City of McCall

Downtown Parking Study & Needs Assessment

November 2009

Final Report

Submitted by:

DESMAN
ASSOCIATES

City of McCall

City of McCall, Idaho
Downtown Parking Study and Needs Assessment

Table of Contents

City of McCall, Idaho
Downtown Parking Study and Needs Assessment

List of Figures

Figures

City of McCall, Idaho
Downtown Parking Study and Needs Assessment

List of Tables

Tables

Appendix

1. Background and Introduction

Background and Introduction

The City of McCall Community Development Department commissioned DESMAN Associates to conduct a parking needs assessment of McCall's Central Business District and the immediate surrounding areas. McCall is a destination mountain town that draws visitors to its many winter and summer attractions and events, including Brundage Mountain Ski Resort in the winter and Payette Lake in the summer. Parking use is greatest in the summer when there is the heaviest concentration of visitors and tourists. The last comprehensive parking study of McCall's downtown area was conducted in 1991. However, due to changing conditions and demands coupled with the goals and objectives of the 2007 McCall Area Comprehensive Plan, the need for an updated parking study is a priority to ensure economic development and quality urban design. The Downtown Parking Study and Needs Assessment was funded by a Local Option Tax (LOT) grant.

The McCall Area Comprehensive Plan determined that there is significant vacant land within City limits. When developed, there will be an impact on the City's economy, character, and livability. The goal of this study is to address the parking issues in order to create a vibrant downtown, which incorporates smart growth and new urbanism principles. The City of McCall and the Downtown Parking Committee, a volunteer citizen committee, is interested in exploring minimum or no on-site parking requirement to ensure good urban form once the needs are determined and an alternative parking system is established.

City staff and the advisory Downtown Parking Committee established the following priorities for the study:

1. ***Land Use Demand***: with the assistance of City staff, understand the 20 year demand for parking in the study area.
2. ***Code Update***: recommend an update to the McCall City Code parking requirements.
3. ***Public Parking Lots/Concentrated Parking Concepts***: In past studies, several public lots have been identified to serve the downtown area. Review locations, size of lots, boat trailer parking strategy, signage and pedestrian connections and make recommendations accordingly.
4. ***Financing Centralized, Structure Parking***: If structured parking is needed in the future, suggest financing mechanism to accomplish this goal.
5. ***Snow Storage/Removal Plan or Strategy for Downtown***: Provide recommendation for the storage and removal of snow in the downtown area.
6. ***Phasing Recommendation/Implementation Plan***: Provide an implementation and phasing plan to address parking needs and issues.

This report presents the findings of the parking study and needs assessment, including the existing conditions. A summary of stakeholder meetings and recommendations are also included.

Downtown Parking Committee

The Downtown Parking Committee is a group of individuals with diverse interests and backgrounds formed by the City of McCall Community Development Director to examine the downtown parking needs and issues. This group has worked on projects like the uniquely designed public parking signs and assisted in gathering parking data. This committee was instrumental to the study.

The members of the committee include:

Brian O'Morrow, Business owner
Claudia Delaney, City Council member
Dan Krahn, Downtown business owner
Dave Peugh, Local land planner
Garrett Mapp, GIS Technician
Matt Hurlbutt, Business owner
Matt Ganz, Business owner
Michelle Groenevelt, Community Development Director
Pete Rittenger, Representative of the police department
Phil Feinberg, Planning and Zoning Commissioner
Richard Coonts, McCall Transit and Transportation Advisory Committee member
Rick Fereday, Chairman of Urban Renewal Agency and local business owner
Rick Scherette, Road Superintendent

Study Area Boundary

The study area boundaries extend from Colorado Street on the south to Payette Lake and Hemlock Street on the northeast and from Roosevelt Avenue on the east to Mission Street on the west. The study area focuses primarily on the downtown core area, but includes adjacent areas. The study area is divided into four zones, each containing several blocks as shown in **Figure 1.**

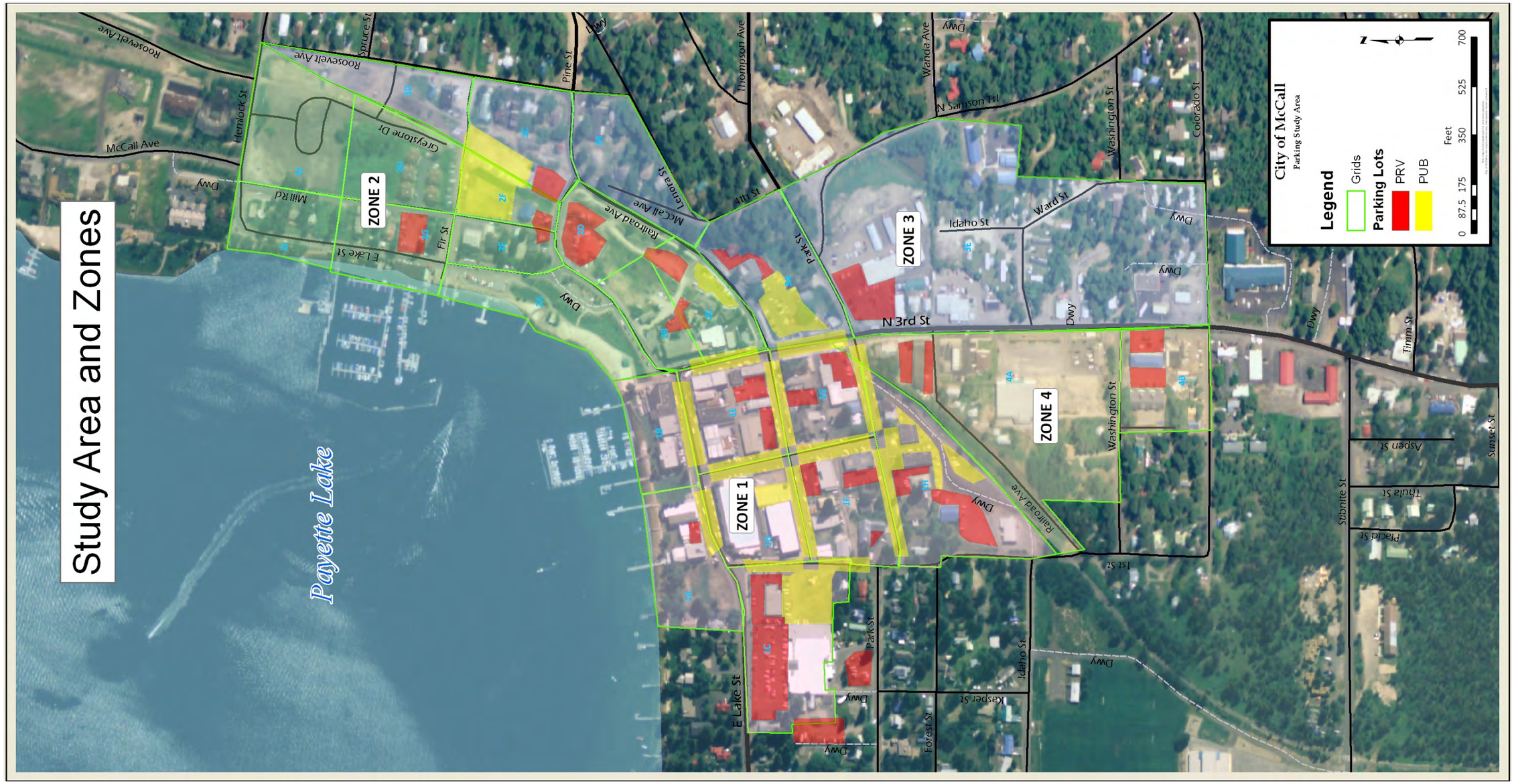


Figure 1: Study Area and Zones – City of McCall Downtown Parking Study

2. Stakeholder meetings

Public Participation
The first series of meetings occurred on March 18-19, 2009. Invitations were sent to all property owners, and invitations were hand delivered to all the businesses within the study area. Numerous posters were displayed around town, which included community bulletin boards and storefront windows. The meetings were announced in the Star-News and the Community Development Monthly Newsletter. Invitations were also emailed to the Chamber of Commerce, the McCall Merchants Association, numerous City committees, and a large email distribution list. Meetings were held to gather information and hear from the stakeholders, City staff, City committees, Idaho Transportation Department, and the general public. All the meetings were well attended.

Several stakeholder meetings were conducted at the beginning of the study in order to obtain input from the public, local businesses and community leaders. The meetings were conducted on Wednesday, March 18 and Thursday, March 19, 2009. In addition, the following stakeholder groups were interviewed for the purpose of this study:

- City of McCall Planning and GIS staff
- City of McCall Parking Committee
- City of McCall Public Works Department
- Idaho Transportation Department
- Grand Payette Hotel architects (representing hotel owner/developer)
- City of McCall Police Department/Code Enforcement
- Local Business Owners

The most common issues identified during the interviews were snow storage impacts on parking, boat trailer parking in the summer months, pedestrian movement around town, the parking demand of the Salmon River Brewery on Colorado Street, the impacts of current and future development, future parking demand, parking enforcement, and parking codes and regulations.

3. Existing Parking Conditions

Existing Parking Conditions
Parking in the downtown McCall area consists of on-street public parking, off-street public parking lots, a parking structure, and off-street private parking lots. Currently, no areas within the study area charge for parking. On-street spaces in the downtown have a two-hour time limit to encourage turnover of spaces for visitors and patrons.

There are currently 1,781 parking spaces within the study area. Of these spaces, 974 are private, 713 are public and 94 are mixed (available to public and private users). 1,510 (85%) of these parking spaces are off-street and 271 (15%) are on-street. Parking spaces by zone are shown in **Table 1**.

Zone	Public Spaces	Private Spaces	Mixed Spaces	Total
Zone 1	422 (44%)	532 (56%)	0	954
Zone 2[1]	208 (47%)	162 (37%)	70 (16%)	440
Zone 3	83 (36%)	123 (54%)	24 (10%)	230
Zone 4	0	157 (100%)	0	157
TOTAL	**713 (40%)**	**974 (55%)**	**94 (5%)**	**1781**

1. Includes 147 public parking spaces in the Urban Renewal Lot, of which 58 are currently planned for boat trailer stalls.

Table 1 – Number of Parking Spaces by Zone

Summary of Parking Count Results

The City of McCall conducted the first parking counts on Wednesday, August 27, 2008 and Saturday, August 30, 2008 in order to obtain weekday and weekend occupancy data during a peak time of the year, during tourist season (Labor Day). It should be noted the weather was rainy on the weekend the parking counts were taken. Parking counts were conducted at 10:00am, 1:00pm and 4:00pm on each day. The results of the parking counts are shown in **Table 2** for both on-street and off-street parking facilities. A complete breakdown of parking counts by location for these days is provided as **Appendix A** of this report.

For comparison, parking counts were also conducted at various locations on Wednesday, June 3, 2009 and Saturday, June 6, 2009 in order to capture occupancy during "average", or non-peak conditions. On June 6th, the McCall Home Show took place at the ice skating rink on Lake Street, which is reflected in the 1:00pm counts on that day. **Appendix B** provides a complete breakdown by location of these parking counts.

For the purpose of this report, occupancy numbers are taken from the August 2008 counts because these counts revealed greater occupancy percentages and more parking locations were included in these counts; thereby providing more detailed data.

				PEAK OCCUPANCY											
				Occupancy			Percentage			Occupancy			Percentage		
				August 27, 2008 (Wednesday)						August 30, 2008 (Saturday)					
ZONE	BLOCK		TOTAL SPACES	10AM	1PM	4PM	10AM	1PM	4PM	10AM	1PM	4PM	10AM	1PM	4PM
1	a	Subtotal/Average	28	10	15	15	36%	54%	54%	6	16	19	21%	57%	58%
	b	Subtotal/Average	36	16	25	22	44%	69%	61%	12	28	23	33%	78%	64%
	c	Subtotal/Average	327	65	71	86	20%	22%	26%	76	115	122	23%	35%	37%
	d	Subtotal/Average	107	20	26	25	19%	24%	23%	26	33	24	24%	31%	22%
	e	Subtotal/Average	104	31	55	52	30%	53%	50%	28	47	45	27%	45%	43%
	f	Subtotal/Average	121	31	48	50	26%	40%	41%	19	25	25	16%	21%	21%
	g	Subtotal/Average	111	40	41	32	36%	37%	29%	21	35	31	19%	32%	28%
	h	Subtotal/Average	120	65	46	28	54%	38%	23%	16	18	13	19%	23%	19%
		ZONE 1 TOTAL	**954**	**278**	**327**	**310**	**29%**	**34%**	**32%**	**204**	**317**	**302**	**21%**	**33%**	**32%**
2	b	Subtotal/Average	35	27	27	20	77%	77%	57%	18	19	11	51%	54%	31%
	c	Subtotal/Average	71	17	35	27	24%	49%	38%	14	15	20	20%	21%	28%
	d	Subtotal/Average	20	7	7	1	35%	35%	5%	19	14	10	95%	70%	50%
	f	Subtotal/Average	217	40	36	35	18%	17%	16%	94	114	62	43%	53%	29%
	g	Subtotal/Average	46	11	4	9	24%	9%	20%	21	28	15	46%	61%	33%
	i	Subtotal/Average	51	8	5	8	16%	10%	16%	4	25	16	8%	49%	31%
		ZONE 2 TOTAL	**440**	**110**	**114**	**100**	**25%**	**26%**	**23%**	**170**	**215**	**134**	**39%**	**49%**	**30%**
3	a	Subtotal/Average	77	18	42	22	23%	55%	29%	17	28	28	25%	36%	34%
	c	Subtotal/Average	12	6	5	3	50%	42%	25%	7	0	0	58%	0%	0%
	d	Subtotal/Average	15	7	7	6	47%	47%	40%	0	3	5	0%	20%	33%
	e	Subtotal/Average	126	25	45	35	20%	36%	28%	30	31	31	24%	22%	25%
		ZONE 3 TOTAL	**230**	**56**	**99**	**66**	**24%**	**43%**	**29%**	**54**	**62**	**64**	**23%**	**27%**	**28%**
4	a	Subtotal/Average	65	19	21	23	29%	32%	35%	9	14	14	14%	22%	22%
	b	Subtotal/Average	92	13	18	15	14%	20%	16%	15	17	6	16%	18%	7%
		ZONE 4 TOTAL	**157**	**32**	**39**	**38**	**20%**	**25%**	**24%**	**24**	**31**	**20**	**15%**	**20%**	**13%**
		GRAND TOTAL	**1781**	**476**	**579**	**514**	**27%**	**33%**	**29%**	**452**	**625**	**520**	**25%**	**35%**	**29%**
		GRAND TOTAL - OFF STREET	**1416**	**389**	**450**	**399**	**27%**	**32%**	**28%**	**339**	**459**	**393**	**24%**	**32%**	**28%**
		GRAND TOTAL - ON STREET	**271**	**51**	**96**	**88**	**19%**	**35%**	**32%**	**56**	**132**	**108**	**21%**	**49%**	**40%**
		GRAND TOTAL - MIXED	**94**	**36**	**33**	**27**	**38%**	**35%**	**29%**	**57**	**34**	**19**	**61%**	**36%**	**20%**

Table 2: Downtown Occupancy Counts by Zone – Summary by Zone

When discussing parking occupancy, the concept of "practical capacity" is important. Practical capacity refers to the operational efficiency of a parking area or facility. A parking facility is perceived by its users to be at full operational (practical) capacity when occupancy levels reach 85% to 90%. Once this level is exceeded, potential parkers find it difficult to locate an available space. As a result, those individuals must continue to search for an available space, creating traffic flow problems, and increase the potential for conflicts. The effective and efficient turnover of convenient parking spaces is most successful when the supply of spaces exceeds the peak demand for those spaces by 10% to 15%, meaning 10% to 15% of spaces are not occupied at any given time and are available for parking.

