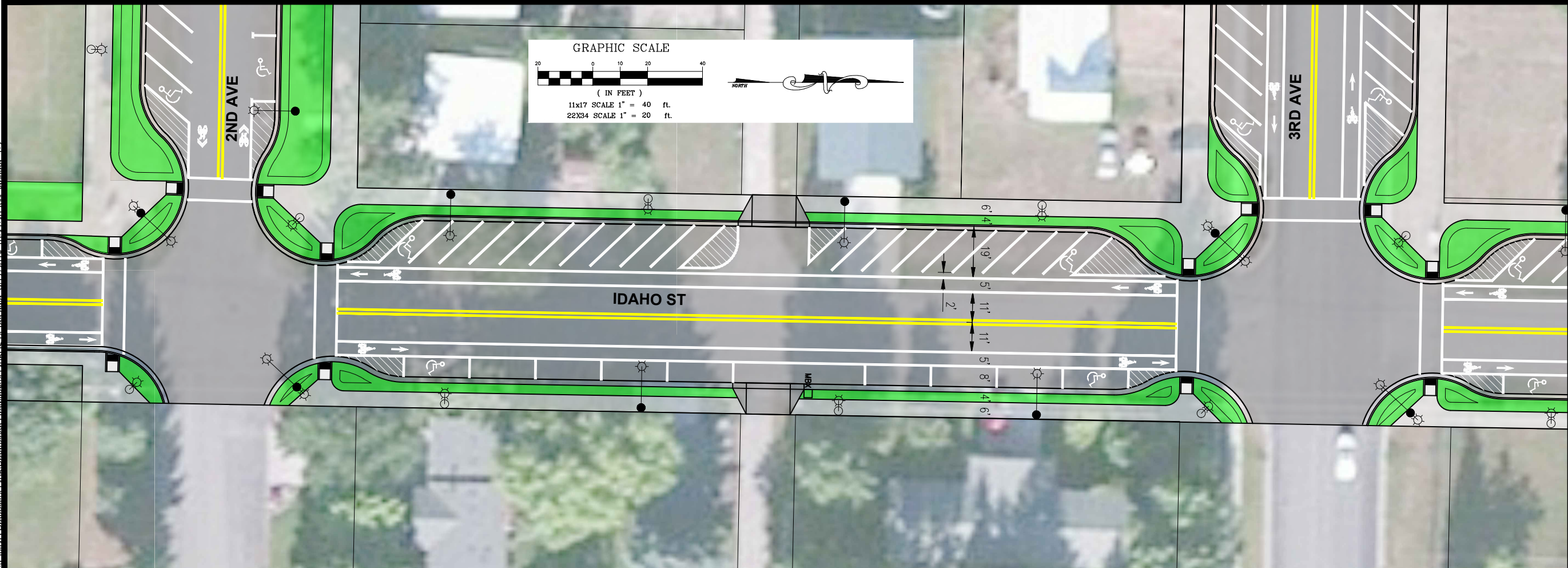
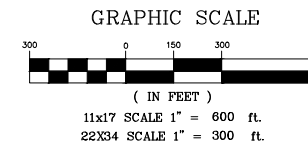
NO.	DATE	REVISION DESCRIPTION	BY

CITY OF POST FALLS  
 CITY CENTER  
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 DRAWN BY: JRG/JAL  
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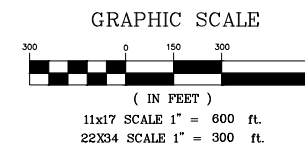
CITY OF POST FALLS  
 CITY CENTER  
 PARKING PLAN

IDAHO ST, 2ND TO 3RD

PROJ NO: 41305  
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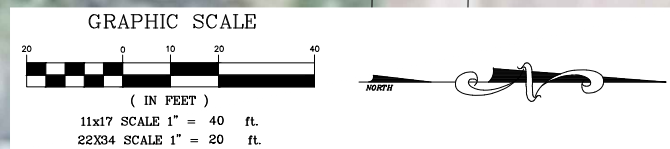
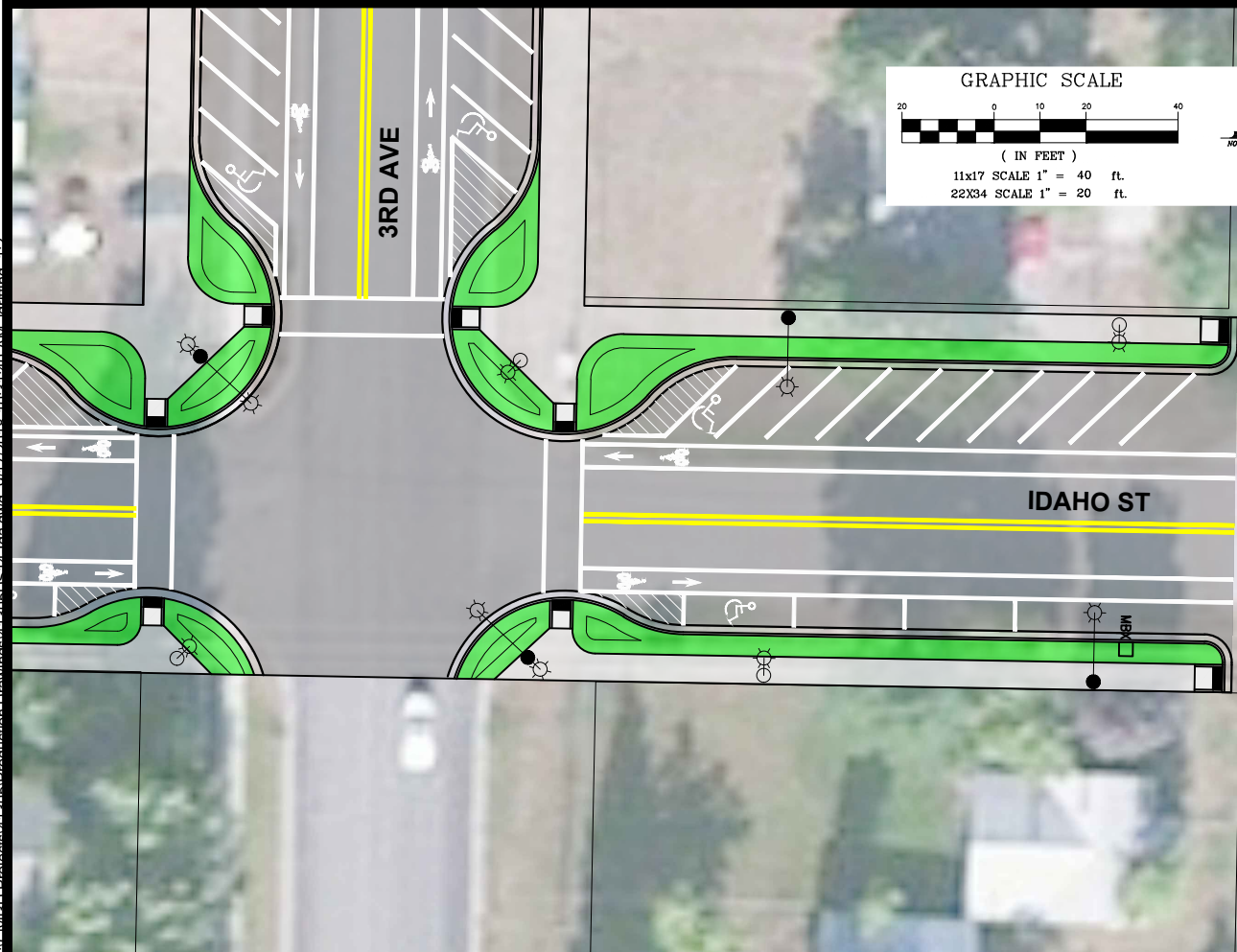


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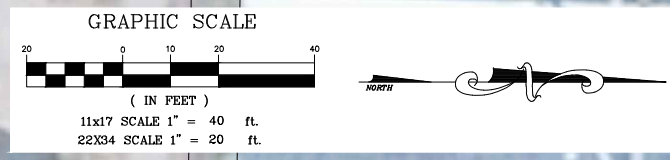
CITY OF POST FALLS  
 CITY CENTER  
 PARKING PLAN  
 IDAHO ST, 3RD TO ALLEY

PROJ NO: 41305  
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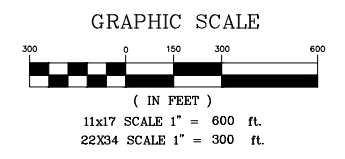
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ALLEY

POTENTIAL FUTURE  
IDAHO ST CONNECTION

4TH



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CITY CENTER  
PARKING PLAN

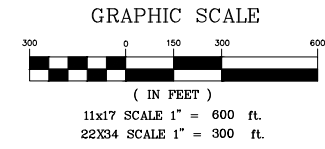
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PROJ NO: 41305  
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DWG NAME: 41305DS14-IDA.DWG  
DATE: 08-08-2018  
SHEET NO:

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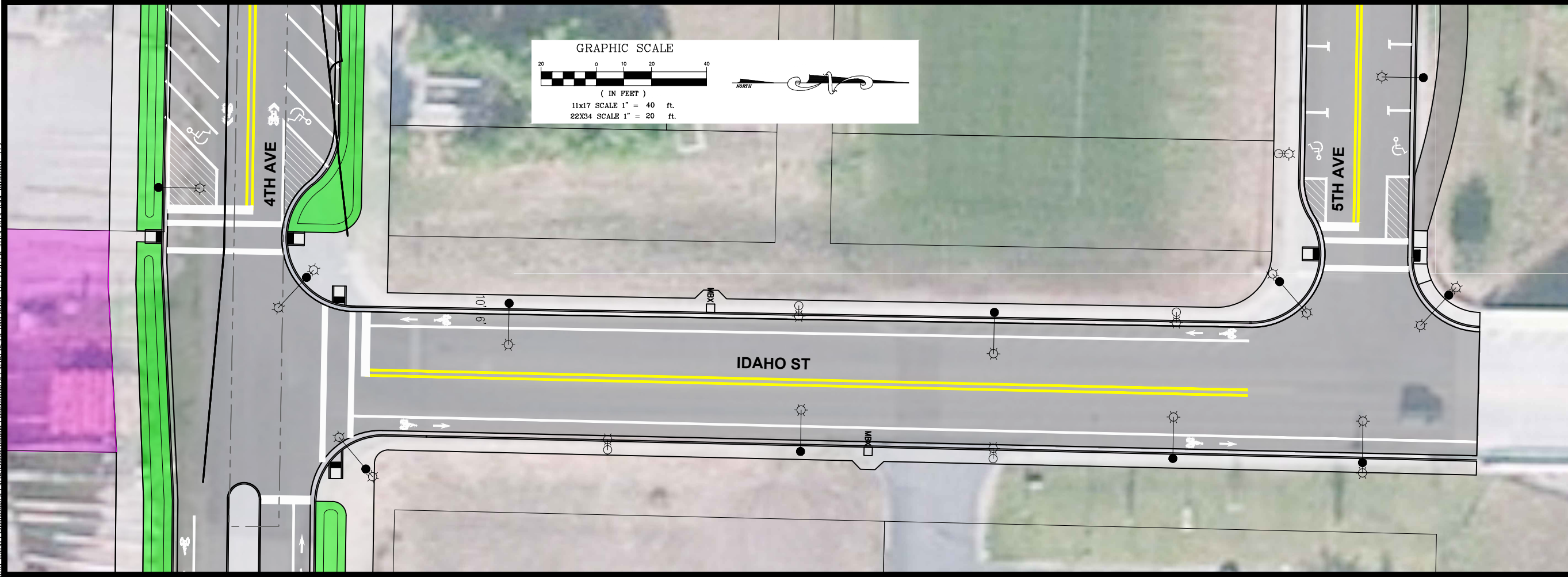
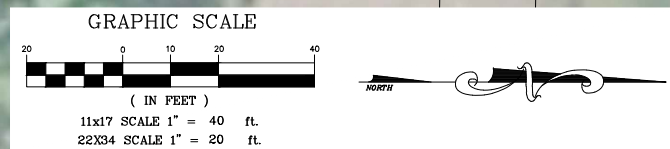


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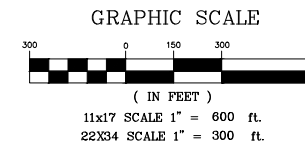
CITY OF POST FALLS  
CITY CENTER  
PARKING PLAN

IDAHO ST, 4TH TO 5TH

PROJ NO: 41305  
DESIGNED BY: MRG/JRG  
DRAWN BY: JRG/JAL  
CHECKED BY:  
DWG NAME: 41305DS14-IDA.DWG  
DATE: 08-08-2018  
SHEET NO:

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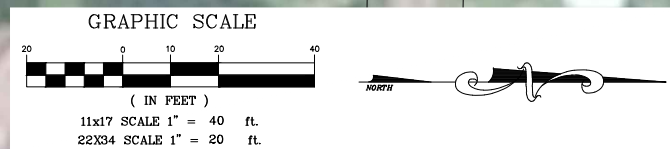
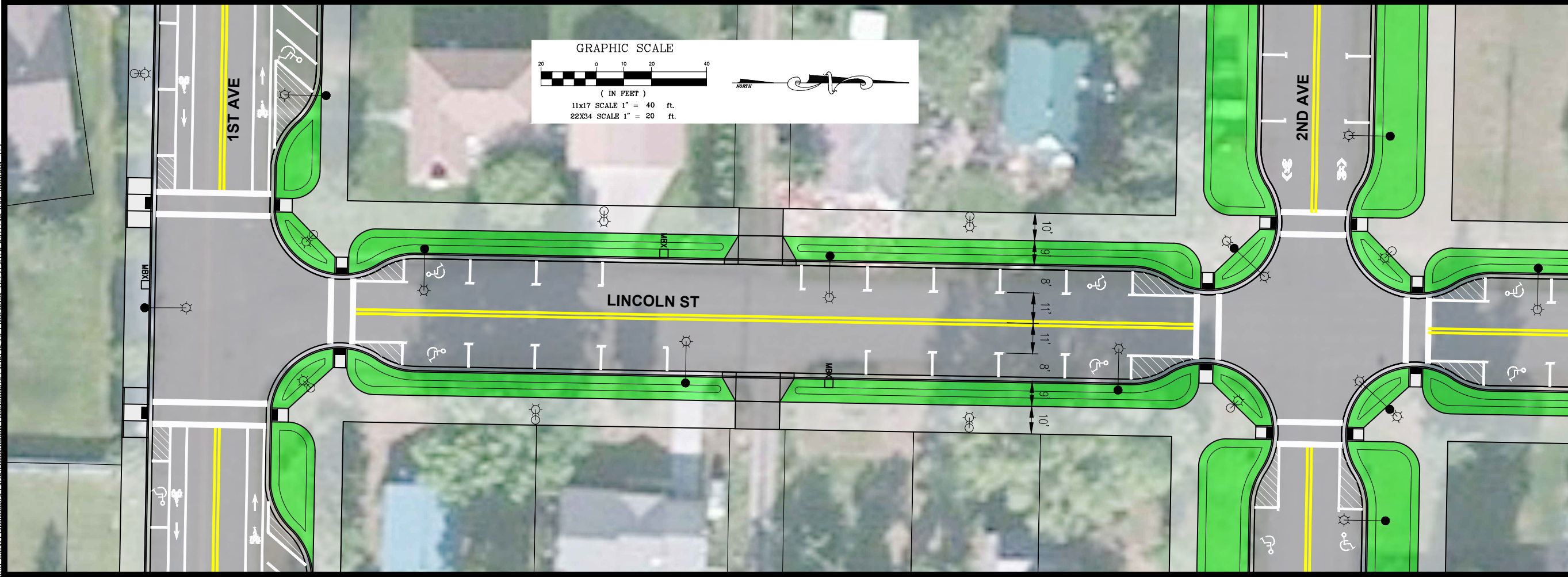
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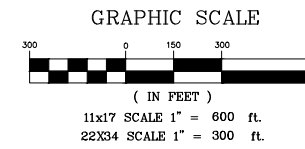
NO.	DATE	REVISION DESCRIPTION	BY



