Post Falls City Center
Parking Plan
November 2018
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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 1st Avenue to the south, 5th 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.
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.

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, 1st Avenue, and 3rd 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 3rd Avenue and Railroad Avenue. Providing ample connections to this regionally-significant facility is important within this plan.

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 1st Ave east of Lincoln St.

The arboretum north of 5th 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.

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 4th 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.

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.

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.

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, 3rd Avenue, and 4th Avenue. Future parking needs in spaces per block can be viewed in Appendix B.

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 4th & Idaho Street. This plan recommends the City investigate purchasing land for public parking in those areas.
POST FALLS CITY CENTER PARKING PLAN

MAXIMUM PARKING DEFICIENCY HEAT MAP

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

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<tr>
<td>Spokane St to Veneer Site</td>
<td>4th Ave</td>
<td>0.4 mi</td>
</tr>
<tr>
<td>Spokane St to Veneer Site</td>
<td>Centennial Trail</td>
<td>0.5 mi</td>
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</table>

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.

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).

Table 1: Walking distances between pedestrian destinations downtown

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

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

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.

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 4th 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.

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

- **Yes**: Back-in angle parking should be used.
- **No**: Back-in angle parking should not be used in this case.
- **Yes/No**: Consider the answers to the previous two questions. If both were answered yes, back-in angle parking is highly recommended. If one was answered yes, back-in angle parking is recommended. If neither was answered yes, back-in angle parking is still a viable option.

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.

**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.

**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.
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 4th 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.
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. 3rd Ave and 4th Ave will likely reach the furthest east the fastest. This is partly because 4th 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 sidewalks 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 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 3rd Avenue counting west to east, while sheet F-1 is the first block of Frederick Street counting south to north.

<table>
<thead>
<tr>
<th>Street</th>
<th>Plan Sheets</th>
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<td>1-1 to 1-6</td>
</tr>
<tr>
<td>2nd Ave</td>
<td>2-1 to 2-6</td>
</tr>
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<td>William St</td>
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</tr>
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</table>

Figure 31: Artist’s rendering of 5th Avenue improvements between Post St. and Idaho St.
CITY OF POST FALLS
CITY CENTER
PARKING PLAN

1ST AVENUE, LINCOLN TO IDAHO

DRAWN BY:
CHECKED BY:
DESIGNED BY:
PROJ NO:
DWG NAME:
DATE:
SHEET NO:
REVISION DESCRIPTION
DATE
NO.
BY

www.welchcomer.com
350 E. Kathleen Ave.
Coeur d'Alene, ID 83815
208-664-9382
(toll free) 877-815-5672
(fax) 208-664-5946

41305DS14-1ST.DWG
08-08-2018
1-6

MRG/JRG
JRG/JAL
CITY OF POST FALLS
CITY CENTER PARKING PLAN

2ND AVE, WILLIAM TO HENRY

41305DS14-2ND.DWG
08-08-2018
2-3

MRG/JRG
JRG/JAL

SCALE: 1" = 100'

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CITY CENTER
PARKING PLAN

3RD AVENUE
FREDERICK ST
SPOKANE ST

MRG/JRG
JRG/JAL
CITY OF POST FALLS
CITY CENTER PARKING PLAN

3RD AVE, FREDERICK TO WILLIAM
CITY OF POST FALLS
CITY CENTER
PARKING PLAN

3RD AVE, WILLIAM TO HENRY

3RD AVENUE
HENRY ST
WILLIAM ST

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CITY CENTER
PARKING PLAN
4TH AVENUE
<-- TO FALLS PARK

4TH AVE, FALLS PARK TO NONINI WAY

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4-1
City of Post Falls
City Center Parking Plan

4TH Avenue, Nonini Way to Spokane

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4-2
08-08-2018

JRG/JAL

4TH AVENUE
NONINI WAY
SPOKANE ST
CITY OF POST FALLS
CITY CENTER PARKING PLAN

4TH AVE, FREDERICK TO WILLIAM ST

FREDERICK ST
WILLIAM ST

4TH AVENUE

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CITY CENTER
PARKING PLAN

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HENRY ST
4TH AVENUE

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IDAHO ST
CITY OF POST FALLS
CITY CENTER
PARKING PLAN

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CITY CENTER PARKING PLAN

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WILLIAM ST
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CITY CENTER PARKING PLAN

5TH AVENUE

IDAHO ST

POST ST

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DATE: 08-08-2018
SHW-NO: F-1