During field counts during peak season, on-street parking was never heavily occupied. It peaked at an average occupancy of 49% at 1:00pm on Saturday, August 30th (Labor Day weekend) with 132 of the 271 on-street parking spaces occupied. Several areas had a higher observed occupancy, most notably the on-street parking in the downtown core along Lake Street and 2nd Street. The 1:00pm and 4:00pm occupancy levels at these locations was between 67% and 100%. These were the only locations with a high level of occupancy. There was abundant on-street parking available in adjacent areas during these periods. **Figures 2** and **Figure 3** show the peak occupancy for the two days during the peak season.

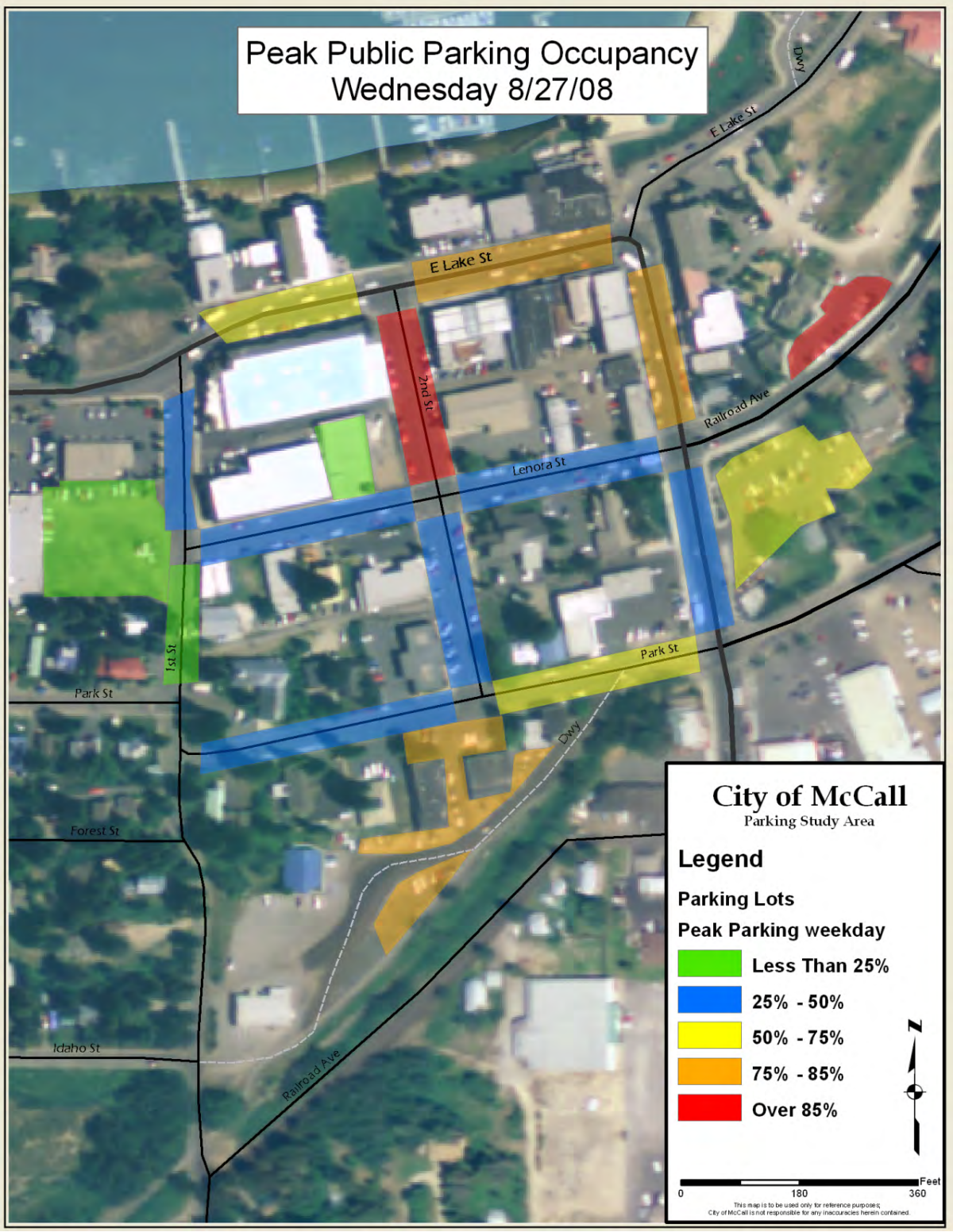


Figure 2: Peak Public Parking Occupancy in Downtown Area

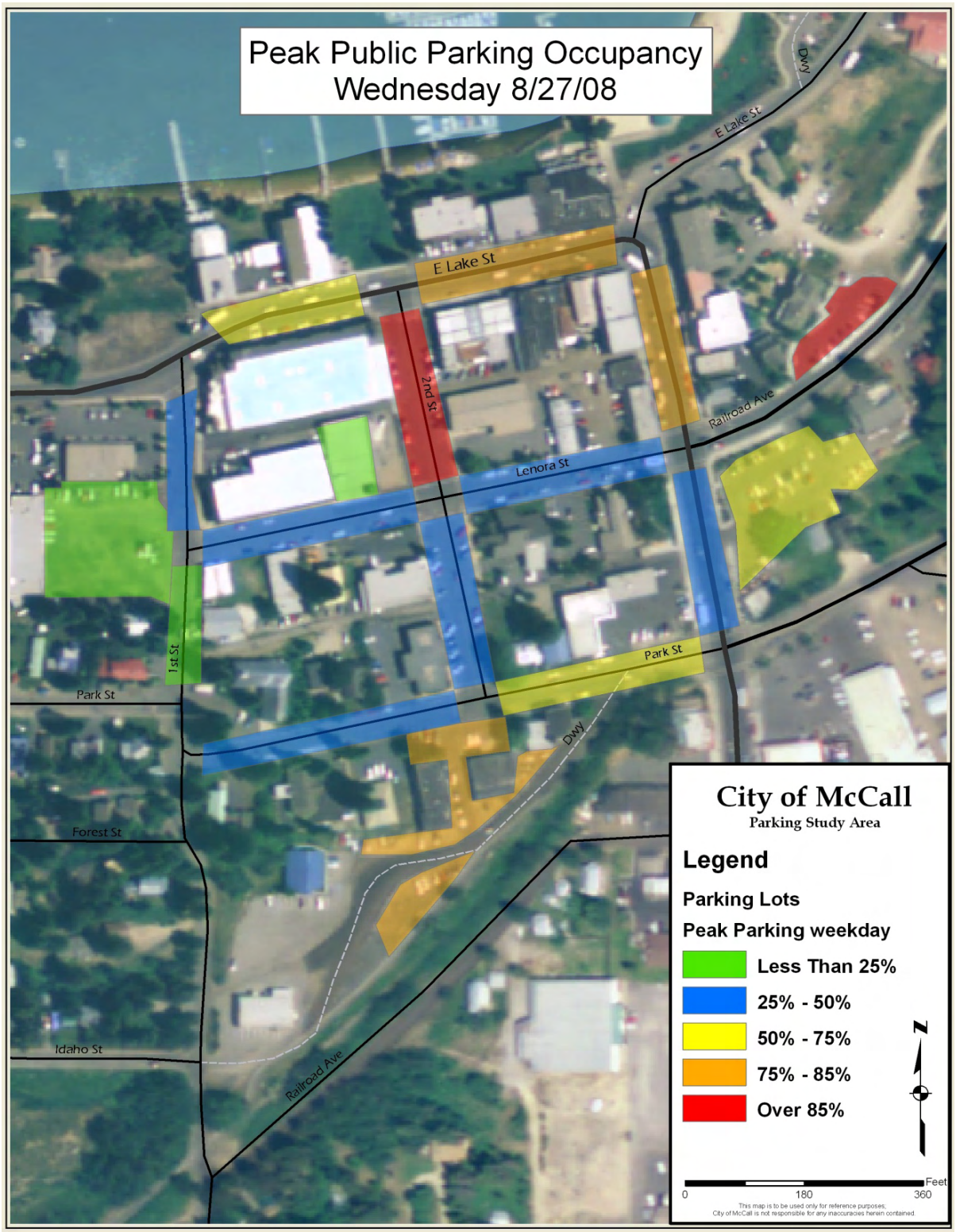


Figure 3: Peak Public Parking Occupancy in Downtown Area
Saturday 8/30/08

Table 3 shows the peak occupancies identified from the occupancy counts broken down by parking type. It reveals that for the entire parking system, 692 parking spaces were occupied during the peak period, which indicates that 1,089 or 61% parking stalls were vacant.

Parking Type	Occupied Spaces	Total Spaces	Percent Occupied
Off-Street Public	161	442	36%
Off-Street Private	342	974	35%
On-Street	132	271	49%
Mixed	57	94	61%
Entire Parking System	**692**	**1781**	**39%**

DESMAN Associates

Table 3: Observed Occupancies for Study Area

The CBD is located in Zone 1 where the majority of the on-street parking and the highest concentration of businesses are located. **Table 4** breaks down the peak average observed occupancies for this area. Of the 954 total spaces, 627 or 66% of the parking spaces were not occupied in Zone 1.

Parking Type	Occupied Spaces	Total Spaces	Percent Occupied
Off-Street Public	45	213	21%
Off-Street Private	195	532	37%
On-Street	104	209	50%
Mixed	N/A	N/A	N/A
All of Zone 1	**327**	**954**	**34%**

DESMAN Associates

Table 4: Zone 1 Observed Occupancies in the CBD

Public Parking Occupancy

A key area of focus in this study is public parking, which supports local tourism and downtown visitors. **Table 5** shows the occupancy for public on and off-street parking areas. This table shows that parking remains available in all parts of the study area during peak periods.

PUBLIC PARKING - OFF STREET						Occupancy			Percentage			Occupancy			Percentage		
						August 27, 2008 (Wednesday)						August 30, 2008 (Saturday)					
ZONE	BLOCK	LOC #	OWNRSHP	LOCATION	TOTAL SPACES	10AM	1PM	4PM	10AM	1PM	4PM	10AM	1PM	4PM	10AM	1PM	4PM
1	c	34	PUB	OFF	86	8	8	17	9%	9%	20%	16	21	24	19%	24%	28%
1	d	19	PUB	OFF	21	1	1	4	5%	5%	19%	2	3	1	10%	14%	5%
1	d	20	PUB	OFF	25	0	1	0	0%	4%	0%	2	4	3	8%	16%	12%
1	h	52	PUB	OFF	15	3	3	4	20%	20%	27%	3	3	0	20%	20%	0%
1	h	53	PUB	OFF	14	2	4	2	14%	29%	14%	0	0	0	0%	0%	0%
1	h	56	PUB	OFF	52	43	24	11	83%	46%	21%	15	14	17	29%	27%	33%
2	c	37	PUB	OFF	21	6	20	19	29%	95%	90%	2	9	11	10%	43%	52%
2	f	68	PUB	OFF	147	12	14	15	8%	10%	10%	42	83	47	29%	56%	32%
3	a	51	PUB	OFF	61	10	33	14	16%	54%	23%	11	24	20	18%	39%	33%
		GRAND TOTAL/AVERAGES			**442**	**85**	**108**	**86**	**19%**	**24%**	**19%**	**93**	**161**	**123**	**21%**	**36%**	**28%**

PUBLIC PARKING - ON STREET						Occupancy			Percentage			Occupancy			Percentage		
						August 27, 2008 (Wednesday)						August 30, 2008 (Saturday)					
ZONE	BLOCK	LOC #	OWNRSHP	LOCATION	TOTAL SPACES	10AM	1PM	4PM	10AM	1PM	4PM	10AM	1PM	4PM	10AM	1PM	4PM
1	a	21	PUB	ON	15	3	7	9	20%	47%	60%	3	10	12	20%	67%	80%
1	b	22	PUB	ON	22	9	17	12	41%	77%	55%	6	19	16	27%	86%	73%
1	d	6	PUB	ON	18	4	6	4	22%	33%	22%	2	8	6	11%	44%	33%
1	d	28	PUB	ON	23	3	9	6	13%	39%	26%	15	13	9	65%	57%	39%
1	e	1	PUB	ON	14	5	12	9	36%	86%	64%	8	13	11	57%	93%	79%
1	e	8	PUB	ON	13	5	11	13	38%	85%	100%	1	12	11	8%	92%	85%
1	f	11	PUB	ON	30	4	9	12	13%	30%	40%	9	15	7	30%	50%	23%
1	f	13	PUB	ON	9	0	1	2	0%	11%	22%	0	1	0	0%	11%	0%
1	f	26	PUB	ON	18	3	3	6	17%	17%	33%	0	0	2	0%	0%	11%
1	g	5	PUB	ON	16	0	5	0	0%	31%	0%	0	5	5	0%	31%	31%
1	g	24	PUB	ON	9	6	5	3	67%	56%	33%	1	1	0	11%	11%	0%
1	g	27	PUB	ON	22	3	6	3	14%	27%	14%	5	7	10	23%	32%	45%
2	i	63	PUB	ON	40	4	0	4	10%	0%	10%	3	25	16	8%	63%	40%
3	e	43	PUB	ON	22	2	5	5	9%	23%	23%	3	3	3	14%	14%	14%
		GRAND TOTAL/AVERAGES			**271**	**51**	**96**	**88**	**19%**	**35%**	**32%**	**56**	**132**	**108**	**21%**	**49%**	**40%**

Table 5: Downtown Public Parking Usage

4. Key Parking Issues

The site visit and stakeholder interviews helped identify key parking issues that will be addressed in this study and are outlined in **Table 6.**

Planning and Zoning/Comprehensive Plan

- Want to create a "vibrant, walkable downtown" that encourages walking from parking to destination, and walking between downtown businesses.
- What changes should be made to the downtown parking requirements in the zoning code?