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**CITY CENTER  
PARKING PLAN**

LINCOLN ST, 1ST TO 2ND

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DESIGNED BY: MRG/JRG  
DRAWN BY: JRG/JAL  
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DWG NAME: 41305DS14-LINC.DWG  
DATE: 08-08-2018  
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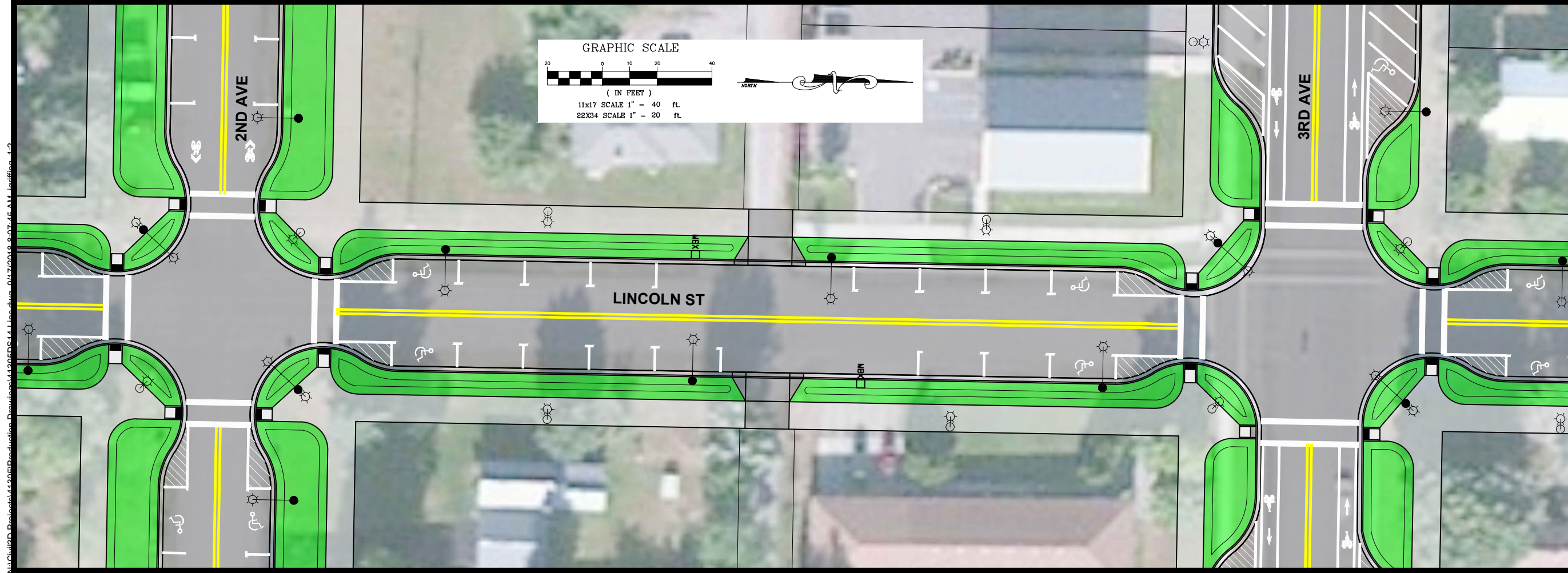


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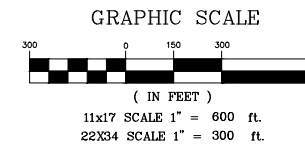
CITY OF POST FALLS  
 CITY CENTER  
 PARKING PLAN

LINCOLN ST, 2ND TO 3RD

PROJ NO:	41305
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DRAWN BY:	JRG/JAL
CHECKED BY:	
DWG NAME:	41305DS14-LINC.DWG
DATE:	08-08-2018
SHEET NO:	

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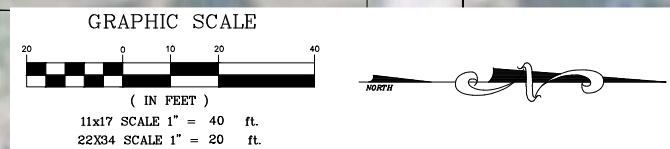
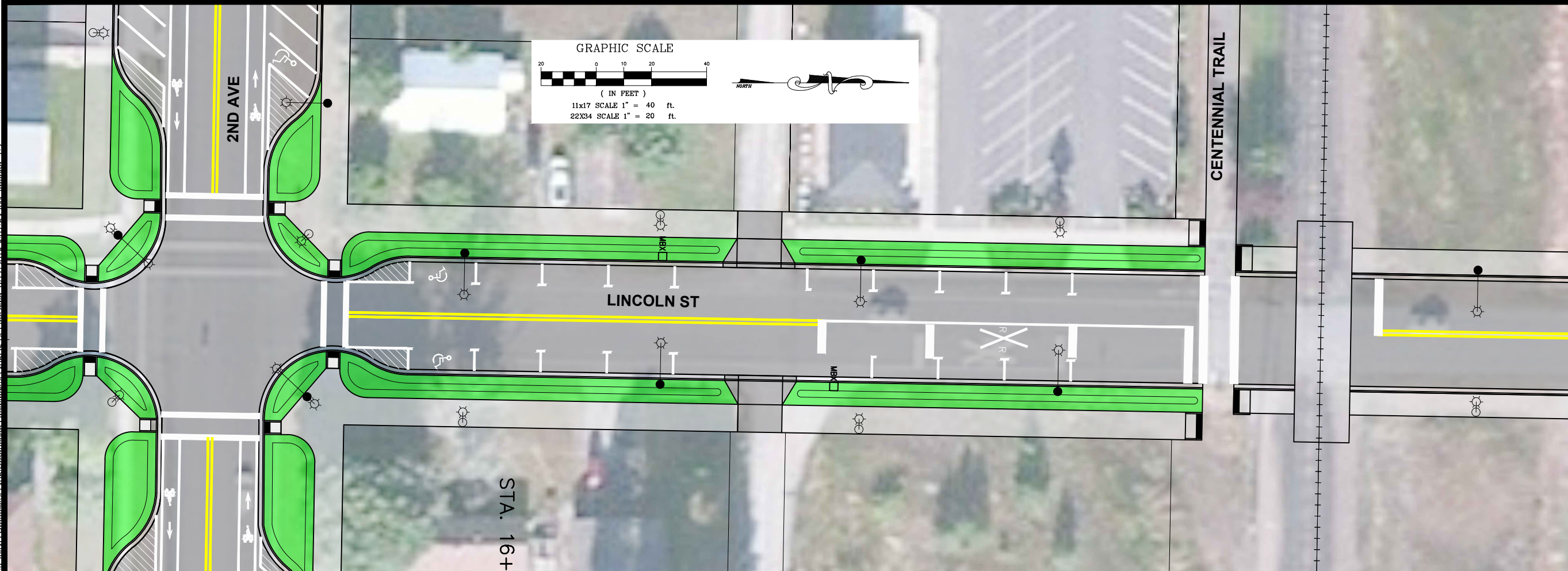


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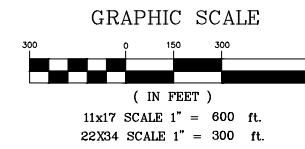
CITY OF POST FALLS  
 CITY CENTER  
 PARKING PLAN  
 LINCOLN ST, 3RD TO TRAIL

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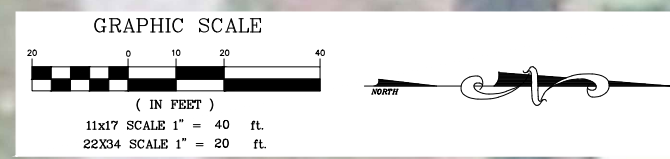
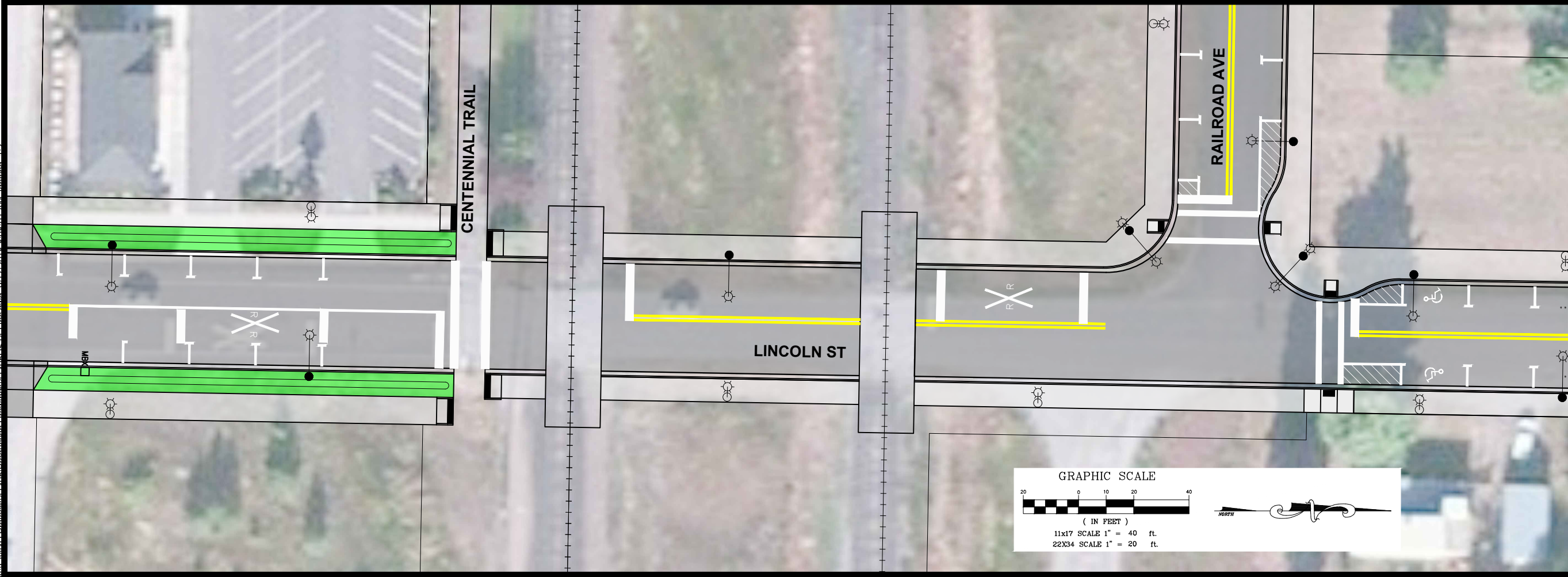
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PARKING PLAN

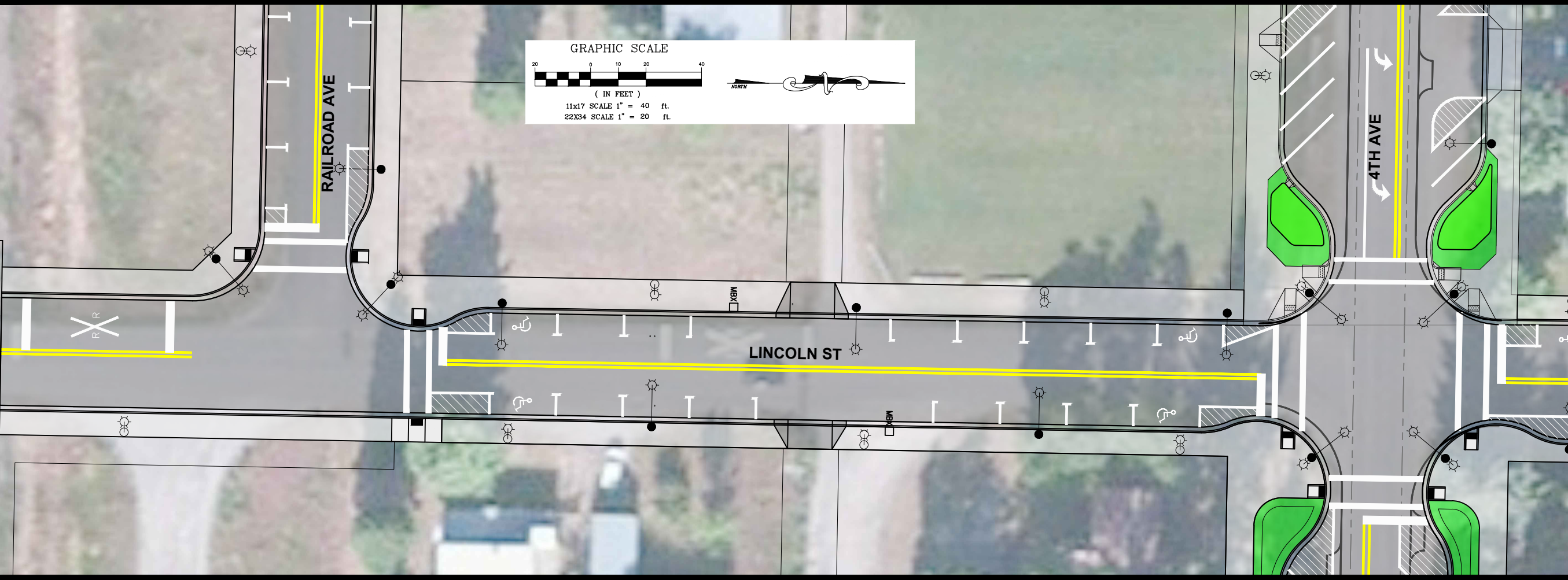
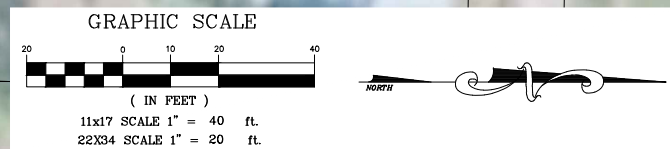
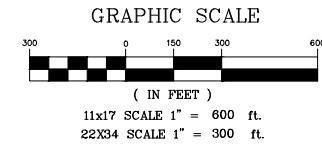
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DESIGNED BY: MRG/JRG  
DRAWN BY: JRG/JAL  
CHECKED BY:  
DWG NAME: 41305D14-LINC.DWG  
DATE: 08-08-2018  
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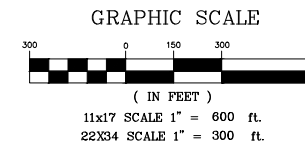
CITY OF POST FALLS