DRAWN BY: JRG/JAL
CHECKED BY: MRG/JRG
DESIGNED BY: JRG/JAL

FREDERICK ST
1ST AVE
2ND AVE
CITY CENTER PARKING PLAN

HENRY ST, 2ND TO 3RD

CITY OF POST FALLS

HENRY ST

2ND AVE

3RD AVE

2ND AVE

3RD AVE

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CHECKED BY: JRG/JAL

DATE: 08-08-2018
SHEET NO: P-2
CITY OF POST FALLS
CITY CENTER PARKING PLAN
RAILROAD AVE, WILLIAM TO HENRY

RAILROAD AVENUE
HENRY ST
WILLIAM ST

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CHECKED BY: JRG/JAL
DESIGNED BY: MRG/JRG
DATE: 08-08-2018

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CITY OF POST FALLS
CITY CENTER
PARKING PLAN

WILLIAM ST, 1ST TO 2ND
FREDERICK ST
1ST AVE
2ND AVE

DRAWN BY:
CHECKED BY:
DESIGNED BY:
PROJ NO:
DWG NAME:
DATE:
SHEET NO:

REVISION DESCRIPTION
DATE
NO.
BY

W-1
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).

<table>
<thead>
<tr>
<th>Name (Please print or write clearly)</th>
<th>Title/Representing</th>
<th>Address (City, State, and ZIP)</th>
<th>Phone</th>
<th>E-mail</th>
<th>Please check the appropriate boxes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nimmo Brodie (Marilyn)</td>
<td>Greenview Condo</td>
<td>204 E 15th Ave Apt 3</td>
<td>208-984-0245</td>
<td>Nimmo4USA.NET</td>
<td>Male ☐ Female ☐ Disabled ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other</td>
</tr>
<tr>
<td>Elan Hampton Sills</td>
<td></td>
<td>8990 W Prairie</td>
<td>408-691-5589</td>
<td></td>
<td>Male ☐ Female ☐ Disabled ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other</td>
</tr>
<tr>
<td>Roy Steele</td>
<td></td>
<td>218 E 4th</td>
<td>208-659-9114</td>
<td></td>
<td>Male ☐ Female ☐ Disabled ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other</td>
</tr>
<tr>
<td>Steve Anthony</td>
<td></td>
<td>6489 Kyong ct.</td>
<td>208-819-7087</td>
<td><a href="mailto:stevehanthony50@gmail.com">stevehanthony50@gmail.com</a></td>
<td>Male ☐ Female ☐ Disabled ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other</td>
</tr>
<tr>
<td>Jeffrey &amp; Susan Broadhead</td>
<td>Selves</td>
<td>319 E 4th</td>
<td>509-998-6488</td>
<td><a href="mailto:Susan_broadhead@gmail.com">Susan_broadhead@gmail.com</a></td>
<td>Male ☐ Female ☐ Disabled ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other</td>
</tr>
<tr>
<td>Bobby Wilhelm</td>
<td>Self</td>
<td>523 W 6th Ave</td>
<td>208-697-1073</td>
<td></td>
<td>Male ☐ Female ☐ Disabled ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other</td>
</tr>
<tr>
<td>Michael Lee</td>
<td>Hamilton</td>
<td>515 E 3rd Ave</td>
<td>208-703-7215</td>
<td></td>
<td>Male ☐ Female ☐ Disabled ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other</td>
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<tr>
<td>Joe Hammett</td>
<td>Owner</td>
<td>2126 7th Ave</td>
<td>208-613-723</td>
<td><a href="mailto:JoeHammett@aol.com">JoeHammett@aol.com</a></td>
<td>Male ☐ Female ☐ Disabled ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other</td>
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<tr>
<td>Dave Fair</td>
<td>Self</td>
<td>3805 N. Chase Rd. PF</td>
<td>208-773-7945</td>
<td><a href="mailto:dave@postfalls.idaho.org">dave@postfalls.idaho.org</a></td>
<td>Male □</td>
</tr>
<tr>
<td>Bill Mann</td>
<td>PF</td>
<td>405 Division St.</td>
<td>457-3527</td>
<td></td>
<td>Male □</td>
</tr>
<tr>
<td>Jen Cresci</td>
<td>P.F.</td>
<td>408 Spokane St.</td>
<td>457-3332</td>
<td><a href="mailto:jcresci@postfalls.idaho.org">jcresci@postfalls.idaho.org</a></td>
<td>Male □</td>
</tr>
<tr>
<td>Made Latham</td>
<td>MLArchitect</td>
<td>607 E 6th</td>
<td>773-9864</td>
<td><a href="mailto:made@ml-architect.com">made@ml-architect.com</a></td>
<td>Male □</td>
</tr>
<tr>
<td>Alex Styan</td>
<td>Post Falls Brewery</td>
<td>112 N. Spokane St.</td>
<td>773-7301</td>
<td><a href="mailto:alex@postfallsbrewery.com">alex@postfallsbrewery.com</a></td>
<td>Male □</td>
</tr>
<tr>
<td>Dan Staples</td>
<td>PF Brewing</td>
<td>112 N. Spokane St.</td>
<td>773-7301</td>
<td><a href="mailto:dan@postfallsbrewery.com">dan@postfallsbrewery.com</a></td>
<td>Male □</td>
</tr>
<tr>
<td>James Steffen</td>
<td>PF</td>
<td>800 Mount St.</td>
<td>910-262-8597</td>
<td>steffen@postfallsbrewery</td>
<td>Male □</td>
</tr>
<tr>
<td>Bill Van Valkenburg</td>
<td>Self</td>
<td>409 E Railroad Ave.</td>
<td></td>
<td><a href="mailto:Van@Vanvalkagn.com">Van@Vanvalkagn.com</a></td>
<td>Male □</td>
</tr>
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<tr>
<td>Adam Burton</td>
<td>Self</td>
<td>604 N Spokane Street (Soc)</td>
<td>954-9117</td>
<td>b machinery.com</td>
<td>Male</td>
</tr>
<tr>
<td>Lindsey King</td>
<td>D.P.</td>
<td>405 N Spokane</td>
<td>457 3353</td>
<td></td>
<td>Male</td>
</tr>
<tr>
<td>Donna Evans</td>
<td>Self</td>
<td>513 E 2nd</td>
<td>208.918.9859</td>
<td></td>
<td>Male</td>
</tr>
<tr>
<td>Kathy Shaney</td>
<td>Self</td>
<td>801 E 2nd</td>
<td></td>
<td></td>
<td>Male</td>
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</tbody>
</table>
December 7, 2017
Comments/Observations