Existing Parking Usage

- What is current downtown parking usage?
- Snow removal-what options exist for the current system of storing snow in downtown parking lots during the winter months?
- What is ownership of the Timber Crest Garage and how can this facility be incorporated into the existing parking supply to serve the ice rink and other downtown parkers?

Parking Demand-Current and Future

- What is the current downtown parking demand?
- How much more development can the existing downtown parking system support?
- What are the parking needs if private surface lots are eliminated and properties are redeveloped?
- What is the future downtown parking demand-20 year horizon- and how much new parking will be needed?
- What are the options for providing parking to meet future needs?
- What is the parking demand for the Grand Payette development?
- Need bicycle parking to encourage non-auto usage for downtown trips.

Parking Financing

- How do we pay for downtown parking and downtown improvements?
- Is the current in lieu parking fee appropriate? If not, what are appropriate in-lieu fee or other options for financing new downtown parking facilities?

Parking Enforcement

- Are the current enforcement procedures and policy adequate?
- What are the options for enforcement?
- Is the two hour parking limit in the downtown core appropriate?

Other Issues

- Pedestrian access-discontinuous sidewalk system does not encourage pedestrian access from parking lots the downtown.
- Boat trailer parking- duration, enforcement, fee
- Snowmobile and trailer parking in the winter
- Colorado Street on-street parking situation (residential and commercial issues)
- Sight distance at the corner of 3rd and Lenora intersection
- Wayfinding for parking

Table 6: Summary of Key Issues from Stakeholder Meetings and Interviews

5. Future Parking Conditions

Parking Available to Support Downtown Development

One of the questions raised by City staff and other stakeholders was, "How much additional development can be supported in the downtown with the current parking system?" The answer to this question is there is currently a surplus of on-street and off-street public parking that can theoretically be used to support downtown development. Depending on parking policy, the surplus may be used to meet some of the parking needs currently required by the zoning ordinance. Many cities allow for some reductions in required parking for retail or other commercial development in the downtown core.

The number of public parking spaces available in McCall has been determined for parking zones 1, 2 and 3, assuming an 85 percent peak occupancy factor. Zone 4 is not included because there currently are not any public parking lots in this zone. The number of occupied public parking spaces available at the peak period has been divided by the factor 0.85 to account for practical capacity. The number of parking spaces available is determined by subtracting that number from the total number of spaces available in each of the zones.

The estimated parking available to support new development has been estimated assuming the requirement of 1 parking space per 300 square feet of space for retail/commercial uses according to McCall City Code. Additionally, available parking has been estimated using the following two different scenarios for the Urban Renewal Parking Lot, which is located in zone 2:

Scenario 1: Two rows of boat trailer parking are made available for parking customers, leaving 89 parking spaces available to support new development.

Scenario 2: One row of boat trailer parking is made available for parking customers, leaving 117 parking spaces available to support new development.

Based on the analysis, the current public parking supply in Scenario 1 (two rows of boat trailer parking) could support almost 123,000 square feet of new development, as shown in **Table 7.**

Study Zone	Additional square footage that could be supported with existing parking supply for Scenario 1
Zone 1	77,667 SF
Zone 2	32,333 SF
Zone 3	12,667 SF
Total	**122,667 SF**

DESMAN Associates

Table 7: Additional Square Footage by Zone to Support Existing Parking Supply Scenario 1

In addition, the current downtown public parking supply in Scenario 2 (one rows of boat trailer parking) could support 132,000 square feet of new development, as is summarized below shown in **Table 8.** By providing one row of boat trailer parking rather than two, an additional 9,333 square feet of commercial can be developed in Zone 2 with the current parking supply.

Study Zone	Additional square footage that could be supported with existing parking supply for Scenario 2
Zone 1	77,667 SF
Zone 2	41,667 SF
Zone 3	12,667 SF
Total	**132,001 SF**

DESMAN Associates

Table 8: Additional Square Footage by Zone to Support Existing Parking Supply Scenario 2

Both scenarios demonstrate an adequate supply of existing public parking available in the downtown core area to support new development.

Future Build Out and Estimated Parking Demand-10 and 20 Years

The City of McCall has developed 10 and 20 year build out scenarios for the study area, depicted in **Figure 4**. This analysis focuses is on the retail/commercial development in the six block downtown core area, assuming that other developments outside the core area would provide parking on-site to support their parking needs. It has also been assumed that parking for residential development will be provided on site by the developer in response to market conditions based on the number of units. The specific mix of the retail, restaurant, and other commercial development is not known at this time. However, for the purposes of this study, the demand has been estimated for two potential scenarios; 1) Retail/commercial development required 1 parking spaces for each 300 square feet of development and 2) Assume 80 percent of retail/commercial development and 20 percent restaurant development, with a higher parking requirement of 1 parking space per 100 square feet. A summary of the retail/commercial development and the estimated parking demand for the six blocks of the downtown area is shown in **Table 9**.

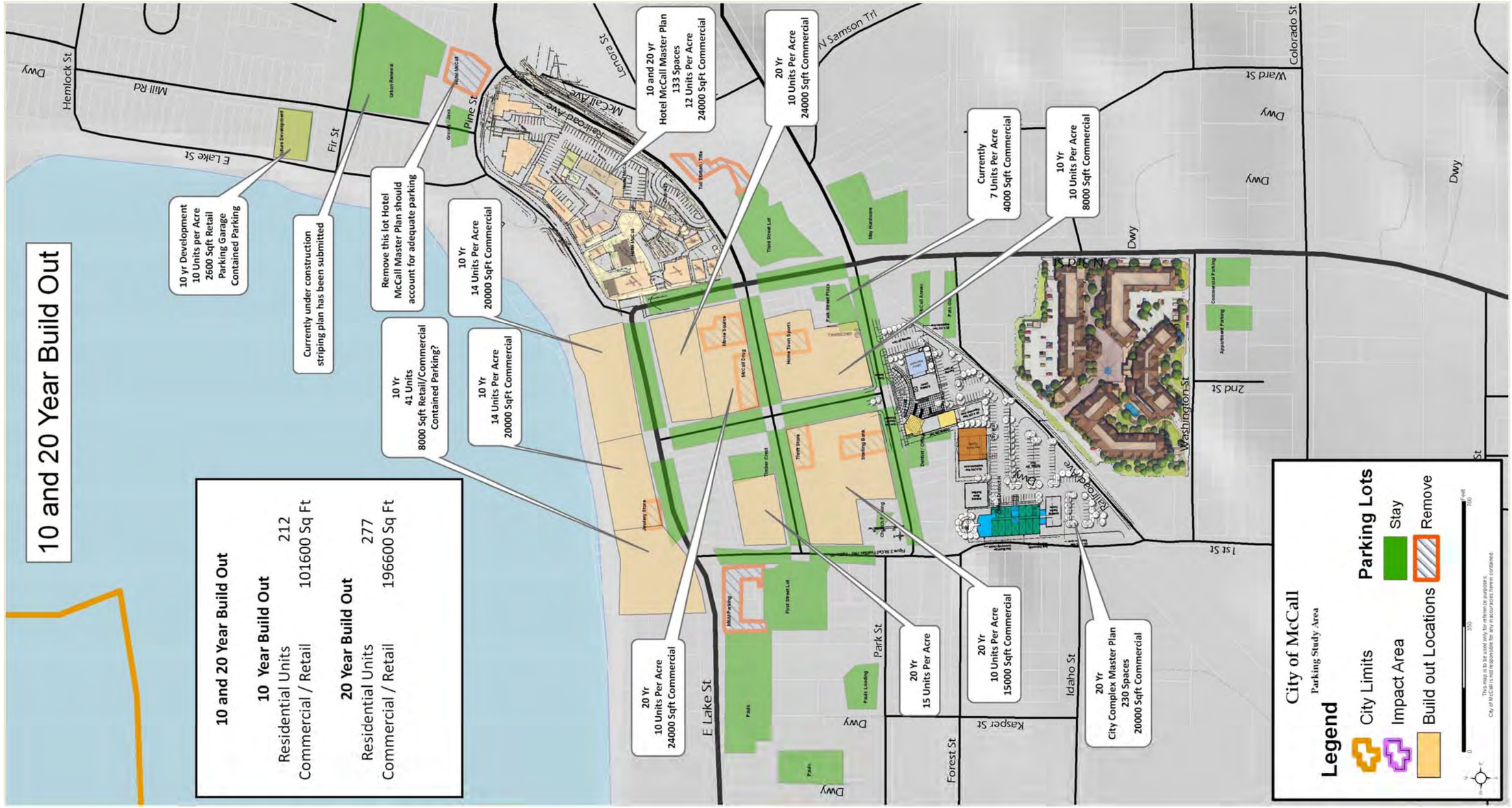


Figure 4: 10 and 20 Year Build Out in Downtown

	Estimated Commercial/Retail Development-SF		Estimated Parking Demand (Spaces) for Retail/Commercial[1]		Estimated Parking Demand-Assume 80% Retail/Commercial and 20% Restaurant[2]	
Block	10 Year Build Out-SF	20 Year Build Out-SF	10 Year	20 year	10 Year	20 year
1B	48,000	48,000	144	144	211	211
1D	0	0	0	0	0	0
1E	0	48,000	0	144	0	211
1F	0	15,000	0	45	0	66
1G	8,000	8,000	24	24	69	35
Totals	**56,000**	**119,000**	**168**	**357**	**280**	**524**

[1]Assume 1 space per 300 square feet
[2]Assume 1 space per 300 SF for retail/commercial and 1 space per 100 SF for restaurant uses
DESMAN Associates

Table 9: Estimated 10 and 20 Year Build Out and Estimated Parking Demand for Commercial/Retail Development in the Downtown Core Area

Approximately 56,000 square feet of commercial/retail development are planned by year 10 and 119,000 square feet by year 20. Parking demand will be 168 spaces for the 10 year build out and 357 spaces for the 20 year build out in the retail/commercial only scenario. For the retail/commercial with the 20% restaurant, the estimated parking demand will be 280 spaces at 10 years and 524 spaces in 20 years. Some reduction in the demand would be expected from shared parking since restaurant use would not peak at the same time as retail/commercial land uses.

Future Parking Availability

In many cases, future development will remove existing uses on a particular block, thereby eliminating the parking demand for those existing uses. It is estimated 243 public parking spaces consisting of on-street and off-street parking will be available for the 10 year build out and 284 spaces for the 20 Year Build Out as shown below in **Table 10.**

Parking	10 Year Build Out	20 Year Build Out
Off-Street		
Capacity	132 Spaces	132 Spaces
Estimated Space Usage[1]	28 Spaces	28 Spaces
Capacity Available	**104 Spaces**	**104 Spaces**
On-Street		
Capacity	224 Spaces	224 Spaces
Existing Space Usage[1]	85 Spaces	44 Spaces
Capacity Available	**139 Spaces**	**180 Spaces**
Total Public Parking Available	**243 Spaces**	**284 Spaces**

[1]Estimated, assuming some reduction in existing usage by removal of existing land uses (buildings), to allow new development to take place.

DESMAN Associates

Table 10: Estimated Future Public Parking Spaces Available in Downtown Core

Comparison of Future Parking Supply and Demand

A comparison of the future parking supply and demand for the commercial/retail development for the two alternatives is shown below:

	Retail/Commercial Only		Retail/Commercial 80% Restaurant 20%	
	10 Year Build Out	20 Year Build Out	10 Year Build Out	20 Year Build Out
Public Parking Supply	243	243	284	284
Less Parking Demand	-168	-357	-280	-524
Surplus/(Shortage)	**75**	**(114)**	**4**	**(240)**

DESMAN Associates

Table 11: Comparison of Future Parking Supply and Demand

The results above indicate sufficient parking in the downtown core area to accommodate the 10 year build out. However, the 20 year build out will result in a parking shortage of 114 to 240 parking spaces depending on the mix of uses. This shortage assumes none of the proposed developments build on-site parking to support the commercial/retail portion of the projects. In reality, even if the zoning ordinance is modified to relax the parking requirements, some developers will exercise the option to provide some on-site parking with their development.

If the City relaxes or eliminates the parking requirements, the community will need to consider adding parking if the 20 year projections materialize. One viable option is to consider

constructing a multi-level parking structure on the First Street surface lot. There are currently 86 parking spaces on the site and a three or four level parking structure on this site could easily provide the required number of parking spaces. Since the 10 and 20 year build out scenarios are projection of new development or redevelopment, it is recommended to revisit the 20 year projections after the 10 years. Also, between the 10 and 20 year development scenarios, the City should consider reserving or acquiring a more central area in one of the blocks for a second small parking structure that would be more convenient to the downtown commercial area.