**CITY CENTER  
PARKING PLAN**

LINCOLN ST, RAILROAD TO 4TH

PROJ NO: 41305  
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DWG NAME: 41305DS14-LINC.DWG  
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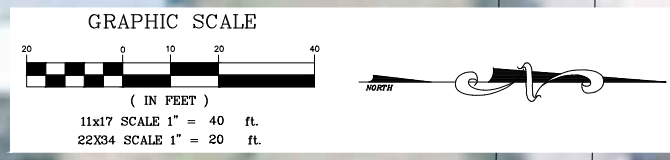
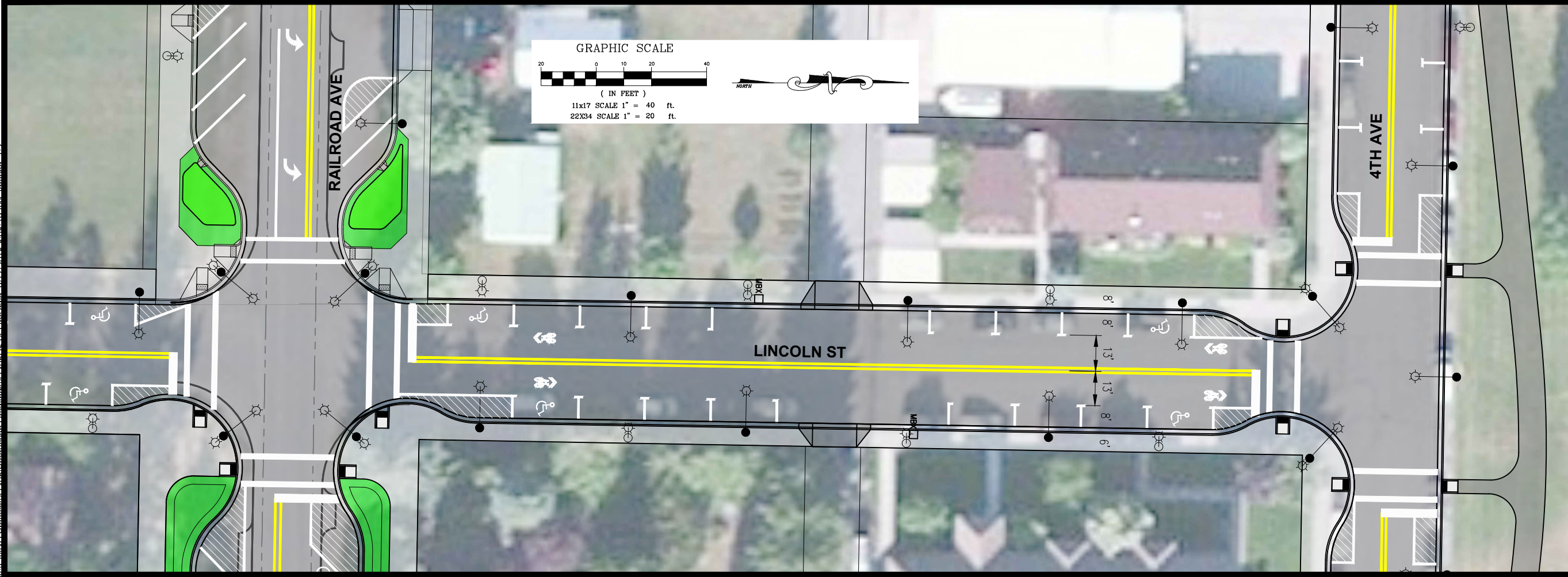


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CITY CENTER  
PARKING PLAN

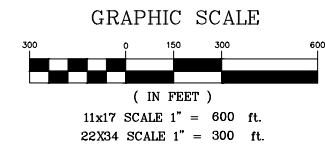
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PROJ NO:	41305
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DATE:	08-08-2018
SHEET NO:	

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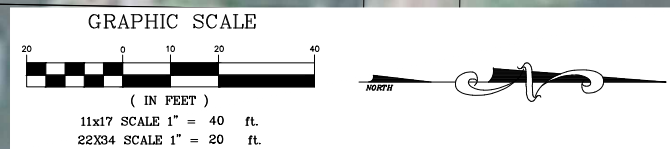
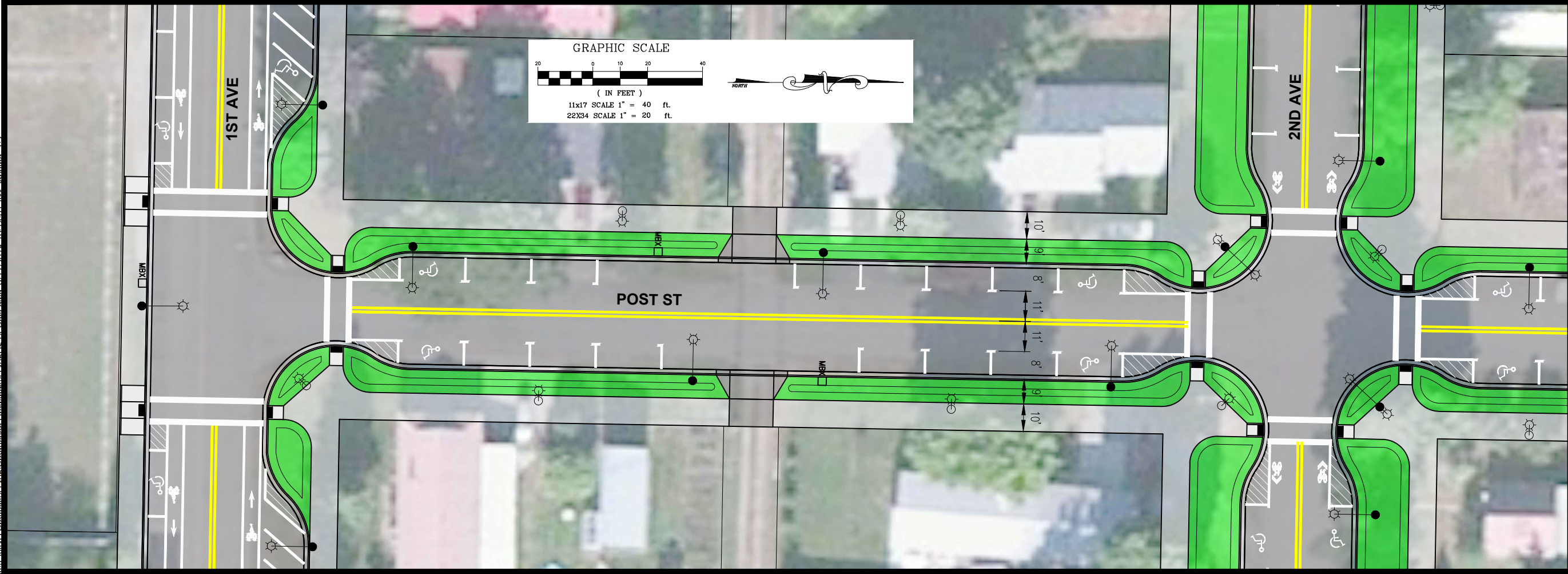
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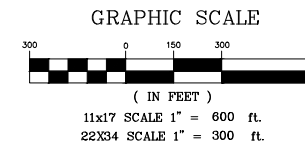


CITY OF POST FALLS  
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 PARKING PLAN  
 POST ST, 1ST TO 2ND

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 DATE: 08-08-2018  
 SHEET NO:

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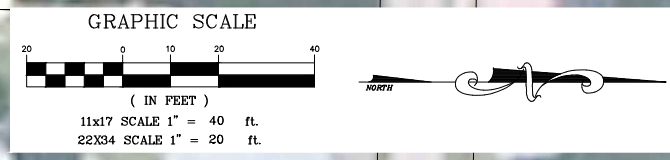
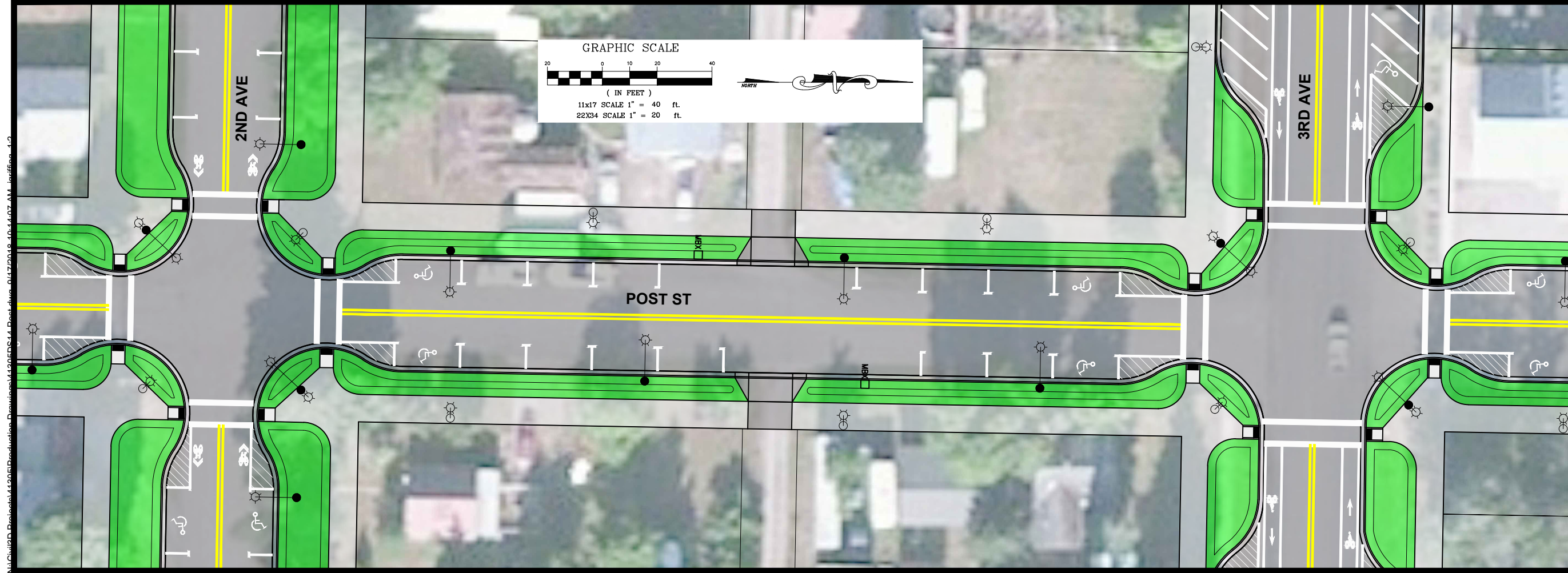


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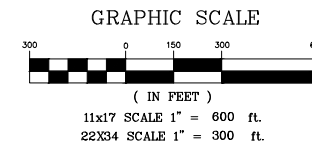
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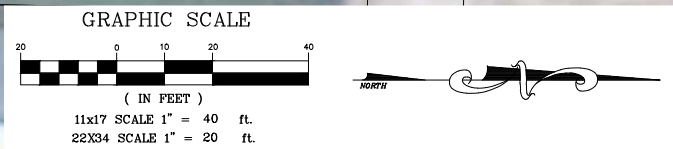
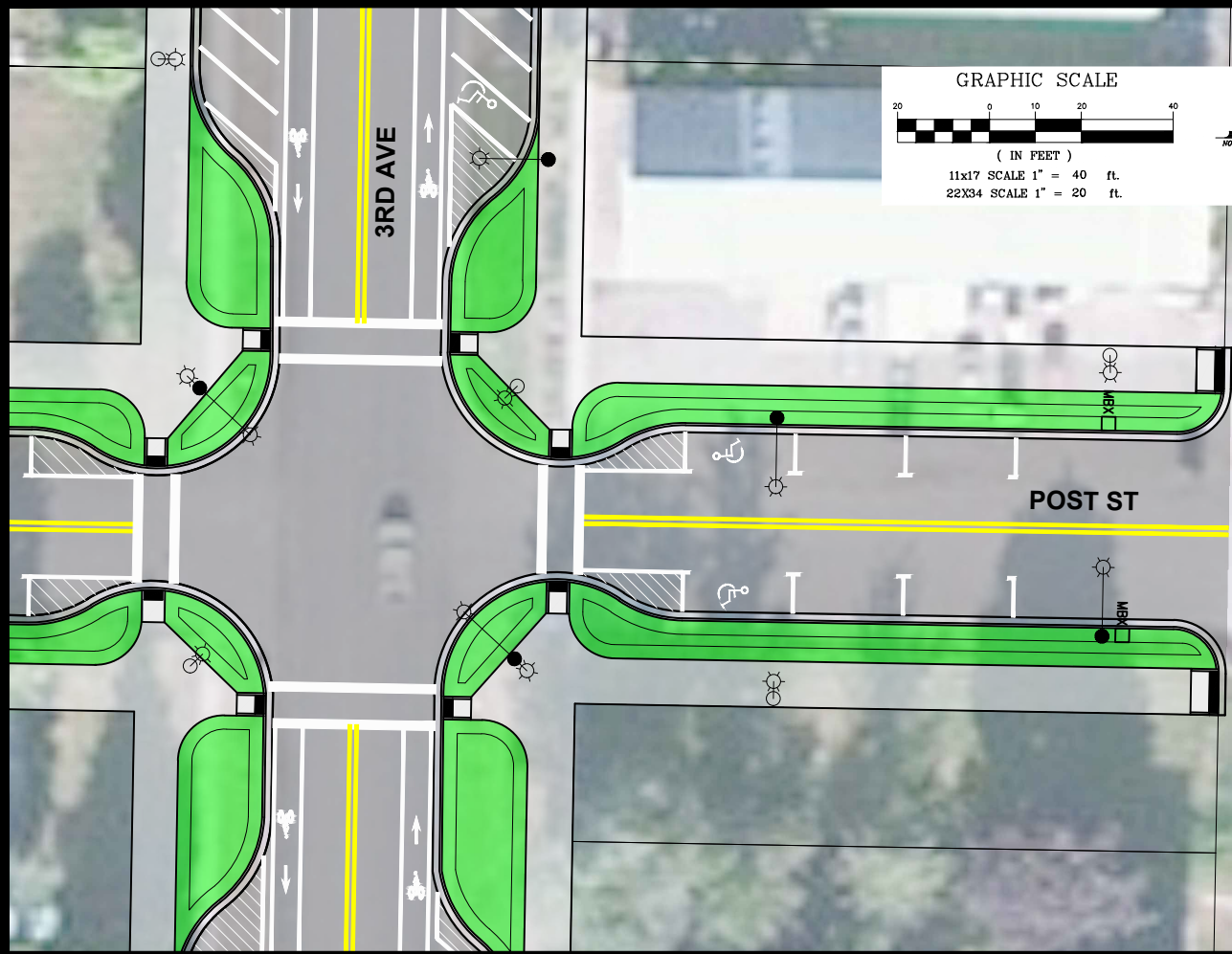


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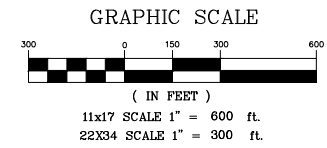
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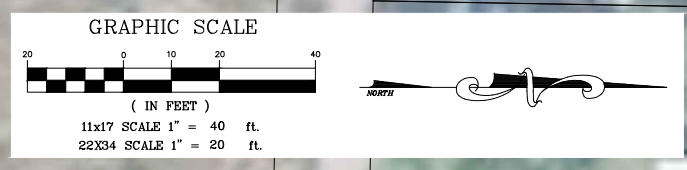
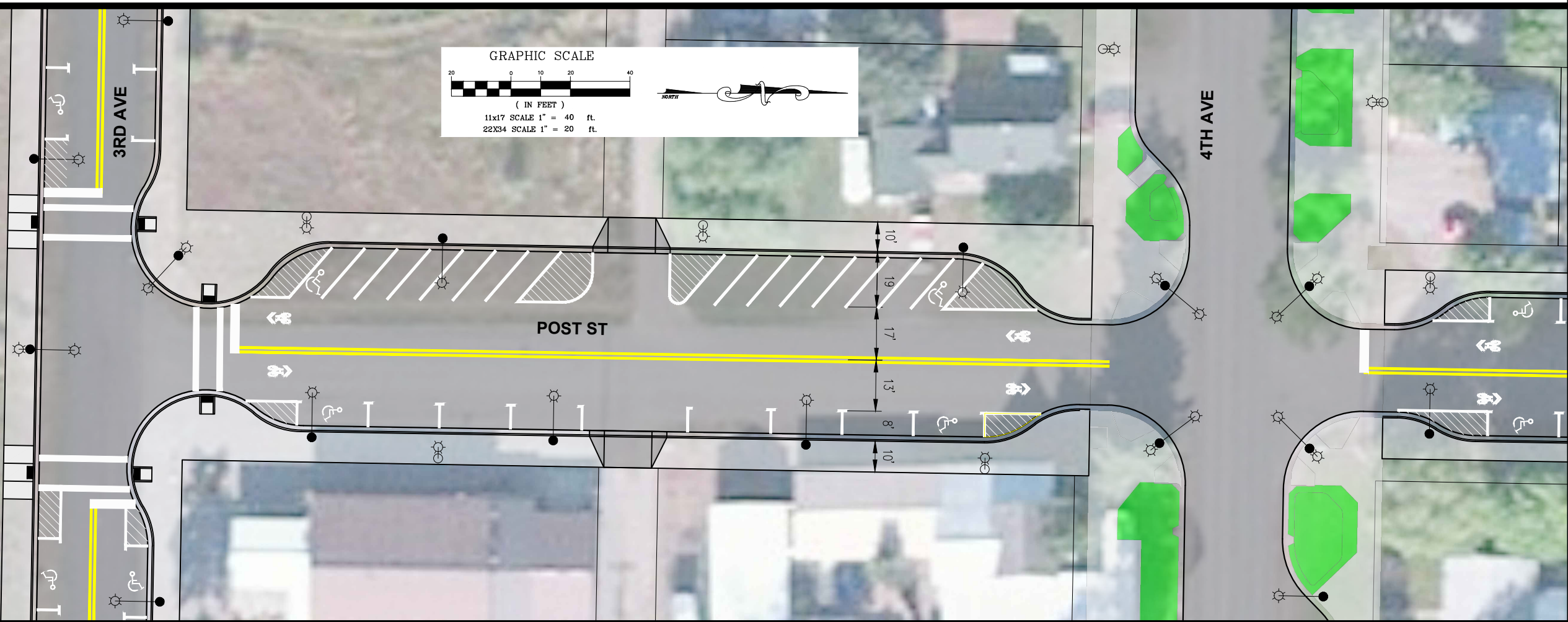