I good spot for back in parking would be 1st & Spokane in 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
Phone
Address 409 E. Railroad Ave

To provide additional written comment. Please visit www.welchcomer.com/project-news/

December 7, 2017
Comments/Observations

3rd Ave is an arterial & a truck route - the Central Trail is 1/4 mile north - do I would turn back in dropped 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:

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Phone
Address

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December 7, 2017
Comments/Observations

Railroad Ave needs a bike lane or Central Trail is adjacent.

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Phone
Address

To provide additional written comment. Please visit www.welchcomer.com/project-news/
Comments/Observations

Reverse diagonal parking need a study to see if there is a greater increase of tender bidders with this type of parking. I feel that there would be.

Roy Steeple

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

Email: gdens3@adolphus.edu
Phone: 208 659 9114
Address: 218 E 4th Ave P.F.

To provide addition written comment. Please visit www.welchcomer.com/project-news/
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<td>Blane Geary</td>
<td></td>
<td>16 Ave, PF</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Debra Clouse</td>
<td></td>
<td>1st Ave PF</td>
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<td></td>
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<tr>
<td>Barry Rubin</td>
<td></td>
<td>PF</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steve Anthony</td>
<td></td>
<td>6459 Kyong Post Falls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shawn Sanchez</td>
<td></td>
<td>311 E 31st Ave</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bobby Wilhelm</td>
<td></td>
<td>923 W Bronze Dr, Post Falls</td>
<td>208-691-1073</td>
<td><a href="mailto:unmewilhelm@gmail.com">unmewilhelm@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Robert Pachas</td>
<td>City of Post Falls, Assoc. City, GIS</td>
<td>408 N. Snake Ave, Post Falls</td>
<td>208-773-4235</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jack Griffing</td>
<td>Welch Comer</td>
<td>Spokane</td>
<td>425-791-0983</td>
<td></td>
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comments/observations

Great Job. I like the progressus toward thinking.!!

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APPENDIX B
Future Parking Needs
APPENDIX C
Back-In Angle Parking Advantages
SHOULD WE CONSIDER BACK-IN ANGLE PARKING?

**FRONT-IN ANGLE PARKING**
- Accessing the trunk or rear lift gate of the vehicle occurs toward oncoming traffic.
- Blind spots & neighboring vehicles cause decreased visibility of oncoming traffic and bicyclists when leaving the parking space.
- Passengers & children are directed straight into oncoming traffic.

**BACK-IN ANGLE PARKING**
- Accessing the trunk or rear lift gate away from oncoming traffic.
- Better visibility of oncoming traffic and bicyclists when leaving the parking space.
- Passengers & children are directed toward the sidewalk instead of into oncoming traffic.
- 156 degree visibility.
APPENDIX D

Wayfinding
APPENDIX E
Example Typical Sections
50' RIGHT-OF-WAY
TYPICAL SECTIONS
CITY CENTER PARKING PLAN
POST FALLS, IDAHO

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

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

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