6. Existing Zoning Code

Parking Stall Sizes and Dimensions

The zoning ordinance provides guidelines for parking stall dimensions and bay sizes. The parking stall width of 9 feet is consistent with current practice for a "one size fits all" standard. In some cases, the parking stall and driving aisle widths exceed the current minimum recommended standards of the National Parking Association Consultants Council and the Urban Land Institute in *The Dimensions of Parking* (4th Edition, 2000). **Table 12** shows a comparison of the McCall zoning ordinance requirements prior to their recent amendment with the minimum standards of *The Dimensions of Parking.* **Table 13** shows the City of McCall's parking code as recently amended and **Table 14** shows the recommended parking standards.

Parking Module	McCall Zoning Ordinance	Minimum Standard as Identified in The Dimensions of Parking
90 degree parking	65 feet	60 feet
60 degree parking-wall to wall	53 feet	52.5 feet
45 degree parking-wall to wall	41 feet	48 feet
Parallel parking	9 feet wide 20 feet long	No recommendation

Table 12: Comparison of McCall' Zoning Ordinance Requirements Prior to Their Recent Amendment with the Minimum Standards Identified By *The Dimensions of Parking*

The City of McCall's parking code was recently amended with the following standards:

If Parking is at:	45 Degrees	60 Degrees	90 Degrees	Parallel
Then the:	**Shall be:**			
Width of Parking[1]	13 feet	10 feet	9 feet[2]	9 feet
Length of Parking Space	15 feet	18 feet	20 feet[2]	23 feet
Aisle Width of Driveway	13 feet	17 feet	25 feet	12 feet

1. Width is measured parallel to the sidewalk or paved street surface.
2. Compact parking spaces shall be 8 feet wide by 16 feet in length.

Table 13: City of McCall's Parking Code as Recently Amended

The following are recommended adjustments to parking stall sizes to meet current standards by *The Dimensions of Parking*.

If Parking is at:	45 Degrees	60 Degrees	90 Degrees	Parallel
Then the:	**Shall be:**			
Width of Parking[1]	13 feet	10 feet	9 feet	8 feet
Length of Parking Space[2]	18 feet	19 feet	18 feet	21 feet
Aisle Width of Driveway	13 feet	15 feet	24 feet	12 feet

1. Width is measured parallel to the sidewalk or paved street surface assuming parking stall 9 feet wide.
2. Vehicle projection perpendicular to wall, except for parallel parking

Table 14: Recommended Parking Standards

Compact Parking Spaces
The current zoning ordinance allows up to 35% of the spaces to be designated as compact parking stalls (8 feet wide by 16 feet long). Such a high allowance runs counter to the increasing size of the American car fleet. In addition, the 8 foot wide stall is too narrow for most users. It is recommended that the use of compact parking stalls 8 feet wide should be allowed for locations in lots or garages where there is not enough space for a standard size stall, such as at the end of parking aisles or near stairs and elevators, with a maximum of 5-10% of the total capacity.

Parking Fee-in-Lieu of Proving On-Site Parking
The current zoning ordinance allows an owner in the Central Business District (CBD) to contribute in-lieu fees to the City's parking lot fund instead of providing parking on-site. This fee is earmarked for the development of public parking in the City. The current in-lieu fee as set by Resolution 08-22 is $20,000, which is based on the cost to provide parking in multi-level parking structure. The advantage of this program is that it allows a developer to contribute a fee if they cannot reasonably provide on-site parking or adjacent parking to meet the zoning ordinance requirements. It also allows more of the site to be developed with income/tax generating uses. The disadvantage is there is no guarantee to the developer or business that the money will be available to build parking within a reasonable time or proximity of the respective property.

The current fee assumes the cost to build structured parking. However, the amount of money needed to develop an effective parking garage is substantial. For instance, a 200 space parking structure could cost as much as $4 million and the accumulated fees might not be sufficient to develop a garage in time for a specific development. Another disadvantage is the fee may discourage smaller businesses from entering the downtown if they do not have options for providing on-site parking. To date, no money has been collected through the in-lieu fee option.

Shared Parking
The current zoning ordinance allows shared parking for two or more uses if the owners can illustrate the "need for parking does not materially overlap, and that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing joint

use." The Urban Land Institute (ULI) has established specific criteria for shared parking applications and recommended factors to use to predict the daily, hourly and seasonal variations for specific land uses.

The incorporation of a summary table showing the ULI's recommendations for these factors should be included to assist developers and the City in evaluating shared parking proposals. The factors in **Table 15** are used to adjust the peak parking demand for different times of the day and for weekdays and weekends. The peak parking demand is multiplied by the appropriate time of day and weekday/weekend factors to find the parking demand.

The percentages shown in **Table 15** represent the expected usage by that Land Use Classification for the days and times noted

General Land Use Classification	Weekdays			Weekends		
	Mid.--7:00 a.m.	7:00 a.m.--6:00 p.m.	6:00 p.m.--Mid.	Mid.--7:00 a.m.	7:00 a.m.--6:00 p.m.	6:00 p.m.--Mid.
Office and industrial	5%	100%	5%	0%	30%	0%
Retail	0%	100%	80%	0%	100%	60%
Residential	100%	85%	100%	100%	85%	100%
Restaurant	50%	70%	100%	45%	70%	100%
Hotel	100%	80%	100%	100%	80%	100%
Cinema/theater	0%	80%	100%	0%	80%	100%

Source: ULI-*Shared Parking, Second Edition, 2005*

Table 15: ULI's Recommended Factors for Shared Parking

7. Downtown Parking Options

Approaches to Downtown Parking

The following are different approaches and combinations to provide downtown parking in McCall:

1. Keep the existing system. This system requires new development to provide parking on-site or off-site with either shared parking agreements or in-lieu fees. Parking minimums are identified in land use/parking tables and can be modified based on actual demand.
2. Create a Business Improvement District, Special Service District or equivalent. If businesses and landowners decide to create a district that contributes to centralized parking improvements and other parking improvements, then the City of McCall could create a parking overlay or use the CBD boundary to exempt the parking requirements.

3. Modify the existing system with a combination of strategies including reduction of the retail/commercial parking requirements in the CBD and/or reduction of the in-lieu fees.

A summary of approaches and the advantages and disadvantages of each are shown in **Table 16** and a narrative is provided below.

Approach	Advantages	Disadvantages
Approach 1-Existing System		
Provide parking according to zoning ordinance, use shared parking agreements, or pay in lieu fee for every parking space not provided. Current fee is $20,000 per space.	• Allows developer to contribute fee if they cannot reasonably provide on-site parking or adjacent parking to meet the zoning ordinance requirements. • Allows more of the site to be developed if using in-lieu fee or shared parking agreement.	• No guarantee to the developer or business that the money will actually be available to build a parking within a reasonable time or location. • Amount of money needed to develop an effective parking garage is substantial. • Cost prohibitive for smaller business wanting to be in downtown that do not have on-site parking.
Approach 2-Business Improvement District, Special Service District, or Equivalent		
Business Improvement District, Special Service Area or District, or Parking Overlay zone	• Contributing businesses benefit from the improvements in the district. • Allows for other improvements in the downtown such as marketing downtown, sidewalks, street lights and signage, etc. • Improved public parking areas exempted from parking requirements so land values are increased with more developable area.	• Requires a majority of the businesses in the district to become members. • Added tax or assessment for downtown businesses. • Parking is not necessarily the only focus of the BID or SSA, because the intent is usually to provide a range of improvements or amenities. • Limited parking benefit if business already provides its own on-site parking, or has public parking nearby to serve its needs.
Approach 3-Reduced Retail/Commercial Parking Requirements in Downtown Core		
Reduce parking requirement in the downtown core area for a specified number of retail/commercial square feet, or eliminating parking requirements for retail/commercial uses.	• Promotes development in the downtown area by reducing or eliminating the parking requirement or fee in lieu payment for retail and commercial uses. • Recognizes the current availability of public parking supply in the downtown area which can be used to support some additional retail and commercial development. • Allows for intense use of downtown land for development.	• Available parking may not be immediately adjacent to the new business or development. • Limited by the number of public parking spaces available in the downtown area.

DESMAN Associates

Table 16: Approaches to Downtown Parking

Paid Parking Option for Downtown Parking

Paid parking programs present an opportunity for a municipality to fund the parking system without relying on other funding mechanisms. The City of McCall's parking system and maintenance is currently funded through the Police and Public Works Department.

Presently, the City of McCall does not charge for public parking. The two-hour time limit for on-street parking in the CBD is intended to promote turnover to ensure parking spaces are open and available and to discourage employees from on-street parking. The time limit parking must be routinely enforced in order to remain an effective parking option. Without proper enforcement, customers and employees will park beyond the posted time limits. Time-limit parking is the most difficult and labor-intensive parking option to enforce as the vehicles must be marked by chalking tires, noting valve-stem placement or logging license plate numbers and routinely checked in order to identify violations.

Pay parking in McCall's downtown will create the following benefits for the City and business community:

1. Encourage turnover of parking spaces for use by downtown business patrons and visitors.
2. Discourage employees/business owners from monopolizing convenient curbside parking.
3. Reduce but does not eliminate the role that parking enforcement plays in encouraging effective utilization and turnover. Generally, parking systems that are dependent solely on parking enforcement, violations, and fines tend to be viewed more negatively then parking systems that employ fee-based incentives.

On-street parking is the most desirable parking alternative in any municipality. Parking occupancy is currently not a problem in downtown McCall but paid parking is a viable option in the Central Business District especially in high use areas. Parking rates, not unlike other types of user fees, should follow the laws of supply and demand.

On-street parking rates should be set at an amount that allows for an adequate number of spaces to be available at all times. Because on-street parking occupancy is currently not at critical levels in downtown McCall, a reasonable rate should be charged. As the City expands, rates must be kept at a level to ensure spots are available. Setting the rate too high will cause people to park elsewhere while setting the rates too low will result in traffic congestion. The goal is to set the rates so a few parking spaces are available for convenient parking. Based on rate surveys of nearby and similar communities, it is recommended that a rate of $1.00 per hour be implemented. This rate is similar to Boise and other resort communities and reflects demand in the high use area. The surveyed hourly rates of nearby and similar areas are noted in **Table 17**.

City, State	Hourly parking rate
Boise, ID	$1.00
Park City, UT	$1.00
Truckee, CA	$1.00
Aspen, CO	$2.00

Table 17: Hourly Parking Rates in Similar Area Cities

Most cities and private parking operators incorporate proven technologies to accept payments. These payment technologies are efficient and allow operations to become more streamlined, cost efficient and more user-friendly for both the operator and customer.

For the on-street areas where paid parking is implemented, The City of McCall has two options for collecting parking fees:

1. Single Space Meters
2. Multi-Space Meters

Single space meters as shown in **Figure 5** have been in use for over 70 years and are the most common type of parking meters. While newer electronic versions of these meters are now capable of accepting credit cards and rechargeable smart cards, the majority still accept only coins as payment. Single space meters can be mounted as a single-head meter on a single pole or as a double-head meter on a single pole. A double-head meter is placed between two parking stalls with each meter serving a stall. In McCall's CBD, it is estimated approximately 200 parking meters would be needed if installed for all spaces in the downtown core area. The cost per meter installed (including poles and signage) is $600.00 so the total estimated cost of purchasing single space meters is approximately $120,000. Due to the high number of individual units, a supply of spare parts must be maintained to ensure meters are operating properly.

Unlike the older mechanical meters, electronic meters are easy to service. Electronic meters require periodic battery changes (annually in most cases.) Instead of repairing mechanical parts, electronic meter maintenance is performed by replacing the modular plug. Many users of electronic parking meters enter into service contracts.

Figure 5: Electronic Single-Space Parking Meter

Several companies manufacture electronic single-space parking meters. Among the best known are:

Duncan Solutions
633 W. Wisconsin Avenue, Suite 1600
Milwaukee, Wisconsin 53203
Phone: 877-577-3632

MacKay Meters
696 Hickey Mtn. Loop
London, Arkansas 72847
Phone: 479-293-4259

P.O.M. Incorporated
P.O. Box 430/200 S. Elmira (SR 331S) Ave.
Russellville, Arkansas 72811
Phone: 479-968-2880

Multi-space parking meters as shown in **Figure 6** have several major advantages over single space meters. The payment options include cash, credit cards, smart cards, and tokens. The primary advantage of the multi-space parking meter is one meter replaces 10 to 20 traditional single space meters. This creates less clutter on the sidewalk and less of a nuisance for snow removal. Multi-space meters also provide a full audit trail of all transactions. In more sophisticated installations, multi-space parking meters send messages to a host computer that

performs diagnostics of each device and displays its financial and supply status in real time. With fewer units, the operating components are modular and interchangeable, meaning maintenance efforts are minimized. The cost of each meter, depending on type and features, ranges between $10,000 and $15,000. Most major manufacturers offer solar powered units which require nothing more than the unit being bolted to the ground.

The advantage of the multi-space meters is that no modifications of existing parking areas are required, meaning parking areas do not need to be reconfigured, poles do not need to be set and minimal signage is required. Pay-and-display systems are used by numerous on-street parking operations throughout the world with great success. The user obtains a receipt from the unit that displays the date, amount paid, and expiration time.