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NO.	DATE	REVISION DESCRIPTION	BY



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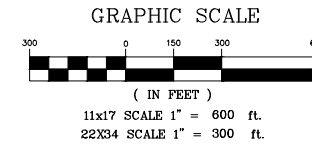
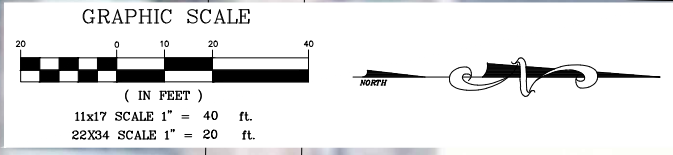
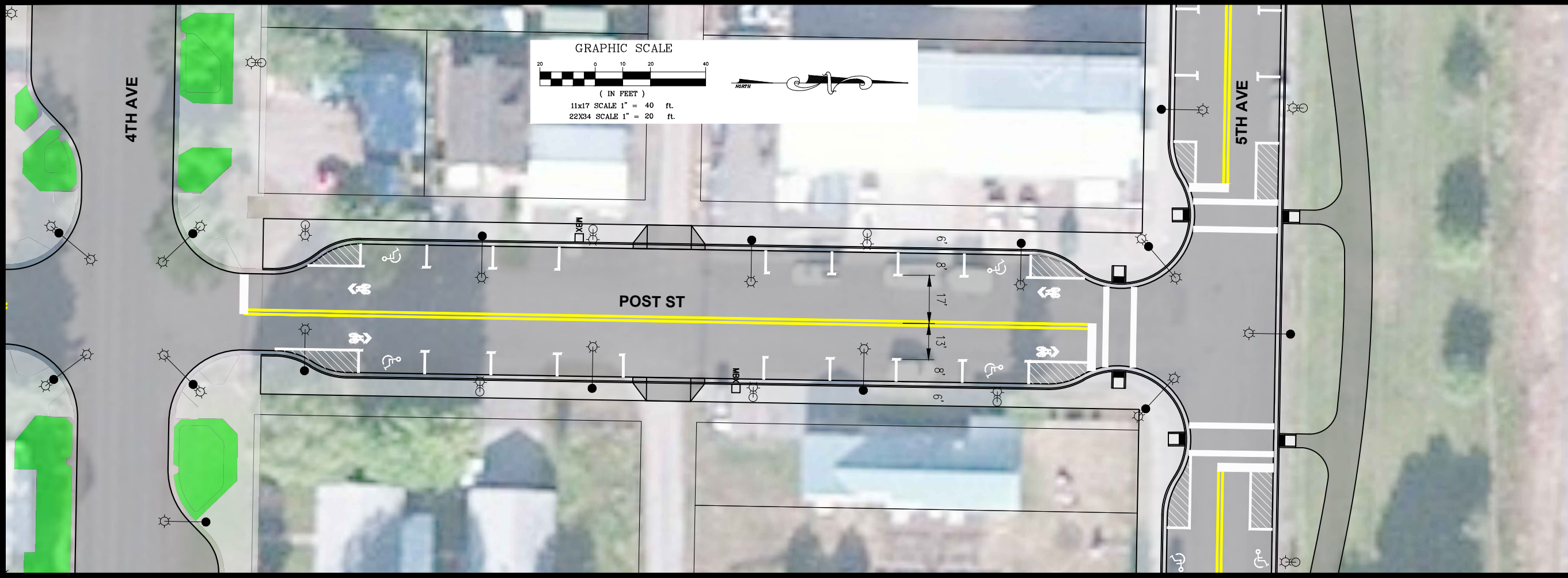
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CITY CENTER  
PARKING PLAN

POST ST, 4TH TO 5TH

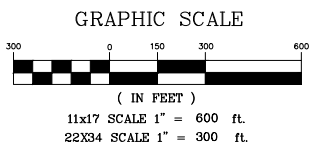
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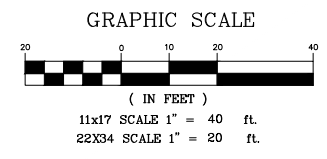
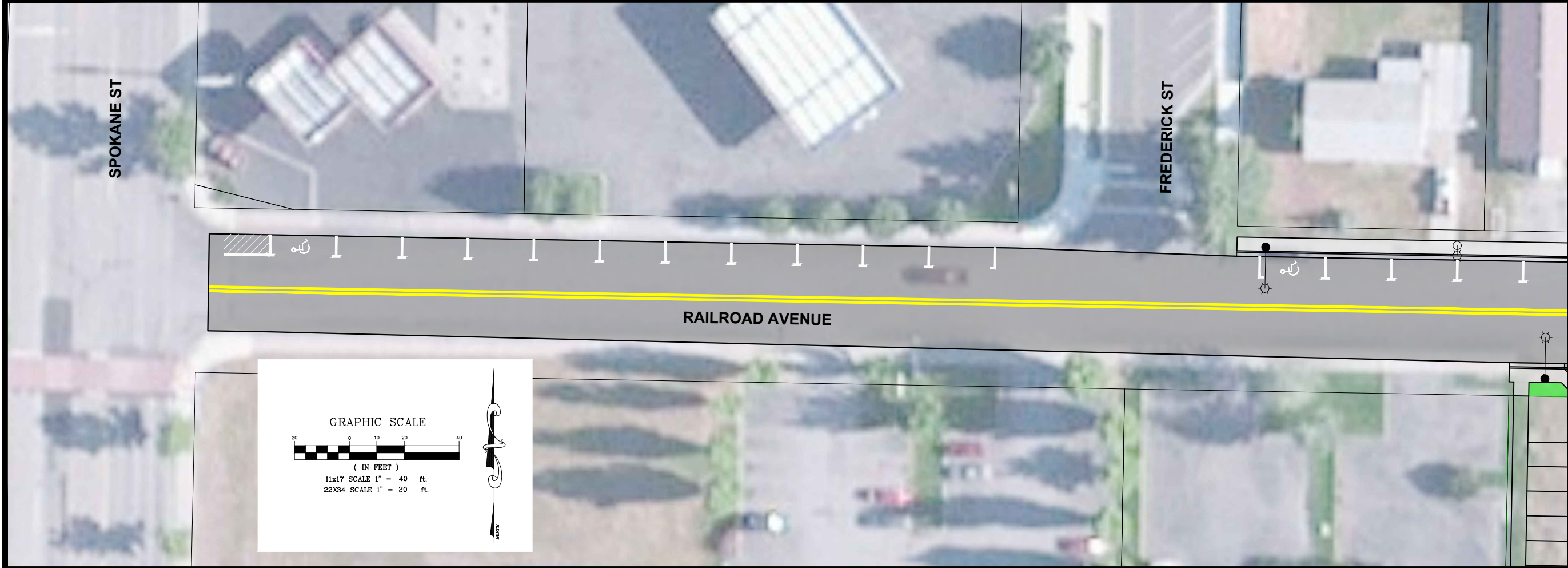
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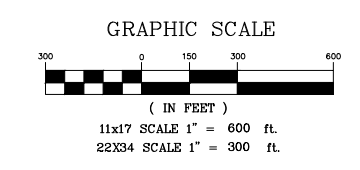
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CITY CENTER  
PARKING PLAN

RAILROAD AVE,  
SPOKANE TO FREDERICK

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DRAWN BY: JRG/JAL  
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DWG NAME: 41305DS14-RR.DWG  
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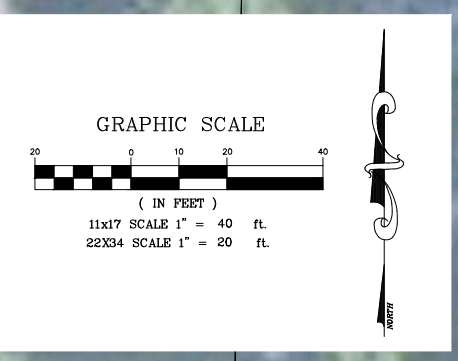
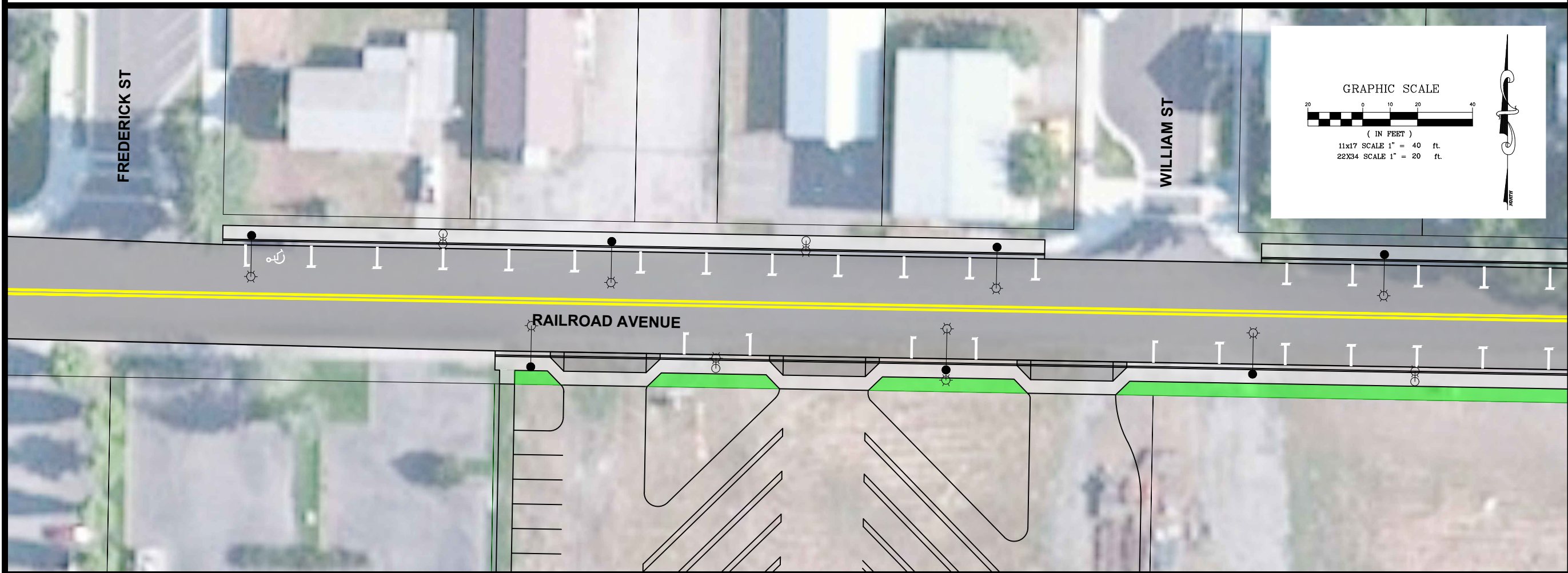


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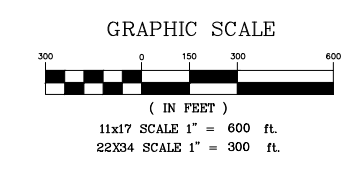
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 PARKING PLAN

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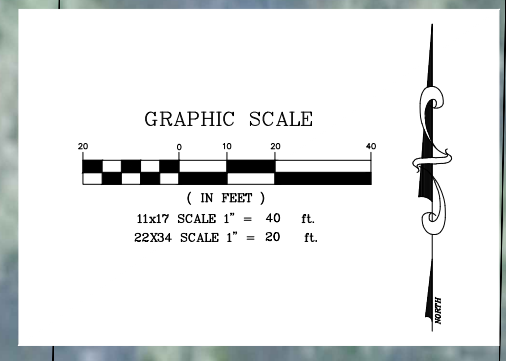
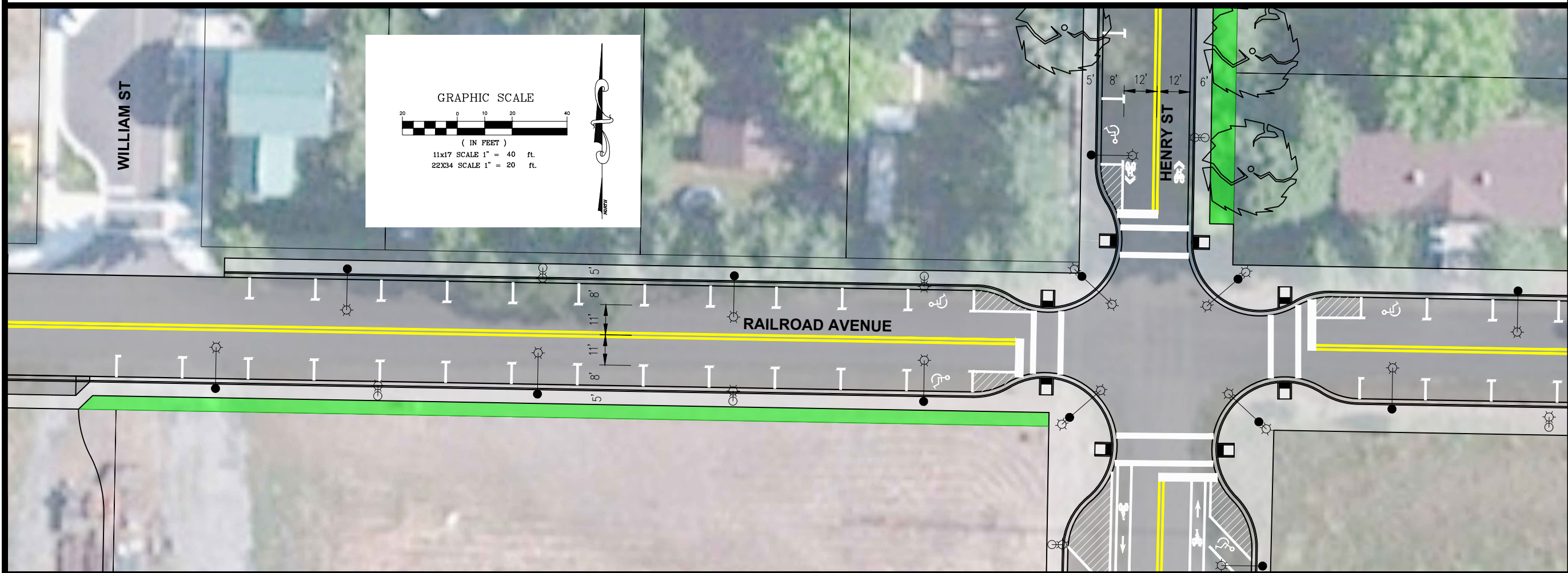