Figure 6: Solar Powered Multi-Space Parking Meter in an On-Street Application

The best known manufacturers of multi-space meters are:

Cale Meters
21925 Highway 19N
Clearwater, FL 33765
Phone: 727-724-1800

Digital Payment Technologies
4105 Grandview Highway
Burnaby, BC
Canada V5C 6B4
Phone: 888-687-6822

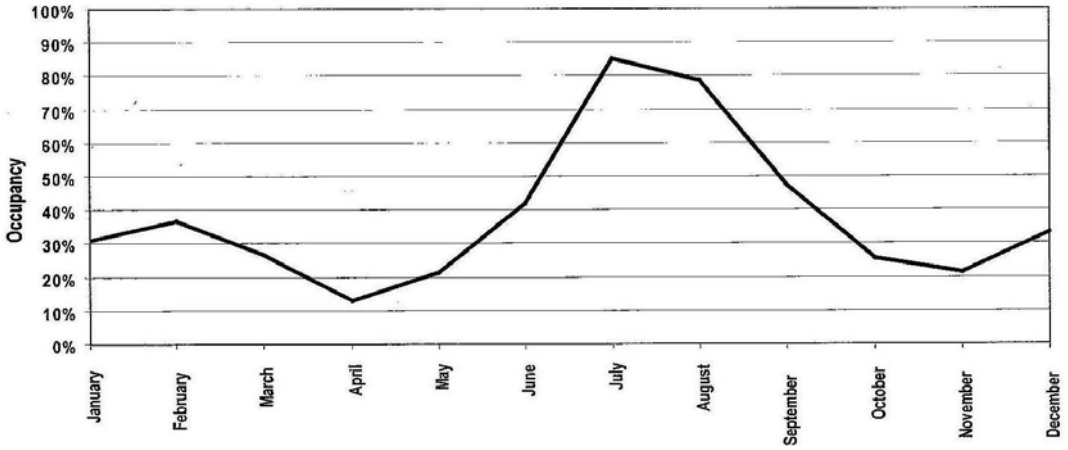
Parkeon
40 Twosome Drive, Suite 7
Moorestown, NJ 08057
Phone: 856-235-7801

When a paid parking program is introduced or when parking rates are increased in an existing program, communicating and educating the parking customers and local businesses is critical. New programs should begin with an introductory period, usually for one or two weeks, after the parking meters are installed. To allow parking customers to notice the meters with the idea they will soon be required to pay for on-street parking. Fliers can be placed on cars during this period to explain the upcoming paid parking program, rates, benefits and contact information. The staff members responsible for distributing fliers should also be available to act as ambassadors of the parking program. After the introductory period, an additional one-week grace period will allow customers to become familiar with the new meters and rules without penalty. During this period, parking enforcement should issue warnings instead of parking citations.

Prior to implementation of the parking program, the City should notify the public and businesses through various means such as print, radio, television and the City's website.

Estimated On-Street Parking Usage
With limited on-street data for downtown McCall, this study relied on the August on-street parking count data to estimate the patronage for the peak month. The usage for the other months was estimated based on the monthly hotel occupancy data from the 2007 McCall Area Comprehensive Plan normalized for August as 100 percent. The monthly hotel occupancy data is shown below and the estimated on-street parking usage by month is shown in **Table 18.**

Hotel Occupancy by Month



Estimated on-street Parking Usage by Month

Month	Monthly Factor[1]	Estimated Weekday Average Hourly Occupancy	Estimated Average Weekday Parking Hours Assuming 8 Hours per Day	Estimated Saturday Average Hourly Occupancy	Estimated Average Saturday Parking Hours Assuming 8 Hours per Day
January	37%	25	201	27	219
February	44%	30	239	33	260
March	29%	20	158	21	172
April	18%	12	98	13	107
May	25%	17	136	19	148
June	49%	33	267	36	290
July	100%	68	544	74	592
August	92%	63	500	68	545
September	56%	38	305	41	332
October	29%	20	158	21	172
November	25%	17	136	19	148
December	39%	27	212	29	231
		Daily Average Hours Used	246		268
		Estimated Occupied Hours Per Year			

Estimated Annual Occupied Hours for On-Street Parking in Downtown Core

Weekday-260 days per year x 246 average hours per day=	63,960	
Saturday-52 days x 268 average hours per day=	13,936	
Total	77,896	hours

[1] Based on average hotel occupancy-per Table 24 in McCall Area Comprehensive P Plan (2007

Table 18: Estimated Hotel Occupancy and On-Street Parking Usage by Month in Downtown Core Area

Estimated On-Street Revenue and Expenses

Based on estimated on-street usage depicted in **Table 18**, a calculation of the estimated annual revenue potentially generated by implementing an on-street payment system in the Downtown Business District was completed. Annual revenue, as shown in **Table 19,** is estimated as follows assuming the City of McCall wishes to charge for parking seven days a week.

Day	Occupied hours per year	Rate	Estimated Revenue
Weekdays	63,960	$1.00	$63,960
Saturday	13,930	$1.00	$13,930
Sunday*	9,287	$1.00	$9,287
TOTAL	**87,177**	**---**	**$87,177**

*Sunday occupancy data was not provided to DESMAN for this study. It is assumed that Sunday occupancy is two-thirds of Saturday.

Table 19: Estimated On-Street Parking Revenue

To properly implement a multi-space meter program in McCall's CBD, it is estimated that 26 multi-space meters would be required to adequately provide convenient payment locations for on-street parking customers. Factoring an average cost of $12,500 per meter, the total equipment cost would be $325,000 (26 meters x $12,500). **Table 20** summarizes the estimated purchase of solar powered multi-space parking meters, installation and operating cost for a five-year period.

Year	Estimated Cost	Cost Assumptions
1	$361,000	$1,000 installation per meter. $10,000 for signage and public education
2	$5,000	1 year equipment warranty. Assumed costs for general cleaning and upkeep.
3	$16,250	Assumes 5% annual maintenance cost based on original purchase price
4	$32,500	Assumes 10% annual maintenance cost based on original purchase price
5	$48,750	Assumes 15% annual maintenance cost based on original purchase price
Total 5 yr. cost	**$463,500**	

Assumes equipment replacement after seven years.

Table 20: Estimated 5-Year Cost of Multi-Space Parking Meters

Assuming no rate adjustments and the occupied hours per year would not change, the five year revenue would total $435,885 (5 years x $87,177), which is short of justifying the installation of a pay and display metered parking system, but sufficient revenue to fund a single meter program.

Providing the same analysis for electronic single-space meters that would accept rechargeable smart cards and coins for payment, **Table 21** summarizes the estimated purchase of the meters, installation and operating cost for a five year period. As single space meters have far fewer components than multi-space meters, lower operating cost, and longer average operating life.

Year	Estimated Cost	Cost Assumptions
1	$130,000	$600 per meter installed. $10,000 for additional signage and public education
2	$2,000	1 year equipment warranty. Assumed costs for general cleaning and upkeep.
3	$3,600	Assumes 3% annual maintenance cost based on original purchase price
4	$7,200	Assumes 6% annual maintenance cost based on original purchase price
5	$10,800	Assumes 9% annual maintenance cost based on original purchase price
Total 5 yr. cost	**$153,600**	

Assumes equipment replacement after twelve years.

Table 21: Estimated 5-Year Cost of Single-Space Parking Meters

Assuming there are no rate adjustments and the occupied hours per year remain the same, the estimated five-year revenue would be $435,885. The generated revenue would pay for the single space meter system in approximately two years.

The above expenses do not factor in the cost of parking enforcement or an automated ticket issuance and management system for parking enforcement discussed in Section 8.

Opportunities for Increased On-Street Parking

Downtown McCall has limited opportunities for increasing the on-street parking supply. The location where the right-of-way has sufficient width to permit angled parking on one or two sides of the street would increase on-street parking opportunities. On-street angled parking is more efficient than parallel parking, resulting in as much as a 100% increase in capacity for a corresponding length of street. In most cases, the increase is usually less as you must account for driveways, fire hydrants and other restrictions, which reduces spaces. Pedestrian safety is a concern with front in angled parking.

For a two way street, the minimum curb to curb dimension for angled parking is 58 feet for two 11 foot wide driving lanes and angled parking on each side of the street. The overall right-of-way also includes a sidewalk on both sides of the street. With angled parking the vehicle will overhang the curb as much as two feet or more depending on the parking angle. McCall's adopted road standards and McCall Area Comprehensive Plan (2007) requires a right-of-way width of 80 feet for angled parking on both sides of the street. **Figure 7** shows a street cross section with an 80 foot ROW, two 10-11 foot travel lanes, angled parking on both sides of the street and a 9-10 foot wide sidewalk on both sides of the street.

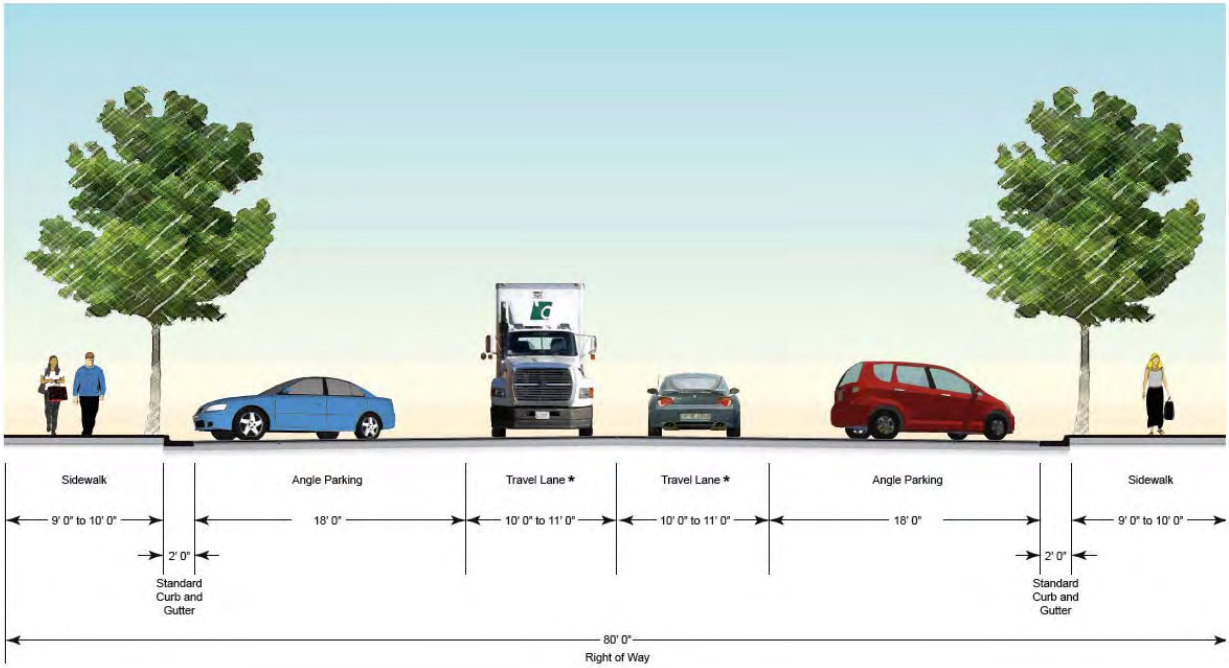


Figure 7: Street Cross Section with Angled Parking from McCall Area Comprehensive Plan (2007)

Ideal locations for angled parking are local or collector streets with low volume traffic. The Idaho Transportation Department (ITD) does not allow angled parking on state routes, which includes Highway 55 (Lake Street and 3rd Street.)

Depending on the goals of the community, angled parking on both sides of the street may maximize parking opportunities but may not be the ideal street section to accommodate all users.

Table 22 shows a summary of approximate right-of-widths of streets in the study area with existing conditions and suggested sections.

80' ROW	Existing	Adequate ROW	Suggested
3rd Street	Varies- sidewalk width, parking, turn lanes, on-street parking.	Yes	Adopted street section for 80 ft. section (10 ft. sidewalks, parallel parking, travel lanes, left turn lane & bike lanes.
Roosevelt St.	11 ft. travel lanes and 5 ft. bike lane on the west side of the street only. 8 ft. sidewalk in certain locations with parallel parking on the west side.	Yes	Ideal to have bike lanes on both side of the street with continuing sidewalk. Formalize parallel parking areas on the

			street.
Fir St.	Undeveloped gravel ROW used a boat launch area to the west and parking area for Alpine Playhouse.	Yes	Street sections should be developed with public process. The URA parking lot and circulation will determine section.
60 ROW	**Existing**	**Adequate ROW**	**Suggested**
Lenora Street	Parallel parking on both sides of the street	Yes	
Park Street	Parallel parking on both sides of the street.	Yes	
Colorado St.	Commercial/residential street with travel lanes, no pedestrian improvements, inadequate shoulder for parallel parking.	Yes	1. Improve shoulder on south side for parking in commercial portion of the street. 2. One-way street (westbound) with parking and stripped bike lane. 3. Eventually improve street w/sidewalks, bike lanes, travel lanes to City standard.
2nd Street- 63 ft.	Angled parking both sides of the street. Sidewalks vary in width and condition, 2 travel lanes. ROW is too narrow for safe angled parking.	No	Keep existing configuration until the road/sidewalk is reconstructed then move to parallel parking.
50' or less ROW	**Existing**	**Adequate ROW**	**Suggested**
1st Street			
Lake Street- 48 ft.	ROW varies but generally 48 ft. in downtown. Disconnected sidewalks or no sidewalks with travel lanes. On-street parallel parking from 3rd St. to 1st.	No	Keep existing parallel parking situation. Require left turn lane in front of Paul's Market.
Railroad Ave. (between City Hall & Alpine Village)	20 ft. ROW undeveloped surface, no parking	No	No parking on this narrow street.
1st Street	Angled parking in front of Huckleberry Health Food Store	No	Only allow parallel parking on the east

	and parallel parking on east side of the street to Lake Street. Narrow and disconnected sidewalks		side of the street from Lake St. to Park St. No on-street parking for the other portions of the street given the constrained ROW and topography.

Table 22: Streets in Study Area with Existing and Suggested Street Sections.

Timbercrest Garage

The Timbercrest Garage, located on Lenora Street between 1st Street and 2nd Street, has available capacity to serve the parking needs of the ice rink and downtown. The garage has 46 parking stalls on two levels. City Staff is researching the ownership and intended users of the garage. However, signage indicates that the lower section, entered from the alley, is available to ice rink patrons. An inspection of this area revealed two issues that require attention:

1. Poor signage - Signage shown in **Figure 8** directing patrons to the parking garage located on 2nd Street is poorly placed and does not have sufficient contrast with black letters on a black arch that spans the alley.