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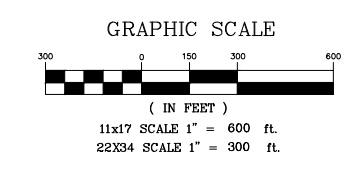
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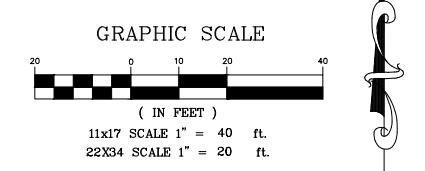
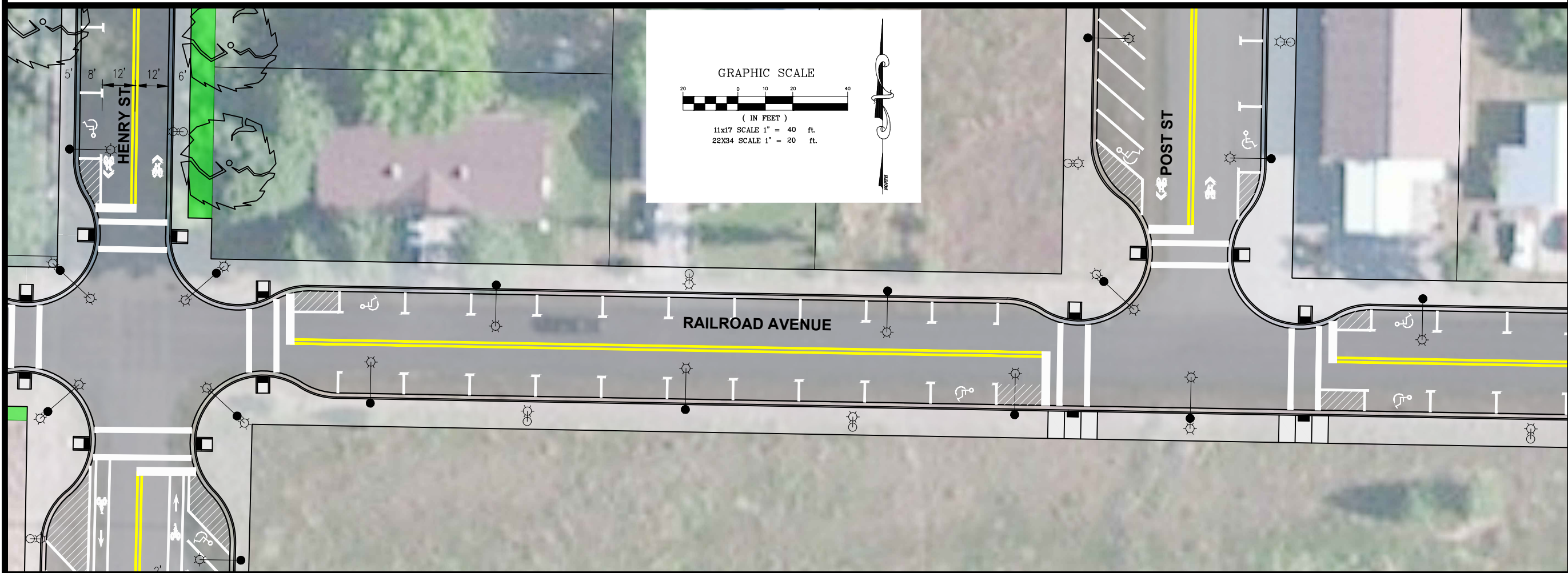


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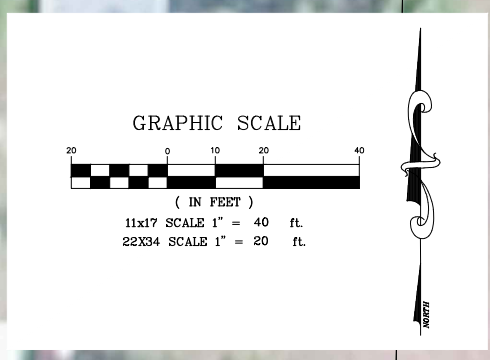
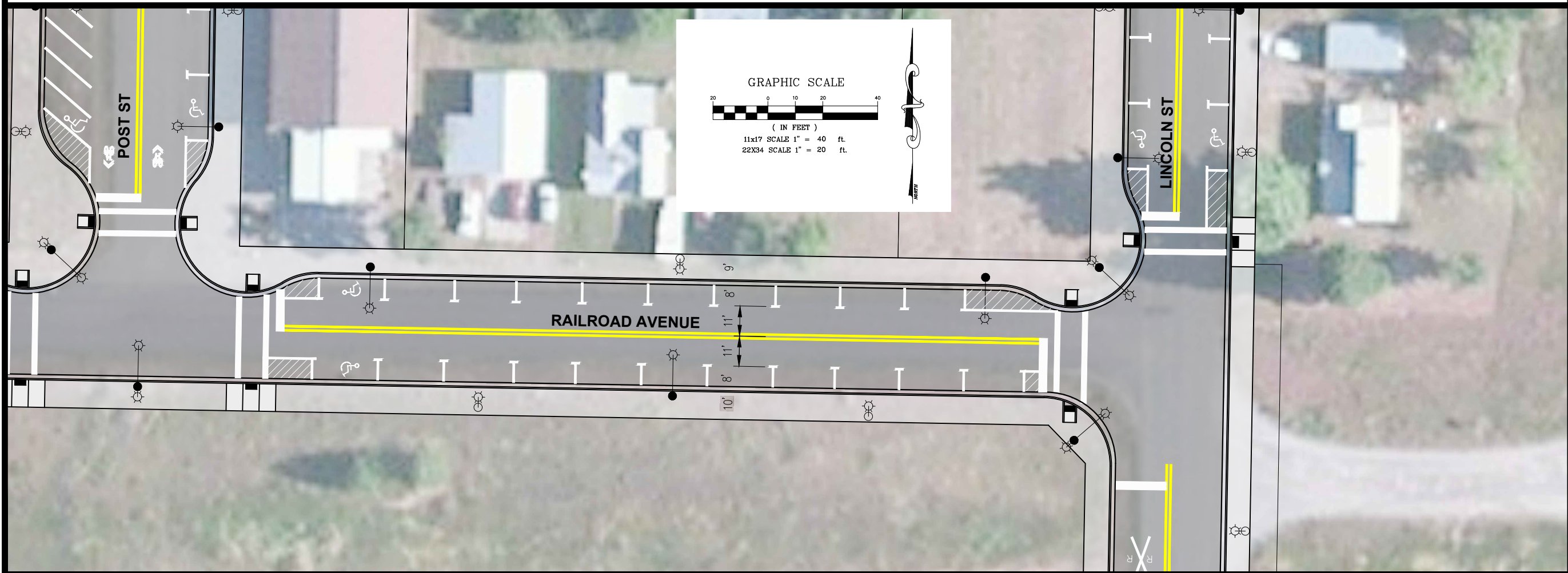
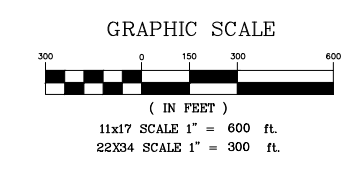
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 CITY CENTER  
 PARKING PLAN

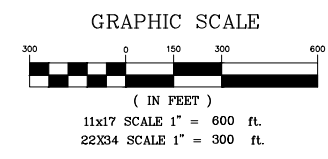
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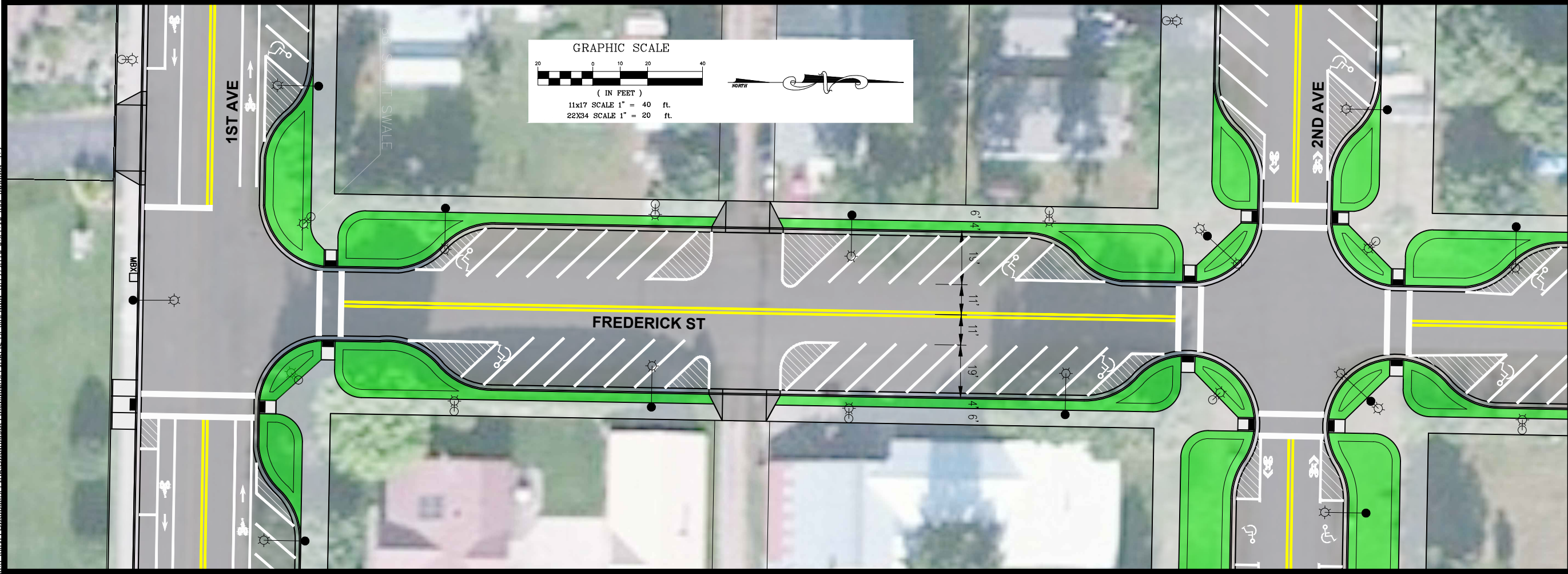
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NO.	DATE	REVISION DESCRIPTION	BY