DESMAN Associates

Figure 8: Parking Sign to Timbercrest Garage

2. Storage and Debris in Garage – **Figures 9 and 10** illustrate that the garage is not completed and that construction equipment remains in the garage. The floor of the garage was also witnessed to have construction debris on it, which included nails and screws.

DESMAN Associates

Figure 9: Lower Level of Timbercrest Garage

DESMAN Associates

Figure 10: Lower Level of Timbercrest Garage

The roof of the garage is accessed directly off of Lenora Street and is designed with a snow melt system. This level is currently not plowed and not available for use in the winter. However, once the snow melt system becomes active, the roof should remain dry and snow-free during the winter months. This location is centrally situated downtown and has the potential of being an asset to the parking situation by satisfying the parking shortage for the ice rink and other businesses on the street. As of October 2009**,** there were no financial guarantees to finish the garage.

8. Downtown Snow Removal and Parking

The City of McCall's Public Works Department is responsible for the removal of snow on City streets and from the public parking lots. Currently, snow is moved with large front-end loaders to designated snow storage areas located in public parking lots. The City of McCall averages about 200 inches of snowfall in a season so the mounds of snow stored in these areas do not melt until late spring. The Public Works Department estimated an average of 45 snow events each season that warrants major snow clearing operations.

In the winter months, the City does not allow on-street parking between 3:00am and 7:00am to ensure streets can be cleared of snow with no obstructions. The Public Works Department indicated the following snow removal issues need to be addressed:

- When clearing snow during the day, the angled parking on 2nd Street between Park and Lake Streets creates too narrow of a road to safely clear snow.
- Snow storage areas should be created in every neighborhood.
- In the downtown area, many people clear snow from sidewalks by blowing snow onto streets after the streets have already been cleared.
- A parking solution on Colorado Street needs to be determined for snow removal and road integrity purposes.
- If the First Street lot is to remain a snow storage facility, it should remain gravel lot another pervious material to absorb the water as the snow melts**.**

While parking occupancy is currently not an issue, especially in the winter months, the City would like to proactively seek alternatives to using public parking lots for snow storage. Among the ideas presented were:

- Designate new areas for snow storage that are not prime public parking areas.
- Melt the snow using a snow-melter.
- Truck the snow from the streets in the Central Business District to the City's future Riverfront Park, which is located about ½ mile southwest of downtown.

The Public Works Department calculated the estimated costs of the three options associated with the current snow removal operations in the CBD plus 1st Street and Lake Street as is shown in **Table 23.**

Option	Assumptions	Cost per snow event	Avg. # of snow events	Additional charges	Total cost per season
City Plows (current)	Only in CBD area, 4 loaders (3 hours), 2 graters (.5 hours), fuel, personnel	$960	45	N/A	$43,200
Designating New Areas	Would need to acquire land	unknown	45	unknown	unknown
Melting Snow	60 gallons of fuel/hour for 17 hours per event ($4.00 per gallon)	$4080[1]	45	$35,000[2]	$261,800[3]
Trucking Snow	7,000 cubic yards – 6" snow. $30 per load.	$15,000[4]	45	N/A	$675,000

1. Cost of fuel to run snow melter.
2. Seasonal rental cost of snow melter for 4 months. Cost to purchase snow melter (Snow Dragon SND900) has been quoted by McCall Public Works at $198,500.
3 Includes $43,200 City plowing cost which would still be required for this option. Cost of seasonal employee to operate snow melter is not included.
4. Based on 7000 cubic yards of snow hauled per snow event – 500 loads at $30 per load.

Table 23: Snow Removal Options and Costs

The options of melting snow or hauling snow by truck are significantly more expensive than the current system. Based on this information and the fact that the downtown area is not built out, new additional areas should be identified and acquired, if necessary, for snow storage in the future. The large gravel parking area on the south side of City Hall currently has a permeable surface and enough room to designate a portion of the area as snow storage while designating a portion for parking.

9. Other Issues

Boat and Snowmobile Trailer Parking
Boat and snowmobile trailer parking were identified as creating issues in the areas around the marina on the northeast part of the City. In 2008, the Urban Renewal Agency built a parking lot on Mill Road and Fir Street. This lot contains 147 parking stalls able to accommodate vehicles with trailers.

Most people supported the idea of providing one-day trailer parking in the Urban Renewal lot and providing long-term parking in remote location that will not impact the parking demand in this location.

Signage and Graphics

Wayfinding Signs

McCall currently does not have adequate signage to guide visitors to the public parking areas. Wayfinding is an important tool to direct patrons to parking areas and to inform them of parking regulations. A good wayfinding package ensures visitors can easily find their destination and reduces the chance of people getting lost and frustrated. While minimizing the downtown signage is a desire, additional wayfinding signage should be added to assist visitors to find the public parking areas. Signs should be placed at key access points without disrupting the charm of the city.

Wayfinding signs, like the example shown in **Figure 11**, must be both aesthetically pleasing and functional. The signs must be easy to read, even from a distance, and clearly indicate the best direction in which to access parking areas and other landmarks.

Figure 11: Sample of Wayfinding Sign

The public parking lots are marked with signs at their entrances, a sample of which is shown in **Figure 12**, these signs are attractive at the parking lot entrances but do not help direct people to parking areas. Installing additional signs like the one below and placing them at key access points in the city, will more easily direct motorists to convenient parking.

DESMAN Associates

Figure 12: Existing Parking Lot Sign

Sign graphics and lettering should be easily read from a distance. The general rule is for every inch of font size, it can be read from 50 feet. For example, a letter 5 inches tall can be read from 250 feet. The bigger the characters, the easier the sign is to read and the characters must contrast with the background. The sign above is a good example of an easy to read sign.

Regulatory Signs

During the stakeholder interviews, a number of individuals expressed that the current parking regulatory signage is not adequate and confusing for first time visitors. For example, the areas with two hour time limits for on-street parking, the signs are located at the end of each block as is shown in **Figure 13**. Another sign in the middle of each block would make the signs more visible.

DESMAN Associates

Figure 13: 2-Hour Parking Sign

Downtown Pedestrian Access

In the public meetings, several groups indicated pedestrian access in downtown is inadequate. Sidewalks in the downtown area are not continuous and some streets lack sidewalks, forcing pedestrians to walk in the streets or on unpaved areas. To create a vibrant and walkable community, safe and consistent pedestrian access is a critical component. From a parking standpoint, linking private and public parking areas with the main pedestrian access corridors is important to help create a pleasant walkable environment. This will promote the action of parking vehicles and walking rather than driving to each business in the downtown.

Existing Sidewalks and Potential New Sidewalks

As mentioned before, the discussion to create a "vibrant, walkable downtown" was a common topic in stakeholder meetings and the current disjointed character of the downtown pedestrian sidewalk system was identified as an issue. **Figure 14** shows the existing sidewalk locations and the sidewalk width showing no consistency in sidewalk widths (varying from 10 feet to 4 feet). **Figure 15** shows the locations without sidewalks like Park Street, 3rd Street and Lenora Street that have poor sidewalk connectivity.

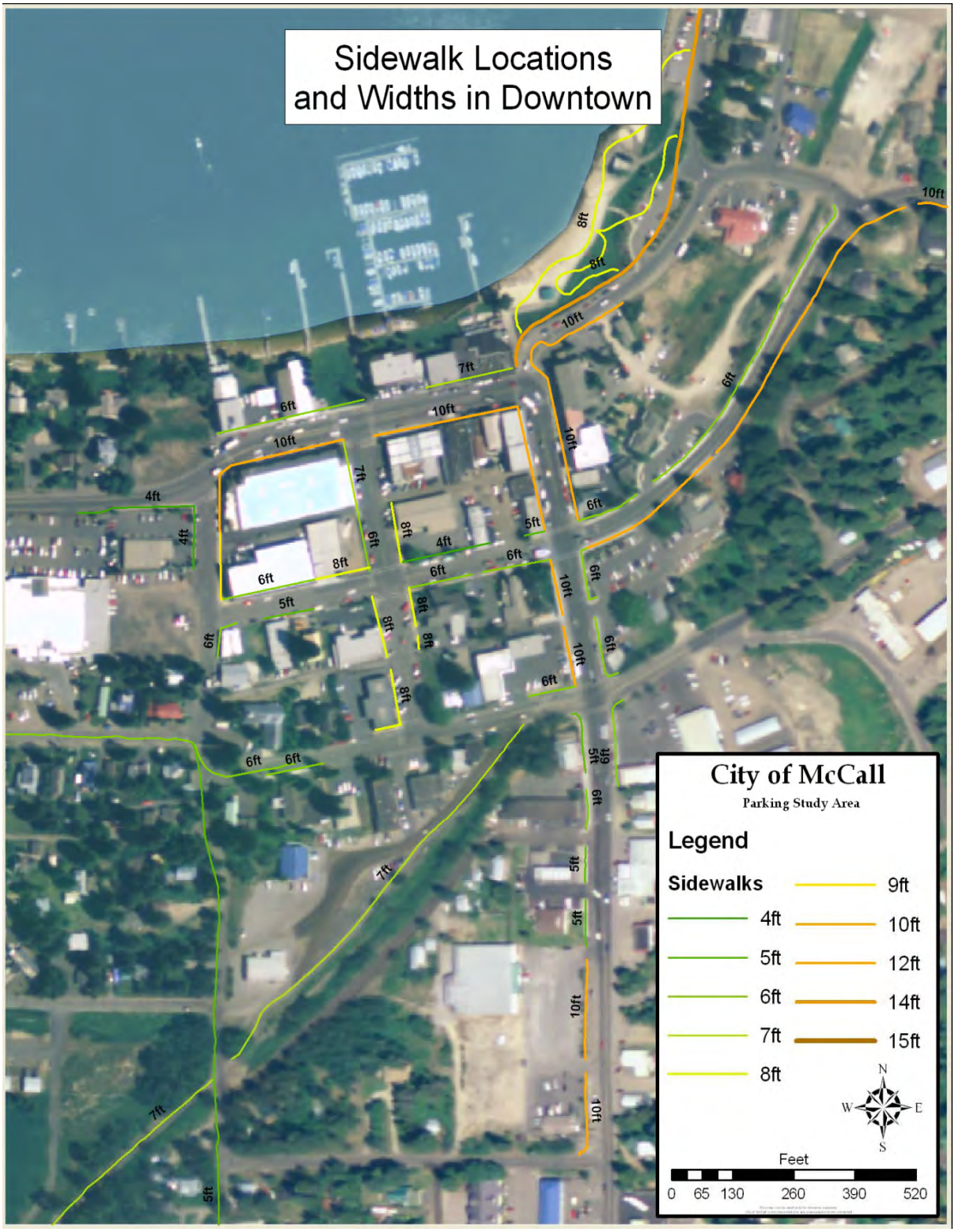


Figure 14: Sidewalk Locations and Widths in the Study Area

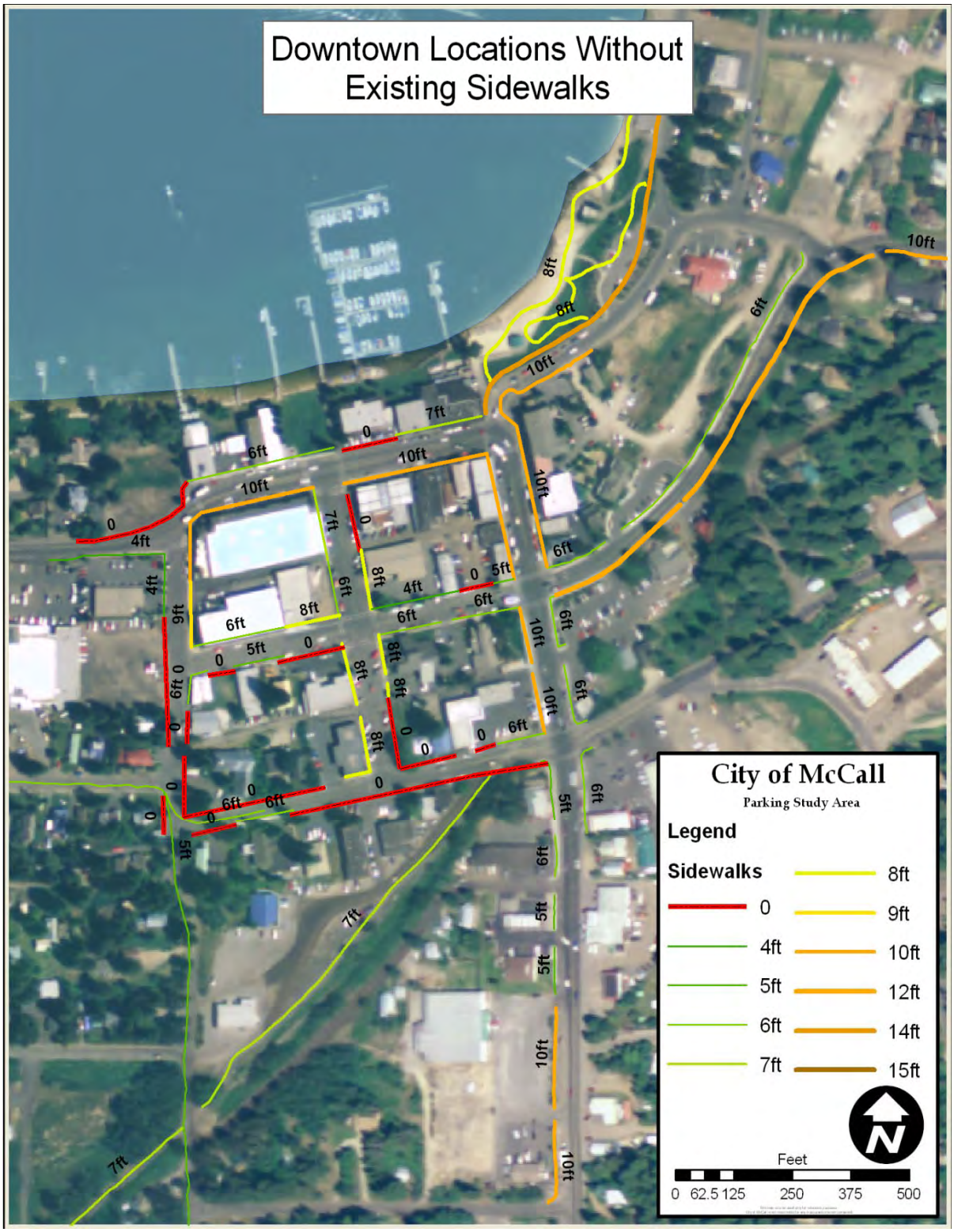


Figure 15: Locations without Sidewalks in the Study Area

Parking Enforcement

Enforcement

Parking enforcement is one component of the parking system. Consistent enforcement is needed to discourage long-term parking in two-hour areas to ensure spaces are available for short-term parking by visitors and tourists.