CITY OF POST FALLS  
**CITY CENTER  
 PARKING PLAN**  
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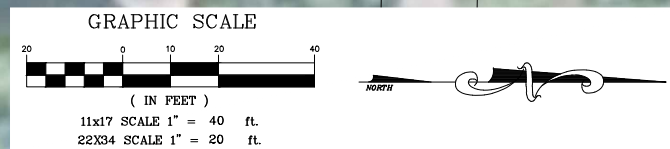
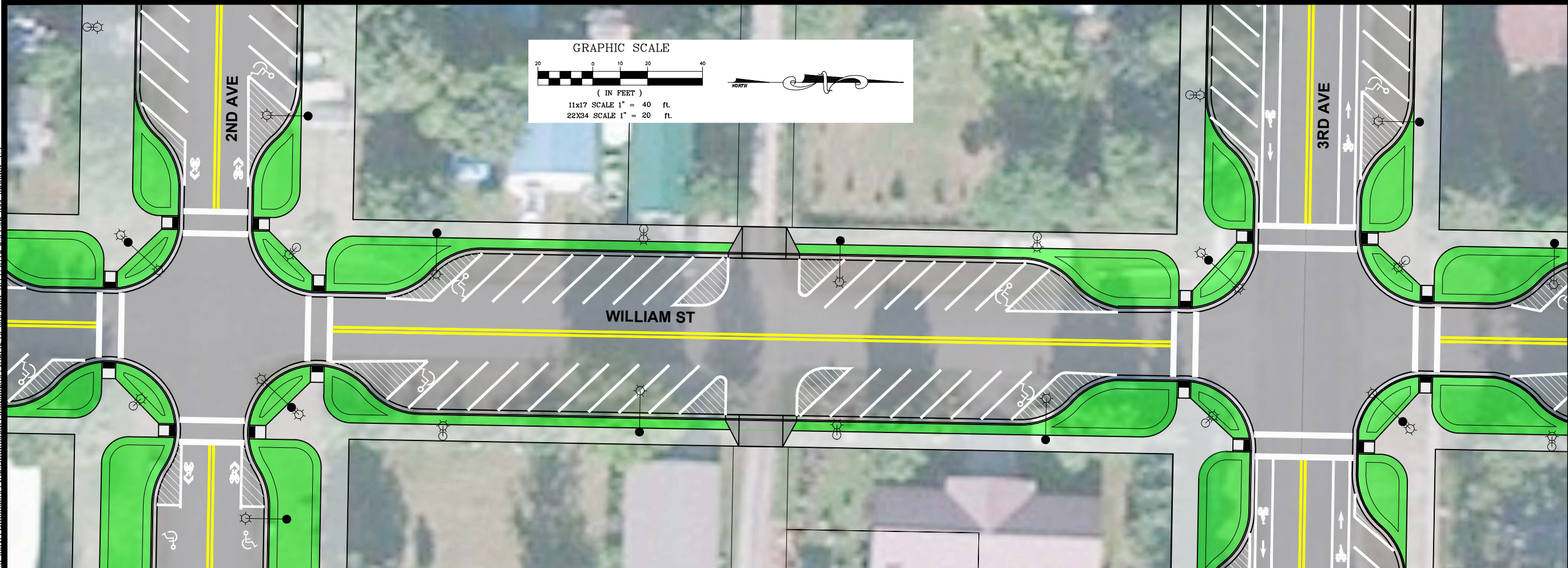
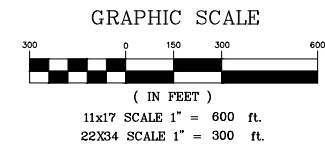
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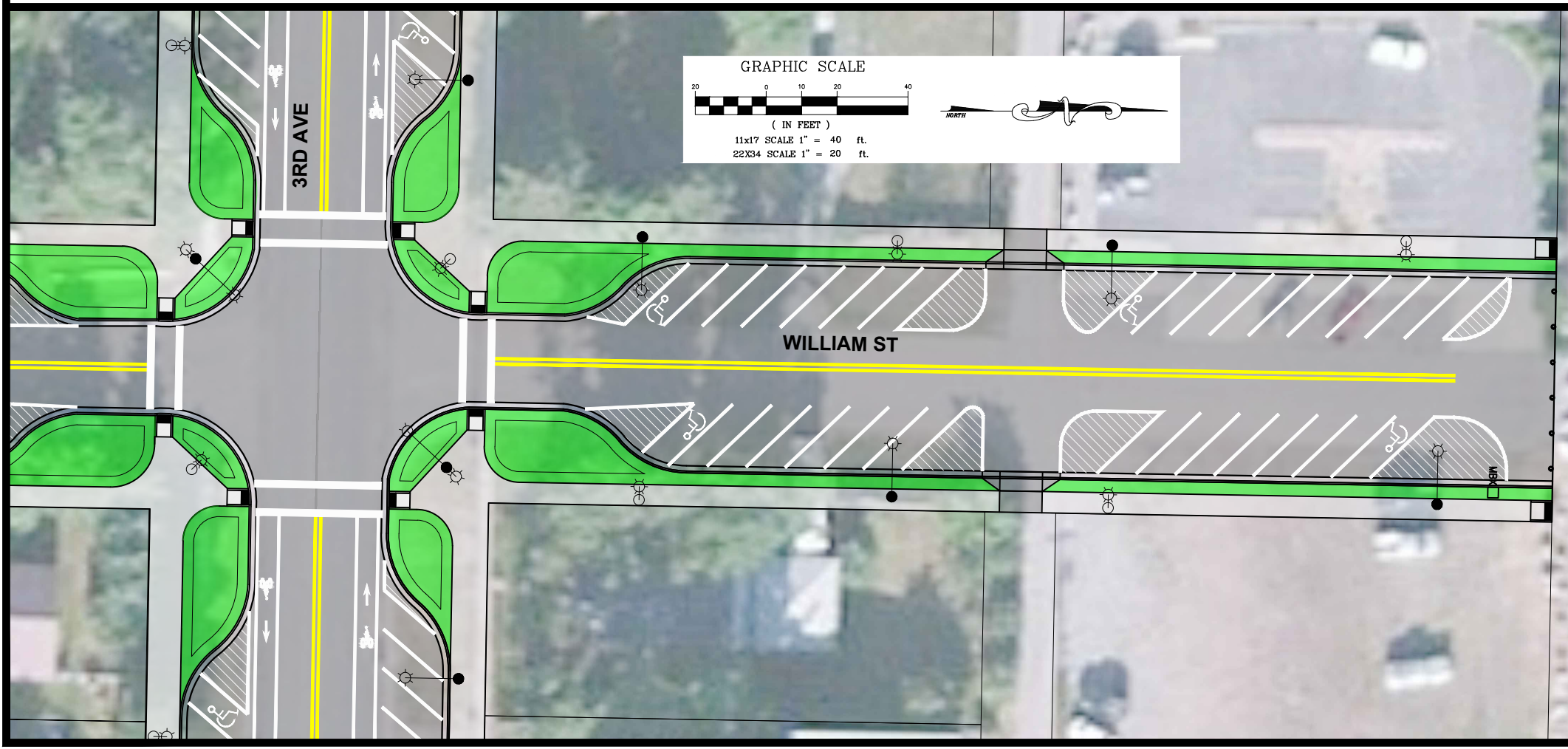
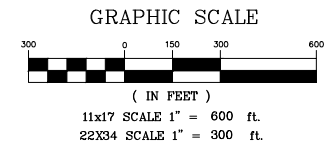
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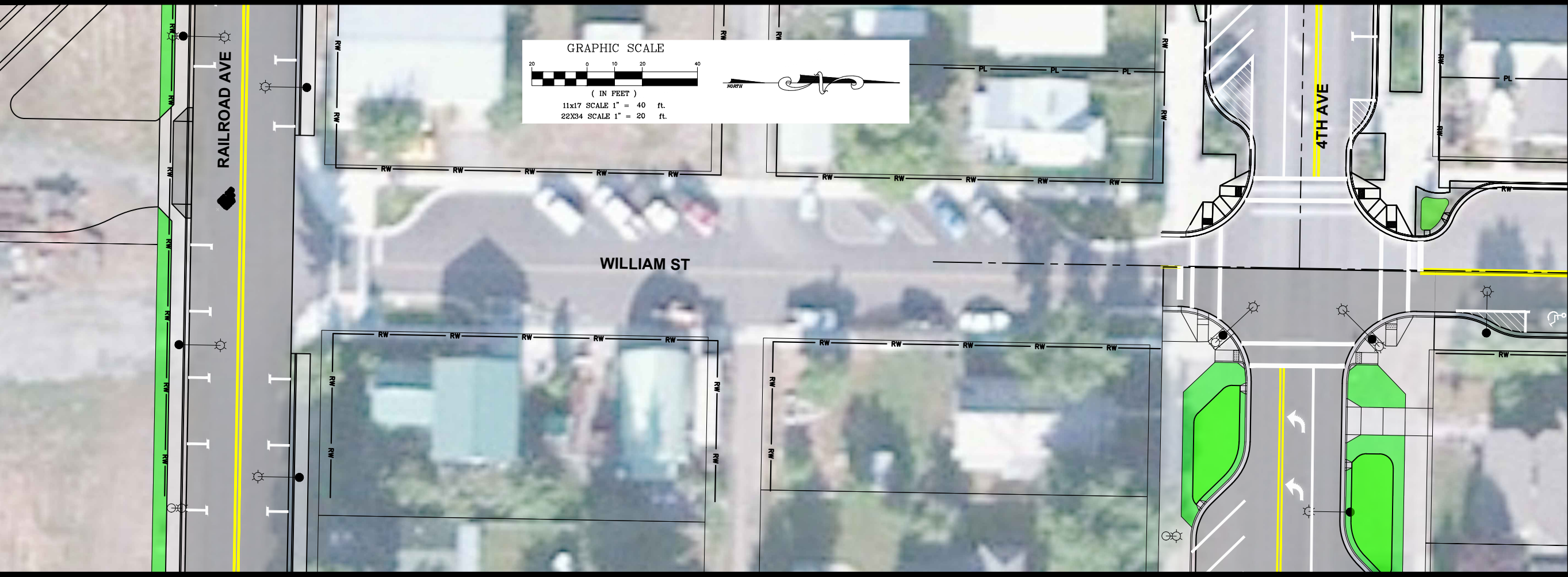
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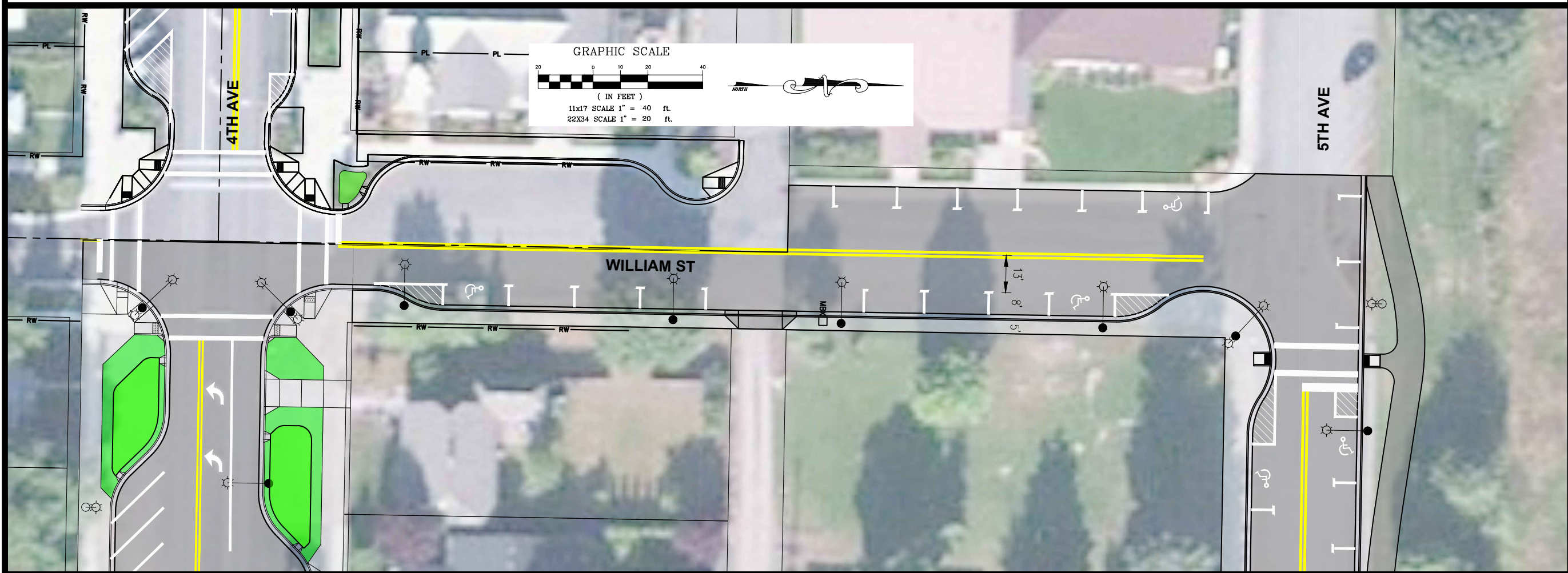
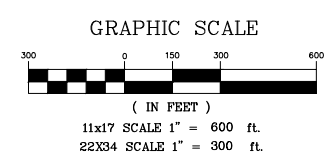
**CITY OF POST FALLS**  
**CITY CENTER**  
**PARKING PLAN**

**WILLIAM ST, RAILROAD TO 4TH**

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DESIGNED BY:	MRG/JRG
DRAWN BY:	JRG/JAL
CHECKED BY:	
DWG NAME:	41305DS14-WIL.DWG
DATE:	08-08-2018
SHEET NO:	

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NO.	DATE	REVISION DESCRIPTION	BY

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 CITY CENTER  
 PARKING PLAN

WILLIAM ST, 4TH TO 5TH

PROJ NO: 41305  
 DESIGNED BY: MRG/JRG  
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**W-5**

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# APPENDICES

# **APPENDIX A**

## Public Involvement



## POST FALLS CITY CENTER PARKING PLAN PUBLIC MEETING

### Post Falls, Idaho

Thursday, December 7, 2017; 6:00 PM

PUBLIC AGENCIES MONITOR ATTENDANCE TO ENSURE EQUAL OPPORTUNITY. WE APPRECIATE YOUR PROVIDING INFORMATION ON GENDER, RACE AND/OR DISABILITY. THIS INFORMATION IS OPTIONAL, AND WILL ONLY BE USED TO MONITOR ATTENDANCE AT PUBLIC MEETINGS AND FOR AFFIRMATIVE ACTION PURPOSES, AS SPECIFIED BY LAW (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	E-mail	Please check the appropriate boxes		
NIMMO BRODIE & MARILYN	GREENVIEW CONDO	204 E 1 <sup>st</sup> AVE APT 3	208-964-0245	BNIMMO4@ISA.NET	<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Elmer Amington	Self	8940 W. Prairie	208-291-5588		<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Roy Steele		218 E 4th	208-659-9114		<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Steve Anthony		6489 Kyong ct.	208-819-7087	Steve.hanthony52@gmail.com	<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jeffrey & Susan Broadhead	selves	319 E 4th	509-998-6488	susan.broadhead@gmail.com	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bobby Wilhelm	Self	923 W. Glange Post Falls	208-691-1073	unomewilhelm@gmail.com	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Michael Lee	Trans Pacific	515 1/2 3rd Ave	208-773-7715		<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
JOE DOERFELT	owner	212 E 7 <sup>th</sup> Ave	208-661-5123	JOE.DORFELT@AOL.COM	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

# POST FALLS CITY CENTER PARKING PLAN PUBLIC MEETING

## Post Falls, Idaho

Thursday, December 7, 2017; 6:00 PM

PUBLIC AGENCIES MONITOR ATTENDANCE TO ENSURE EQUAL OPPORTUNITY. WE APPRECIATE YOUR PROVIDING INFORMATION ON GENDER, RACE AND/OR DISABILITY. THIS INFORMATION IS OPTIONAL, AND WILL ONLY BE USED TO MONITOR ATTENDANCE AT PUBLIC MEETINGS AND FOR AFFIRMATIVE ACTION PURPOSES, AS SPECIFIED BY LAW (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	E-mail	Please check the appropriate boxes		
Dave Fair	Self	3875 N. Chase Rd. PF	208-773-7445	dfair@postfallsidaho.org	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bill Melum	PF	4085 20th	457-3329	-	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jen Cresci	P.F.	408 Spokane St.	457-3332	jcresci@postfallsidaho.org	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Maule Latham	ML Architect	607 E 6th	773-9864	maule@ml-architect.com	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Alex Sylvan	Post Falls Brewing	112 N. Spokane St.	773-7301	alex@postfallsbrewing.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Dan Stokes	PF Brewing	"	"	dan@postfallsbrewing.com	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
James Stefferson	PF	8070 N. Water	910-262-8597	James.Stefferson@yahoo.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bill VanValkenburg	Self	409 E Railroad Ave	-	vanvee45@gmail.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

# POST FALLS CITY CENTER PARKING PLAN PUBLIC MEETING

## Post Falls, Idaho

Thursday, December 7, 2017; 6:00 PM

PUBLIC AGENCIES MONITOR ATTENDANCE TO ENSURE EQUAL OPPORTUNITY. WE APPRECIATE YOUR PROVIDING INFORMATION ON GENDER, RACE AND/OR DISABILITY. THIS INFORMATION IS OPTIONAL, AND WILL ONLY BE USED TO MONITOR ATTENDANCE AT PUBLIC MEETINGS AND FOR AFFIRMATIVE ACTION PURPOSES, AS SPECIFIED BY LAW (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	E-mail	Please check the appropriate boxes								
					<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White	<input type="checkbox"/> Other
Adam Burton	Self	606 N Spokane Street	(504) 954-9117	burtonblaze@concord.net	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lindsey King	P.F.	408 N Spokane	457 3353		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Donna Evans	Self	518 E 2nd	208-918-9859		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kathi Pharey	Self	801 E 2nd			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



CITY OF  
**POST FALLS**  
Post Falls City Center  
Parking Plan

December 7, 2017

Comments/Observations

1. good spot for back in parking would be 4th & Spokane on front of City Hall/French Cleaners It's currently hazardous pulling out from French's

If you have a question and would like to be contacted, please let us know how to contact you:

Email *vanvee45@gmail.com*

Phone *—*

Address *409 E. Railroad Ave*



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CITY OF  
**POST FALLS**  
Post Falls City Center  
Parking Plan

December 7, 2017

Comments/Observations

3rd ave is an arterial & a truck route - the Centennial Trail is N along rail line - so I would favor back in diagonal parking - no bike lane - this needs to be preserved as a primary business route

If you have a question and would like to be contacted, please let us know how to contact you:

Email

Phone

Address



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CITY OF  
**POST FALLS**  
Post Falls City Center  
Parking Plan

December 7, 2017

Comments/Observations

Railroad Ave needs no bike lane as Centennial Trail is adjacent.

If you have a question and would like to be contacted, please let us know how to contact you:

Email

Phone

Address



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Post Falls City Center  
Parking Plan

December 7, 2017

Comments/Observations

I like the concept of reverse diagonal parking  
but

Reverse diagonal parking  
Need a study to see  
if there is a greater  
increase of fender  
benders with this type  
of parking - I feel that  
there would be!  
Roy Steele

If you have a question and would like to be contacted,  
please let us know how to contact you:

Email aldens3@adelphia.net  
Phone 208 659 9114  
Address 218 E 4th Ave P.F.



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**POST FALLS CITY CENTER PARKING PLAN PUBLIC MEETING**  
**Post Falls, Idaho**  
Thursday, April 12, 2018; 5:30 PM

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	E-mail	Please check the appropriate boxes								
					<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White	<input type="checkbox"/> Other
<i>RAND GEAR</i>		<i>1st Ave, PF</i>			<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
<i>DEBRA CLOUSE</i>		<i>1ST AVE PF</i>			<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White	<input type="checkbox"/> Other
<i>Barry Rubin</i>		<i>PF</i>			<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White	<input type="checkbox"/> Other
<i>Steve Anthony</i>		<i>6489 Kyong Post Falls</i>			<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
<i>Sharon Sorensen</i>		<i>311 E 3rd Ave</i>			<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White	<input type="checkbox"/> Other
<i>Bobby Wilhelm</i>		<i>923 W Grange Ave Post Falls</i>	<i>208 691 1073</i>	<i>unomewilhelm@gmail.com</i>	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
<i>Robert Palus</i>	<i>City of Post Falls, Ass-st. City Eng</i>	<i>408 N. SPOKANE Post Falls</i>	<i>208 773-4235</i>		<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
<i>Jack Griffing</i>	<i>Welch Comer</i>	<i>Spokane</i>	<i>425-791-0953</i>		<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other



Post Falls City Center  
Parking Plan

April 12, 2018

Comments/Observations

*GREAT JOB. I LIKE  
THE PROGRESSIVE FORWARD  
THINKING!!*

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If you have a question and would like to be contacted,  
please let us know how to contact you:

Email

Phone

Address



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Post Falls City Center  
Parking Plan

April 12, 2018

Comments/Observations

*IT IS QUITE CLEAR, TO ME, AT ANY  
RATE, THAT THERE IS A CERTAIN  
IDEOLOGICAL PHILOSOPHY AT WORK  
HERE. THE EMPHASIS ON CERTAIN  
ITEMS, SUCH AS BICYCLE LANES,  
GREEN SPACES, ETC., AND CERTAIN  
"HOT BUTTON" WORDS AND PHRASES  
INDICATES A MORE "LIBERAL" VIEW  
OF FUTURE POST FALLS.*

*R. Reardon*  
If you have a question and would like to be contacted,  
please let us know how to contact you:

Email

Phone

Address

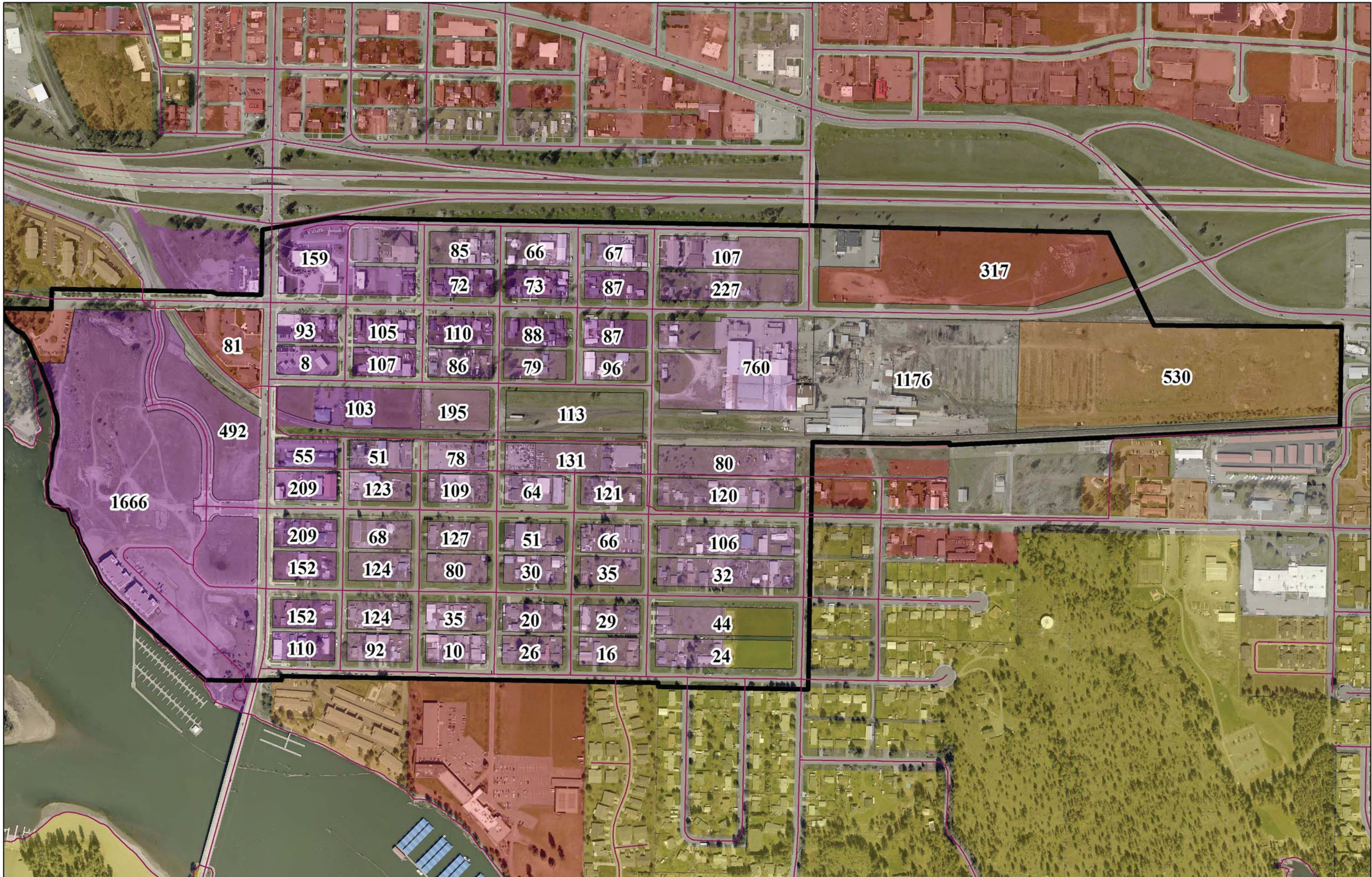


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# APPENDIX B

Future Parking Needs

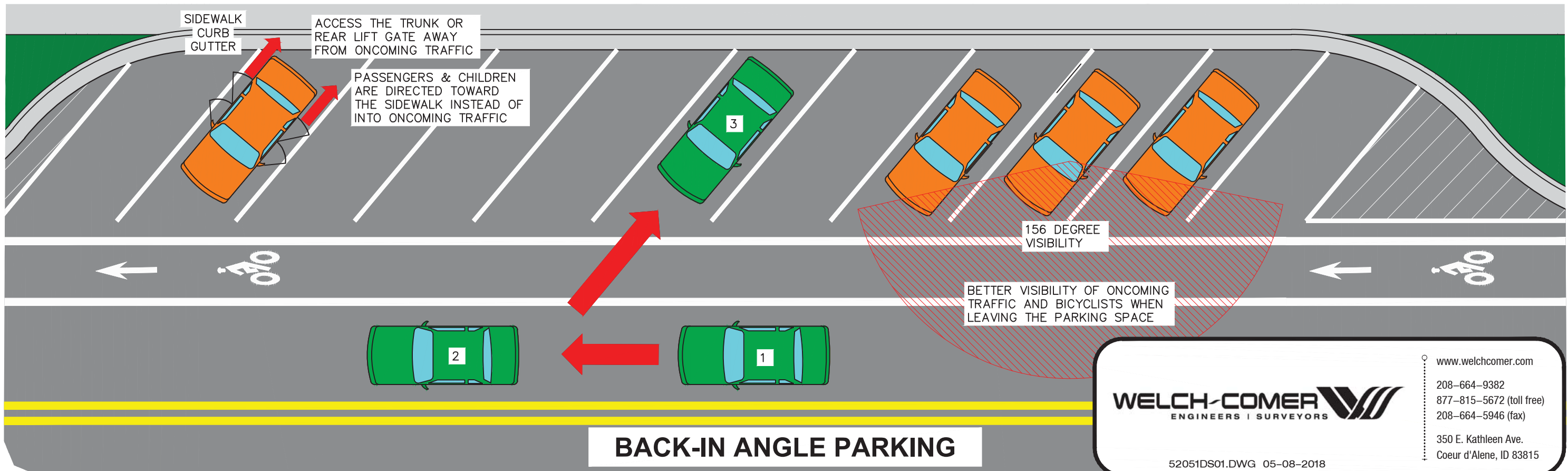
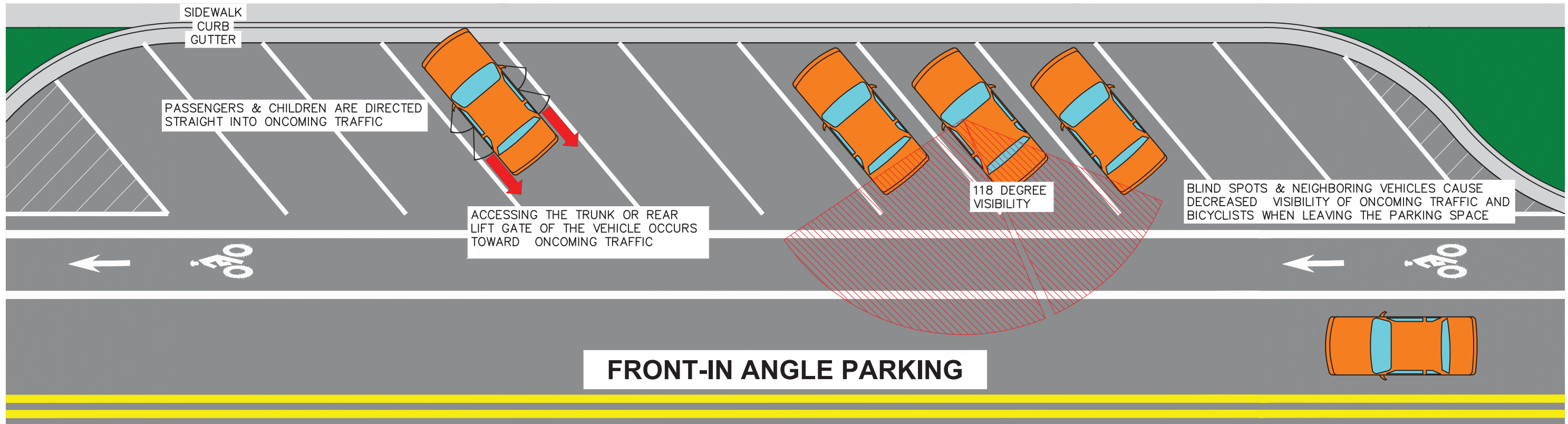




# APPENDIX C

Back-In Angle Parking Advantages

# SHOULD WE CONSIDER BACK-IN ANGLE PARKING?



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208-664-5946 (fax)  
350 E. Kathleen Ave.  
Coeur d'Alene, ID 83815






52051DS01.DWG 05-08-2018

N:\Civil\3D\Projects\52051\Production Drawings\52051\DS01.dwg, 8/13/2018 12:15:50 PM, jgming, 1/2

# APPENDIX D

Wayfinding

**LEGEND**

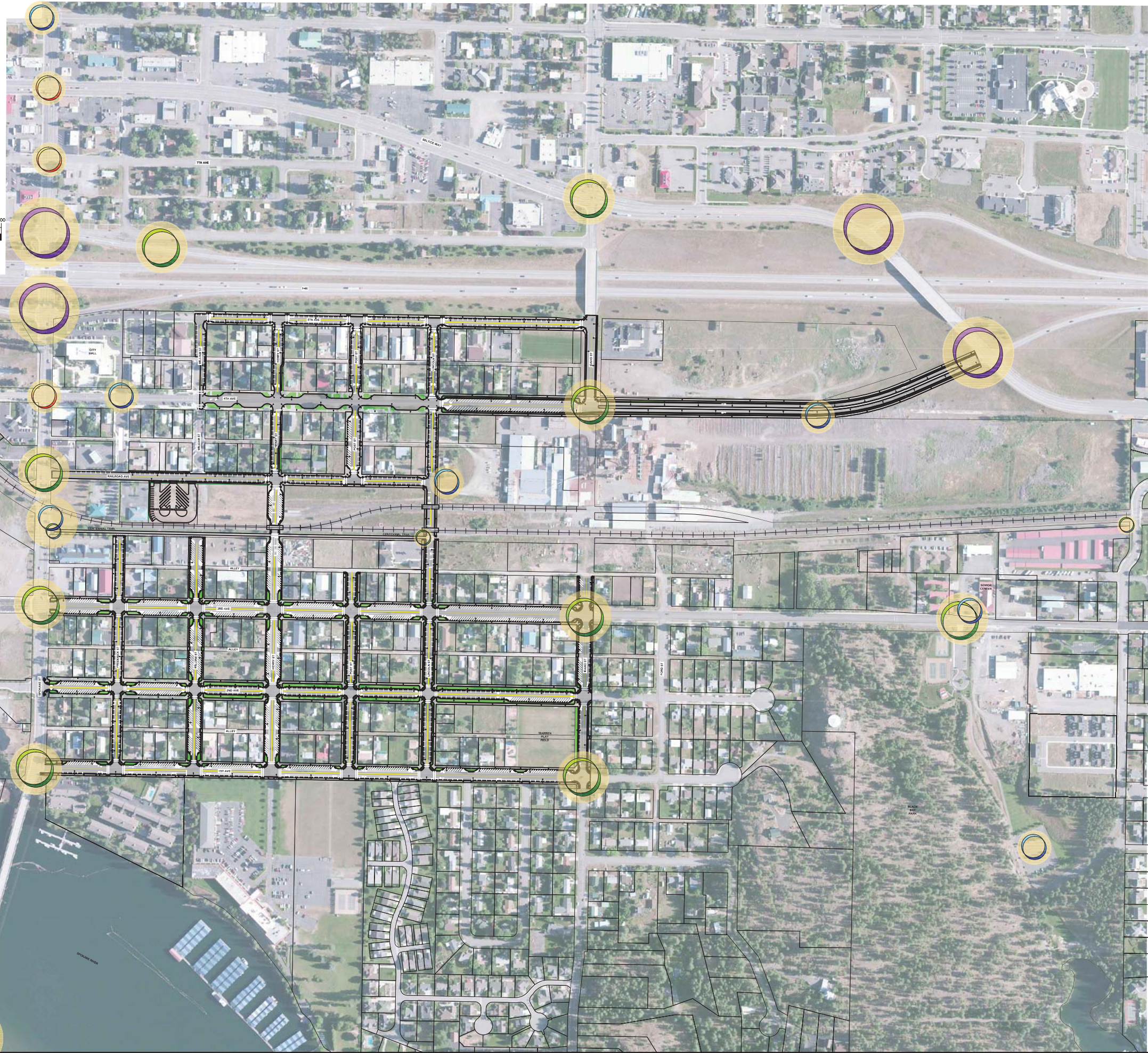
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-  SIGN TYPE II - POLE DIRECTIONAL SIGNS
-  SIGN TYPE III - OVERHEAD MAST DIRECTIONAL SIGNS
-  SIGN TYPE IV - INFORMATIONAL SIGNS
-  SIGN TYPE V - TRAIL WAYFINDING

**GRAPHIC SCALE**  
( IN FEET )

250 0 125 250 500

11x17 SCALE 1" = 500 ft.  
22x34 SCALE 1" = 250 ft.

NOTE: SIGNAGE LOCATIONS ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE.