Parking enforcement is performed by two Code Enforcement Officers who also perform other code enforcement duties. As a result, parking enforcement is only completed when he/she is on duty and when he/she is not performing non-parking related duties. In the past, there has been only one code enforcement officer and the sporadic nature of the enforcement resulted in people risking a citation knowing their chances of receiving a citation were minimal.

During the stakeholder meetings, several individuals expressed concern about people parking illegally on private driveways. This is particularly problematic on Colorado Street and on Mill Street in the summer. Enforcement on private property is up to the property owner who should contact the City of McCall Police Department in order to understand what rights they have as a property owner. It would also be helpful to explore the following options:

- A local police department or parking enforcement unit may cite vehicles on private property as long as they have permission from the property owner even without parking and tow signs are posted.
- In some municipalities, if a sign is posted with the name and phone number of a towing company, a private property owner may have the vehicle towed by that towing company.

The parking citations issued by the City of McCall Police Department are currently hand-written. This can be labor intensive because it requires personnel to manually input and track citations. The national trend is to transition from handwritten parking citations to handheld ticket issuance technology. The latest generations of these devices are small lightweight (PDA style) machines that each enforcement officer carries for automated ticket writing. Implementing handheld ticket-writing technology greatly benefits a parking program for the following reasons:

- Improve productivity
- Provide a less labor intensive ticket issuing system
- City has the ability to identify areas where parking rules are more commonly broken.
- Track productivity of enforcement officers.
- Increase parking fine collection rates.
- Citation information is automatically transferred to the management database rather than manually entered, saving labor and time.
- Identify vehicles that are routinely cited for parking violations.

Information for each vehicle issued a warning or citation is entered into the handheld device resulting in a warning or citation being dispensed automatically. At the end of each patrol shift, each officer downloads their device into a personal computer. This information is then assigned the correct owners' names based on the license plate numbers recorded, and for any unpaid

citations, late notices are generated by the system on predetermined dates from the initial date of issuance.

This technology allows for enforcement officers to track how many warnings or citations a vehicle has been issued. In the event a citation is issued only after a vehicle has received a pre-determined number of warnings, the handheld can notify the officer as to how many times the vehicle has been previously cited so that appropriate action can be taken.

This technology will allow the City of McCall to accurately track individuals who attempt to circumvent parking regulations by parking their vehicle in a different space or zone to comply with posted time limit parking regulations. Parking enforcement officers input vehicle license plate numbers of each parked vehicle during the course of patrol. After the initial patrol and every patrol thereafter, this information would be available to each officer's handheld device using real time wireless communication. As a result, if a vehicle is found in another space or zone after being parked at another location, this information is made available to the officer for citation purposes. Handheld ticket issuing devices would also provide the City with information regarding the performance of the parking enforcement staff.

Samples of three different styles of these devices are shown in **Figure 16**.

There are many manufacturers who are capable of providing this type of system and are listed on the International Parking Institute's Website at www.parking.org. The systems range from simple handheld devices to devices that are also capable of capturing the image of an automobile's license plate for court for verification purposes.

Handheld enforcement systems also include the software. The capability of the software system can range based on the needs of the specific user and can also be customized to meet the municipality's needs. The costs of these systems vary based on the system and level of customization requested. Some cities opt for a lease purchase of this system to lessen the impact on their operating budget.

If the City of McCall were to purchase this type of system, it is recommended that three (3) handhelds be purchased. This will allow for two to be used at any given time and allow for a spare and immediate replacement of a malfunctioning unit. The cost of this system, which includes the handheld units, printers, docking stations and management software will most likely range from $40,000 to $100,000 based on the level of equipment and software desired.

The City of McCall has a relatively small parking operation, and receives about $7,000 per year in citation revenue so a complex system is unnecessary. The City should consider this technology as a means to streamline the parking enforcement program. The cost will be affected by numerous factors including the ability to interface with State and County software systems for vehicle ownership identification. Pricing will also be dependent on the level of communication to be real-time wireless devices that communicate all citation data back to the main terminal at the time of issuance. This allows citation holders to make a payment at the office with all information already in the system before the officer ends his or her shift and downloads data for

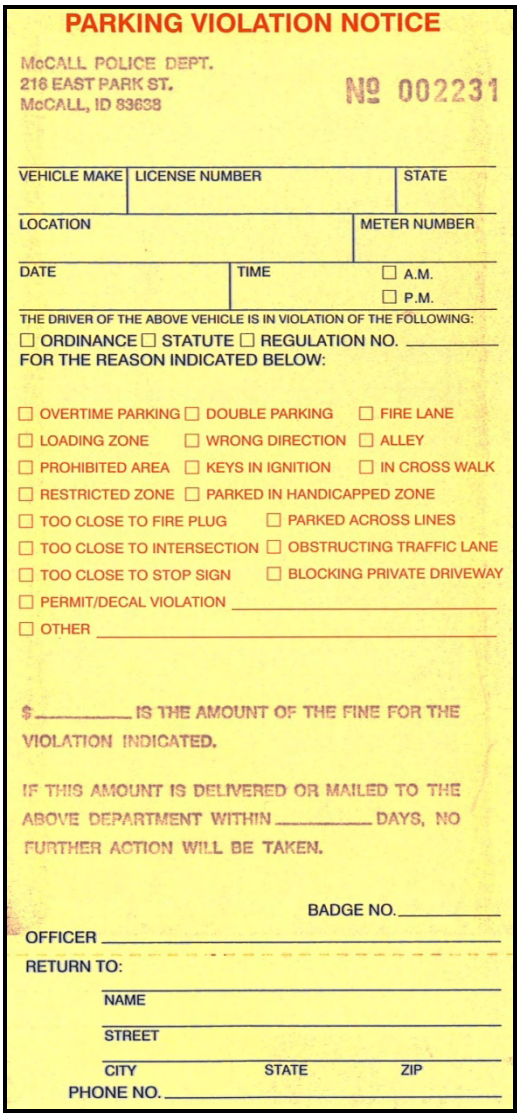
processing. The automated system saves labor in the field and on the administrative side, which ultimately results in cost savings over time.

Figure 16: Sample of Typical Handheld Enforcement Devices.

Violations/Fine Structure

Defined parking violations must encompass all possible violations that may be encountered within a specific area in a way that alleviates doubt for both the parking personnel and parking customer. If policy is unclear, more citations will be appealed. Parking violations as defined by the City's Police Department and reflected on the City of McCall parking citation in **Figure 17**, are adequate for proper parking enforcement.

Fine amounts of $30 for general violations and $50 for handicapped violations are adequately set to act as appropriate deterrents for anyone trying to intentionally violate a parking regulation.



PARKING VIOLATION NOTICE

McCALL POLICE DEPT.
216 EAST PARK ST.
McCALL, ID 83638

№ 002231

VEHICLE MAKE | LICENSE NUMBER | STATE

LOCATION | METER NUMBER

DATE | TIME | ☐ A.M. ☐ P.M.

THE DRIVER OF THE ABOVE VEHICLE IS IN VIOLATION OF THE FOLLOWING:

☐ ORDINANCE ☐ STATUTE ☐ REGULATION NO. _____
FOR THE REASON INDICATED BELOW:

☐ OVERTIME PARKING ☐ DOUBLE PARKING ☐ FIRE LANE
☐ LOADING ZONE ☐ WRONG DIRECTION ☐ ALLEY
☐ PROHIBITED AREA ☐ KEYS IN IGNITION ☐ IN CROSS WALK
☐ RESTRICTED ZONE ☐ PARKED IN HANDICAPPED ZONE
☐ TOO CLOSE TO FIRE PLUG ☐ PARKED ACROSS LINES
☐ TOO CLOSE TO INTERSECTION ☐ OBSTRUCTING TRAFFIC LANE
☐ TOO CLOSE TO STOP SIGN ☐ BLOCKING PRIVATE DRIVEWAY
☐ PERMIT/DECAL VIOLATION _____
☐ OTHER _____

$_____ IS THE AMOUNT OF THE FINE FOR THE VIOLATION INDICATED.

IF THIS AMOUNT IS DELIVERED OR MAILED TO THE ABOVE DEPARTMENT WITHIN _____ DAYS, NO FURTHER ACTION WILL BE TAKEN.

BADGE NO. _____

OFFICER _____

RETURN TO:

NAME

STREET

CITY STATE ZIP

PHONE NO. _____

Figure 17: City of McCall Parking Citation Showing Violation Types

Booting / Towing

The City of McCall does not have a booting or towing program for repeat offenders or for users with unpaid parking violations. There is no apparent need for this sort of program at this time but may become necessary in the future. When parking availability is not an issue, a booted vehicle sends a message to the public that scofflaws are taken seriously and dealt with accordingly. Typically, parking programs boot after a vehicle accumulates a number of warnings, unpaid parking citations, or reaches a specified dollar amount of unpaid fines.

Towing is required in extreme circumstances or when parking space is very limited. A city generally enters into an agreement with a local towing company to provide towing services. Any tow must be authorized and approved by authorized city representatives in advance. Any fees associated with the actual tow are paid by the customer directly to the towing company;

however, the towing company should not allow to release the vehicle until all unpaid fines or fees (if applicable) are paid to the city. An additional release fee may be charged to cover the labor costs associated with the tow. Adopted procedures need to establish the towing criteria and associated fees. Immobilizing or booting cars are considered a reasonable alternative to towing.

Colorado Street

Colorado Street, which contains both commercial and residential zoning, is located on the southern edge of the study area. The street contains destinations such as the Common Ground Café and the Salmon River Brewery. **Figure 18** shows Colorado Street looking west from 3rd Street. These popular commercial establishments have created some parking issues that spill onto the residential portion of Colorado Street. The brewery, for example, was required to provide eight parking stalls on its property, which has proven to be inadequate to meet the typical on-site parking demand. Patrons of these businesses currently parallel park along both sides of Colorado Street, the street is narrow and not designed to accommodate on-street parking resulting in safety and noise related issues.

DESMAN Associates

Figure 18: Colorado Street in Front of the Salmon River Brewery

In a discussion with residents and business owners on Colorado Street, the following issues were identified:

- The City needs to survey the Colorado Street right-of-way.
- Residential driveways are sometimes blocked and used as turn-around areas.
- There are no sidewalks forcing pedestrians to walk in the roadway.
- Future development in area will only increase parking and traffic problem.
- School buses use Colorado Street to access the high school where other routes may be better and safer such as Stibnite Street and Mission Street.

Since the original discussions, City staff has been working with residents and businesses to resolve the parking issue on Colorado Street. The City Council held a specific work session to listen to residents and business owners.

Sight Distance at Intersections
Sight distances for vehicles needing to turn onto another street was an issue commonly identified during the site visit. The intersection of 3rd Street and Lenora Street was identified as a dangerous intersection in which it is difficult to see oncoming traffic. A review of this intersection revealed the on-street parking on the east side of 3rd Street was located within twenty feet of the intersection. The vehicles parked in this location block the view of vehicles attempting to turn onto 3rd Street.

Other cities with this issue have adopted requirements limiting how close vehicles may park to intersections, typically from 20 to 30 feet. The City of Hermosa Beach, California adopted a resolution restricting any vehicle six feet or more in height from parking within 100 feet of an intersection.

Parking Management
There are some telltale signs of a poorly crafted management structure characterized by the parking system's inability to:

- Meet basic performance objectives
- Portray a good public image
- Respond to the user groups it serves
- Understand and apply large parking management strategies

Conversely, well crafted parking management structures most often have the ability to perform the following:

- Establish an adequate budget to address the operating requirements of the parking system
- Set sufficient rates to fund activity to meet the adopted goals and objectives of the parking system.
- Control the elements and processes associated with the management and operation of the parking system.
- Set aside sufficient revenue for property acquisition and future development.
- Set aside sufficient revenue for system maintenance and other future capital expenditures.
- Direct and deliver services from a single source responsibility center.

The City of McCall's current parking system is a fragmented approach. For example, the Police Department is responsible for parking enforcement and violations/fine collection. The Public Works Department is responsible for maintenance of lots, snow removal, installation of signs and posted restrictions, and the striping of lots. These two departments operate independently, but the organization is small enough to coordinate between departments.

If the City grows, the most effective approach to parking administration would be to maintain one department solely responsible for the oversight of parking services. This individual would be responsible for the operation of off-street and on-street parking, parking enforcement and the daily maintenance and operation of all parking facilities and systems.

The City of McCall should consider the creation of a mission statement for the parking system. The following is a suggested mission statement for McCall:

The City of McCall's on and off-street parking system shall support existing land uses, assist the City's economic development initiatives, assist in strategic planning for future parking resources, and preserve parking for its visitors and residents by providing adequate and high quality parking resources and related services for all user groups that need to park within the City.

10. Conclusions and Recommendations

The City of McCall is a desirable place to live and visit because it offers year-around recreational activities and a unique small-town atmosphere. The desire to create a "vibrant, walkable downtown" was identified numerous times during the study.