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(fax) 208-664-5946

NO.	DATE	REVISION DESCRIPTION	BY

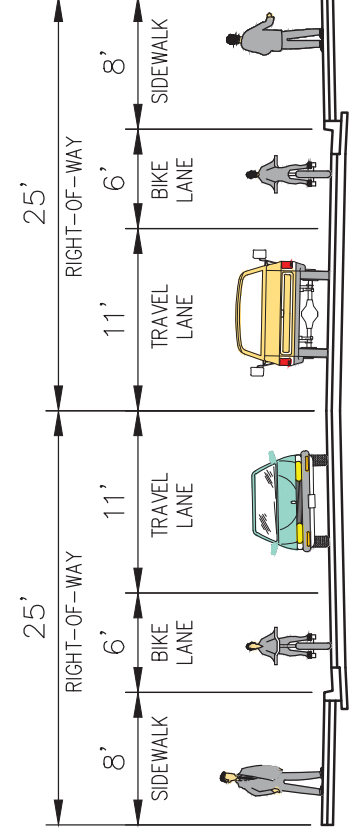
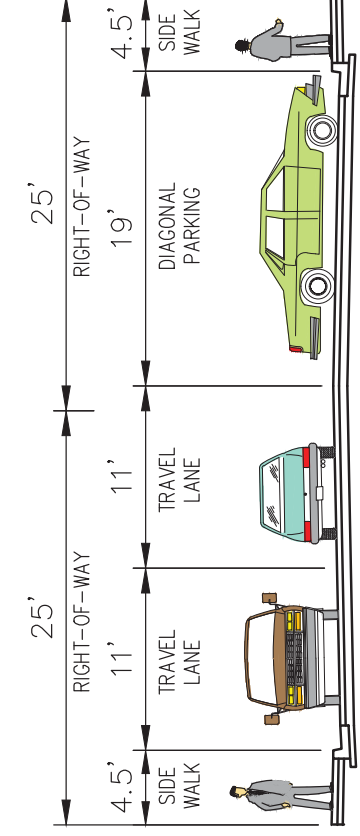
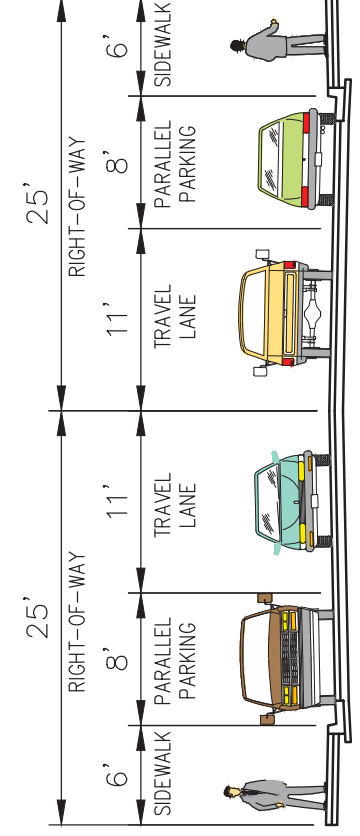
CITY OF POST FALLS  
**CITY CENTER  
WAYFINDING PLAN**

LOCATION  
OVERVIEW

PROJ NO: 41305  
DESIGNED BY: JC  
DRAWN BY: JC  
CHECKED BY:  
DWG NAME: 41305DS07\_BWA.DWG  
DATE: 07-17-18  
SHEET NO:

# APPENDIX E

Example Typical Sections



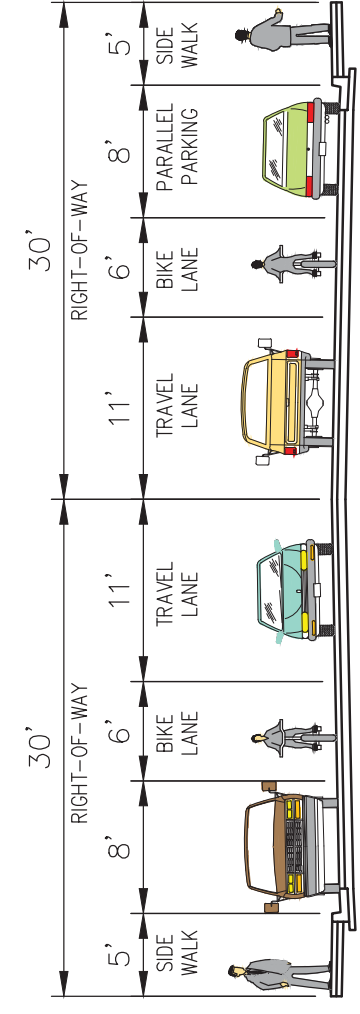
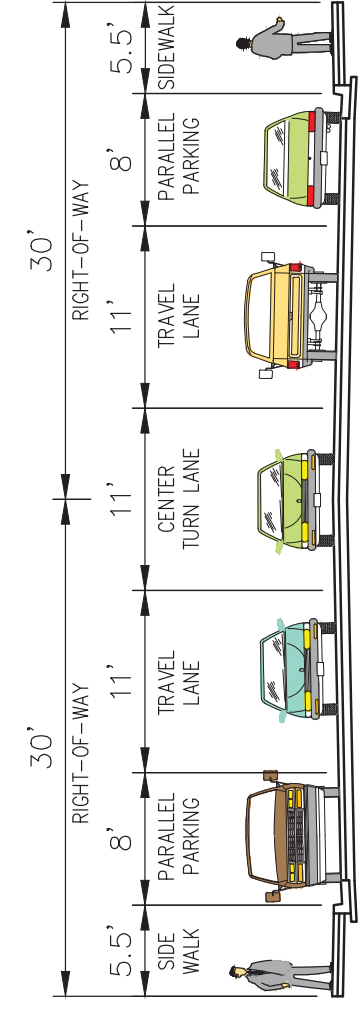
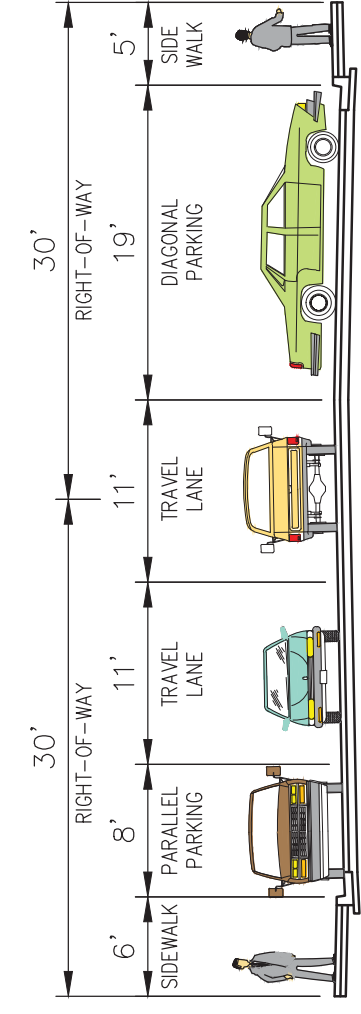
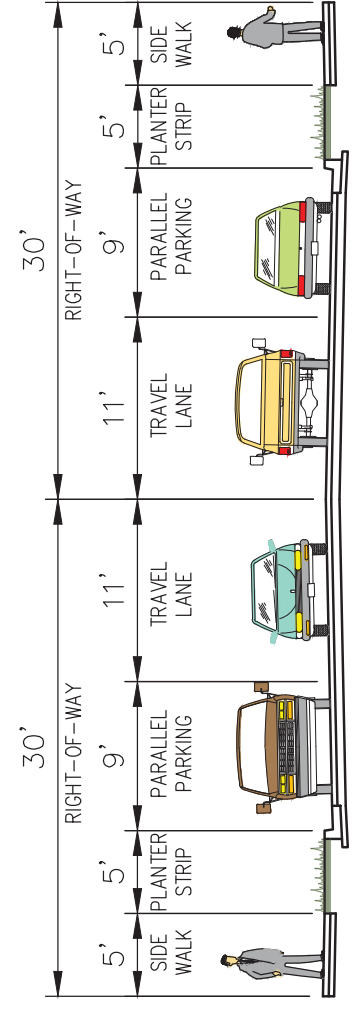
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(fax) 208-664-5946

50' RIGHT-OF-WAY  
TYPICAL SECTIONS  
CITY CENTER PARKING PLAN  
POST FALLS, IDAHO

PROJECT NO.: 41305  
DESIGNED BY: MRG  
DRAWN BY: SDS  
DWG NAME: 41305TS01.DWG  
DATE: 11-01-2017  
SHEET NO: 1



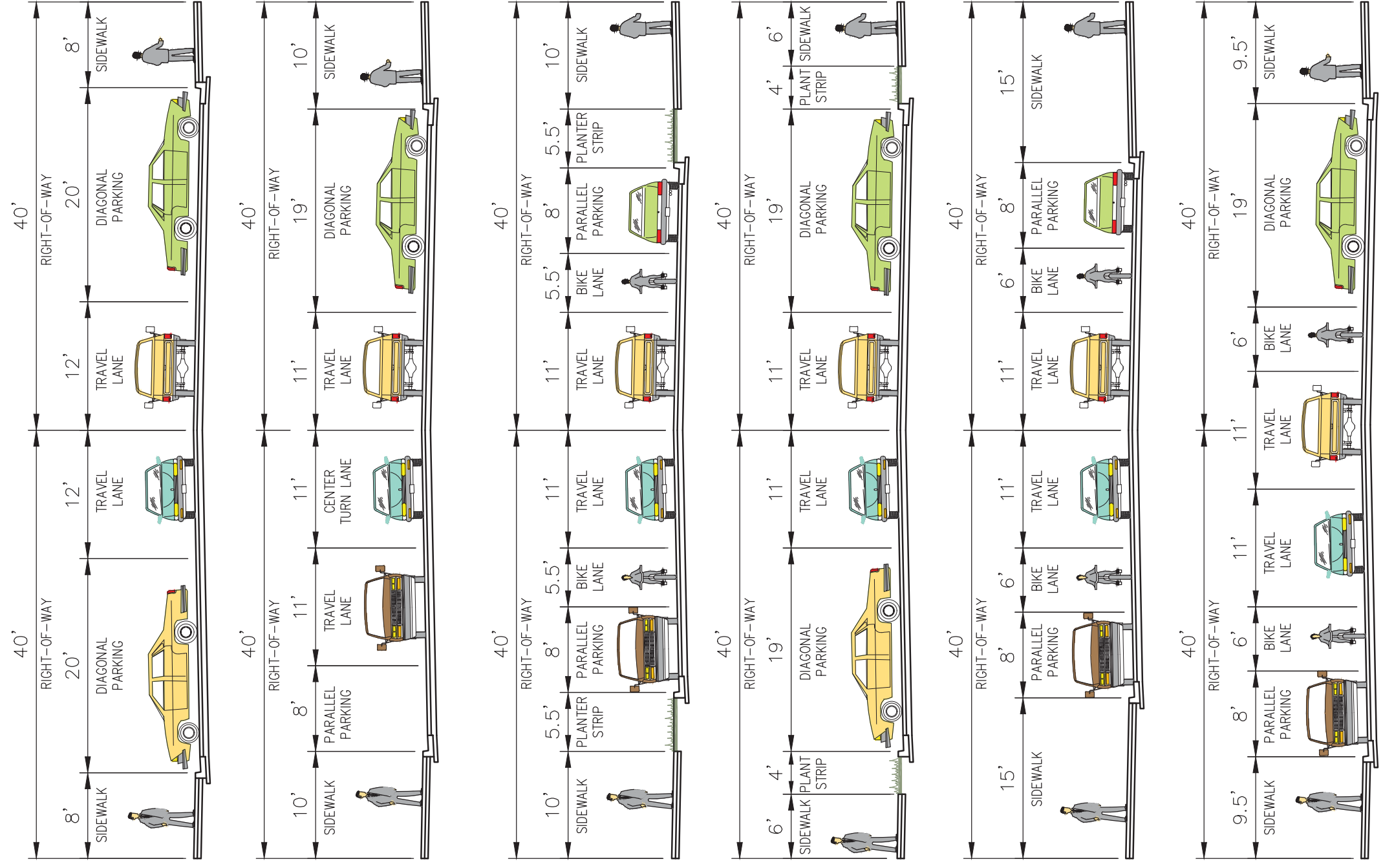
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 Coeur d'Alene, ID 83815

208-664-9382  
 (toll free) 877-815-5672  
 (fax) 208-664-5946

60' RIGHT-OF-WAY  
 TYPICAL SECTIONS  
 CITY CENTER PARKING PLAN  
 POST FALLS, IDAHO

PROJECT NO.: 41305  
 DESIGNED BY: MRG  
 DRAWN BY: SDS  
 DWG NAME: 41305TS01.DWG  
 DATE: 11-01-2017  
 SHEET NO: 2





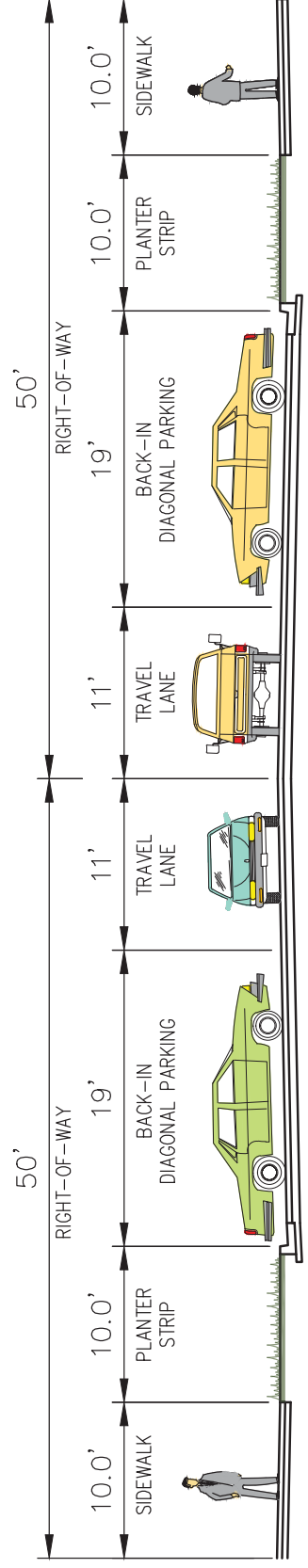
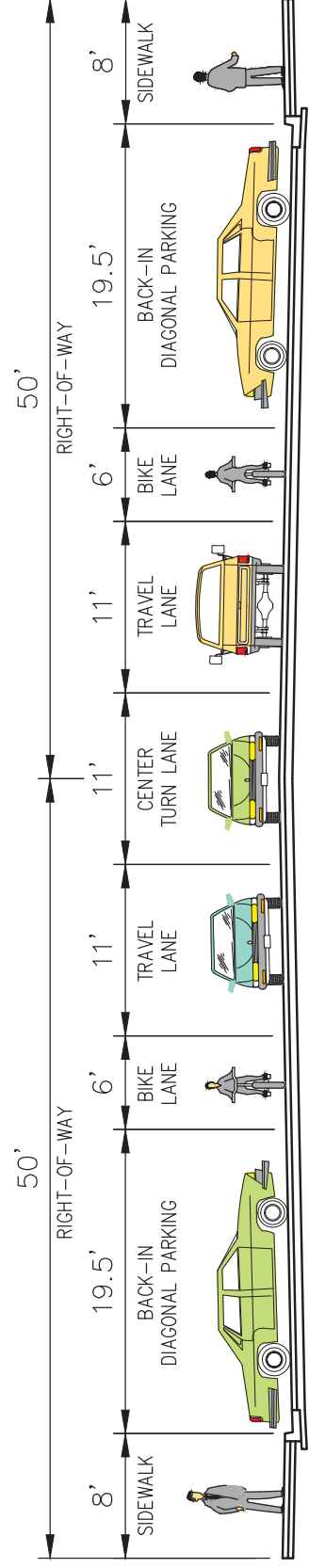
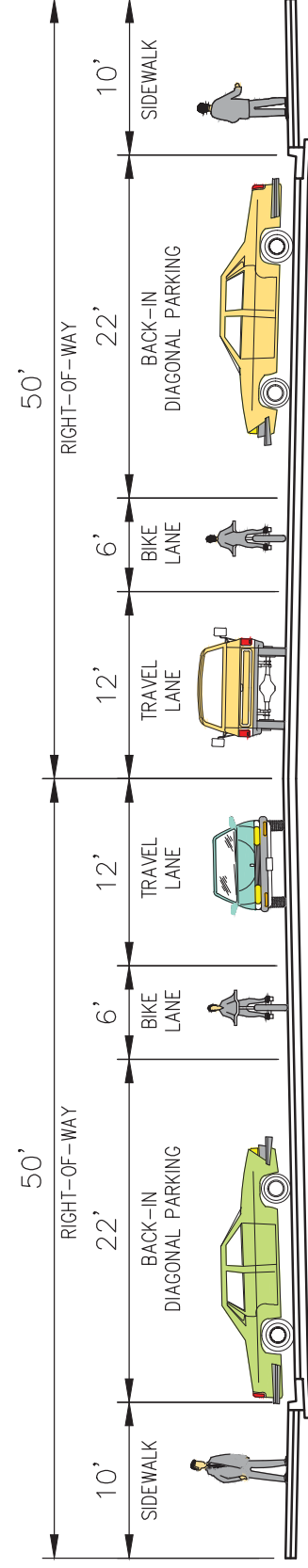
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(fax) 208-664-5946

**80' RIGHT-OF-WAY  
TYPICAL SECTIONS  
CITY CENTER PARKING PLAN  
POST FALLS, IDAHO**

PROJECT NO.: 41305  
DESIGNED BY: MRG  
DRAWN BY: SDS  
DWG NAME: 41305TS01.DWG  
DATE: 11-01-2017  
SHEET NO: **3**



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(fax) 208-664-5946

100' RIGHT-OF-WAY  
TYPICAL SECTIONS  
CITY CENTER PARKING PLAN  
POST FALLS, IDAHO

PROJECT NO.:	41305
DESIGNED BY:	MRG
DRAWN BY:	SDS
DWG NAME:	41305TS01.DWG
DATE:	11-01-2017
SHEET NO.:	<b>4</b>