Within the study area, McCall has a surplus of parking to support an additional 122,000 to 132,000 square feet of commercial space or 244 to 266 additional residential units with the present parking supply. This surplus allows the City to explore the possibility of allowing infilling of private parking lots in the CDB to promote new development and move toward the vibrancy within the downtown. However, the proximity of available parking to future development must be considered when considering future parking requirements. For example, if the Urban Renewal Lot contains the only available parking, the parking needs of the entire CBD will not be met.

This report presents data and information to support the desired changes to the parking system. The tools are provided to educate the community about how to provide parking and achieve the vision of the McCall Area Comprehensive Plan. Options are presented as to how parking can best be managed as an integral part of the City and community.

With the current parking inventory, there is sufficient parking for at least 10 years of proposed development (market depending.) Therefore, the City has the ability to modify the parking code requirements to promote infill and downtown development with minimal or no on-site parking. Based on the interviews and stakeholder meetings with business/property owners, the response of this group was favorable to eliminating or reducing parking requirements which would add significant value to properties.

If the City reduces or eliminates parking requirements, the City will increase the development potential and land values of affected properties. Therefore, the City, with the assistance of the Chamber of Commerce, should work with these downtown property owners to create a Business Improvement District (BID) or the like. The following are suggestions in revising the parking codes:

1. Modify existing zoning code to reduce or eliminate parking requirement assuming downtown property owners are willing to form a BID for public parking improvements,

snow removal, and other improvements benefiting the businesses within the CBD zone. The boundaries for the BID should be similar to the CBD zone.

2. Modify the existing system to reduce the retail/commercial parking requirements in the CBD and modify the in-lieu parking fees, if a BID is established for the CBD.

3. Shared parking agreements: Allow for shared parking agreements when appropriate but modify the code so shared parking needs to be within 400 feet instead of the current 300 feet. Adopt a shared parking provision in the zoning ordinance that reflects the Urban Land Institute's shared parking methodology for mixed use developments or uses a reference.

4. Adjust the parking dimension standards in the zoning code to reflect current standards for parking bay sizes and stall and aisle dimensions as identified in this report (p.19).

Paid Parking

The City of McCall has the opportunity to generate revenue to fund the parking program but should consider the all aspects of a meter program. Single-space meters are more affordable but create additional obstacles for snow removal and pedestrian mobility.

1. Install single-space parking meters for the on-street parking in the downtown core. These areas have more demand for parking and higher occupancy so the meters will encourage turnover and require less code enforcement time.
2. Charge an initial rate of $1.00 per hour.
3. Limit on-street metered parking to 2-hours to encourage turnover.
4. Implement an introductory public education program.

Opportunities for Increased On-Street Parking

On-street angled parking usually provides more spaces than parallel parking, if the streets are wide enough to provide angled parking. Most streets in the CBD are 60 feet or less, so angled parking opportunities on both sides of the street are limited given current street sections, obstacles like drainage ditches, or the desire to have "Complete Streets" with pedestrian improvements. 2nd Street currently has angled parking on both sides of the street in some locations. However, the 2007 Comprehensive Plan has recommended a cross section for 2nd Street with wider sidewalks, a planted median and parallel parking. Thus, in the future all the on-street parking in downtown McCall will be parallel spaces except for East Lake Street in front of Legacy Park. The City of McCall should develop specific street sections to identify locations for on-street parking.

Timbercrest Garage

The Timbercrest Garage is a parking opportunity in the heart of the downtown that is not utilized due to a number of reasons. The City should take the following actions:

1. Clarify public parking within the structure and update agreements if necessary.
2. Make the Timbercrest garage available for public parking to support the downtown businesses, including the ice rink patrons.

3. Supplement the signage for the Timbercrest garage to make parking easier to find, including signs that are visible to drivers on 2nd Street.
4. Commit to garage completion in order to help resolve public parking issues.

Downtown Snow Removal

Snow removal is a critical and expensive issue in McCall and a comprehensive strategy needs to be developed to ensure long-term plans for snow removal are integrated in the long-term plan for parking.

1. The Public Works Department should develop an official snow removal plan for the downtown.
2. Designate the large area behind City Hall as the main snow storage area for the CBD.
3. Designate the north side of the Urban Renewal Lot for snow storage while leaving the south side available for parking.
4. Identify and set aside other small areas that will not impact public parking areas for overflow snow storage.
5. For major snow events, haul snow to Riverfront Park or other pre-selected locations outside the CBD after all designated snow storage sites in the CBD are full.
6. Further explore the snow melting systems and the respective cost and environmental impact.

Development of Public Lots

Public lots that are not fully developed like the parking lot behind City Hall and the 1st Street lot should be formalized and developed into functional surface parking lots to encourage people to park in these locations then walk. Appropriate surfacing, stormwater, sidewalks, landscaping, and way-finding signage should be implemented.

Boat and Snowmobile Trailer Parking

Boat and snowmobile trailer parking was a prominent issue in the discussions. The following are recommendations:

1. Do not allow boat or snowmobile trailer parking on city streets.
2. Designate premium boat trailer parking in the Urban Renewal Lot. Charge $4-$5 per day to park in this area. The City should revisit the grant agreement with IDPR to charge a fee for the area that was designated for boat trailer parking. Methods of collecting payment may be:
    - Use a fee collection box. This is locked box where people enclose payment in a preprinted envelope, write the stall number and vehicle description on the envelope and drop it in the box. City personnel routinely remove the envelopes from the box and cite the unpaid vehicles.
    - Use a multi-space meter set up for pay-by-space. Unlike pay-and–display as is described earlier in this report, the parking spaces are numbered. The user enters the space number using a keypad on the meter and pays the appropriate amount.
    - Explore the possibility of implementing a boat launch fee. The recommended daily fee is $5.00 with an annual fee of $100.
3. No overnight boat trailer parking in Urban Renewal Lot.

4. Non-premium (free) and overnight or long-term to park in a designated section of other public lots (i.e., First Street Lot or the City Hall Lot).
5. Due to less demand in the winter, designate the part of the Urban Renewal Lot not in use for snow storage for snowmobile trailer parking, if needed.

Wayfinding and Regulatory Signage

1. Install additional blue "Public Parking" signs similar to the ones currently in place. These signs should be slightly larger at the major access points to the public parking areas. Examples would include double sided signs at the intersections of 1st Street, and Lake Street, 3rd Street and Railroad Avenue, and 3rd Street and Park Street. From these points, additional signs should be installed at each turn and public parking lot entrance.
2. Consider installing additional two-hour parking signs at mid-block to help remind patrons of the time limits.

Pedestrian Access / Sidewalks

1. A minimum width of 6 feet is recommended in the downtown. Lenora Street, the west side of 3rd Street and Lake Street, west of 3rd are the three locations that currently do not meet this standard.
2. It is recommended that the City develop a program with business owners to create sidewalks in the downtown where sidewalks do not exist and increase the width in areas that do not meet the recommended minimum. This may require some consolidation of driveways and reconfiguration of parking, particularly Park Street in the vicinity of the library and City Hall.

Parking Enforcement

1. Regular and frequent parking enforcement for all public on-street and off-street parking areas in the City of McCall should be the standard.
2. Stagger the enforcement officer's shifts so parking enforcement is more regular and consistent.
3. Parking enforcement patterns are not predictable so customers do not use this knowledge to their advantage to circumvent the system.
4. Allow parking enforcement personnel to issue citations on private property only with permission of the property owner, as long as "No Public Parking" signs are posted.
5. Provide hand-held ticket writers to the parking enforcement personnel. With this system, the City will be able to easily track repeat offenders.

Booting / Towing

1. If there are numerous habitual offenders, the City of McCall should investigate the feasibility of a relatively inexpensive booting or towing program.

Colorado Street

1. If on-street parking remains desirable, consider making Colorado Street a one-way street in order to safely accommodate on-street parking.
2. If one-way traffic is not desirable, pave and widen Colorado Street to provide parallel parking where feasible.

3. Utilize the vacant property (old Pitcher bar location) on the northeast corner of 3rd and Colorado for parking. This lot is privately owned and creating permanent parking lots along the scenic route should be discouraged without proper screening.
4. Explore shared parking opportunities among businesses.
5. Formulate an agreement with the Woodsman Hotel to develop parking on its property.
6. Relocate school buses from Colorado Street to Stibnite Street except when on an established route to pick-up or drop-off children.

Sight Distance at Intersections

1. Do not allow on-street parking within 30 feet of an intersection by designating parking spaces at least 30 ft. away from intersections accompanied by appropriate signage.

Parking Management

1. Create a mission statement for the City's parking program.
2. If necessary in the future, consider creating a department position that is solely responsible for the oversight of parking services. This individual would be responsible for the operation of off-street and on-street parking, parking enforcement, and the daily maintenance and operation of all parking facilities and systems.

Bicycle Parking

1. Add convenient bicycle racks in the downtown area to encourage people to ride their bicycles. Encourage businesses to voluntarily add bicycle parking and require racks through the development review process.

Future Structured Parking

When the City of McCall is ready to consider building a parking garage, the following steps should be taken:

1. Determine the demand for the facility, how many spaces, and what other amenities, if any, are required for the garage. Will there be retail/commercial space in the garage?
2. Hire designer/consultant to work with the City.
3. Select a site: Where is the best location for the garage and what sites are available that would accommodate a reasonably efficient parking structure. What is the cost of site acquisition?
4. Develop alternative garage conceptual plans.
5. Develop preliminary cost estimates.
6. Select final garage concept.
7. Parking structure design.
8. Develop financing program.

The following are potential parking structure and funding sources:

- Special Assessment District like Business Improvement District(BID), Local Improvement District (LID)
- Parking Authority
- General Fund (start parking fund)

- Urban Renewal funding
- Bonds
- Local Option Tax (LOT)
- State/Federal grants, if available

DESMAN
ASSOCIATES

						Occupancy			Percentage			Occupancy			Percentage			Overall Average Percentage		
						August 27, 2008 (Wednesday)						August 30, 2008 (Saturday)								
ZONE	BLOCK	LOC #	OWNRSHP	LOCATION	TOTAL SPACES	10AM	1PM	4PM	10AM	1PM	4PM	10AM	1PM	4PM	10AM	1PM	4PM	Avg_Cap	AVE_CAP_WE	AVG_CAP_WD
1	a	21	PUB	ON	15	3	7	9	20%	47%	60%	3	10	12	20%	67%	80%	50%	56%	42%
	a	30	PRV	OFF	13	7	8	6	54%	62%	46%	3	6	7	23%	46%	54%	50%	41%	54%
				Subtotal/Average	28	10	15	15	36%	54%	54%	6	16	19	21%	57%	68%	50%	49%	48%
	b	22	PUB	ON	22	9	17	12	41%	77%	55%	6	19	16	27%	86%	73%	61%	62%	58%
	b	29	PRV	OFF	14	7	8	10	50%	57%	71%	6	9	7	43%	64%	50%	58%	52%	60%
				Subtotal/Average	36	16	25	22	44%	69%	61%	12	28	23	33%	78%	64%	60%	57%	59%
	c	25	PRV	OFF	27	4	7	7	15%	26%	26%	1	9	8	4%	33%	30%	23%	22%	22%
	c	31	PRV	OFF	101	38	41	53	38%	41%	52%	40	63	76	40%	62%	75%	52%	59%	44%
	c	32	PRV	OFF	26	6	8	7	23%	31%	27%	10	16	11	38%	62%	42%	38%	47%	27%
	c	33	PRV	OFF	50	0	0	0	0%	0%	0%	4	3	3	8%	6%	6%	3%	7%	0%
	c	34	PUB	OFF	86	8	8	17	9%	9%	20%	16	21	24	19%	24%	28%	18%	24%	13%
	c	35	PRV	OFF	25	8	6	0	32%	24%	0%	5	3	0	20%	12%	0%	15%	11%	19%
	c	36	PRV	OFF	12	1	1	2	8%	8%	17%	0	0	0	0%	0%	0%	6%	0%	11%
				Subtotal/Average	327	65	71	86	20%	22%	26%	76	115	122	23%	35%	37%	22%	24%	19%
	d	6	PUB	ON	18	4	6	4	22%	33%	22%	2	8	6	11%	44%	33%	28%	30%	26%
	d	19	PUB	OFF	21	1	1	4	5%	5%	19%	2	3	1	10%	14%	5%	10%	10%	10%
	d	20	PUB	OFF	25	0	1	0	0%	4%	0%	2	4	3	8%	16%	12%	7%	12%	1%
	d	23	PRV	OFF	20	12	9	11	60%	45%	55%	5	5	5	25%	25%	25%	41%	25%	53%
	d	28	PUB	ON	23	3	9	6	13%	39%	26%	15	13	9	65%	57%	39%	40%	54%	26%
				Subtotal/Average	107	20	26	25	19%	24%	23%	26	33	24	24%	31%	22%	25%	26%	23%
	e	1	PUB	ON	14	5	12	9	36%	86%	64%	8	13	11	57%	93%	79%	71%	76%	62%
	e	8	PUB	ON	13	5	11	13	38%	85%	100%	1	12	11	8%	92%	85%	71%	62%	74%
	e	15	PRV	OFF	14	1	5	6	7%	36%	43%	1	4	9	7%	29%	64%	32%	33%	29%
	e	16	PRV	OFF	23	6	12	8	26%	52%	35%	6	5	6	26%	22%	26%	32%	25%	38%
	e	17	PRV	OFF	20	3	4	4	15%	20%	20%	4	5	1	20%	25%	5%	18%	17%	18%
	e	18	PRV	OFF	11	6	6	6	55%	55%	55%	7	6	6	64%	55%	55%	59%	58%	55%
	e	40	PRV	OFF	9	5	5	6	56%	56%	67%	1	2	1	11%	22%	11%	40%	15%	59%
				Subtotal/Average	104	31	55	52	30%	53%	50%	28	47	45	27%	45%	43%	46%	41%	48%
	f	9	PRV	OFF	19	11	14	17	58%	74%	89%	4	5	8	21%	26%	42%	54%	30%	74%
	f	10	PRV	OFF	15	9	10	6	60%	67%	40%	6	4	6	40%	27%	40%	47%	36%	56%
	f	11	PUB	ON	30	4	9	12	13%	30%	40%	9	15	7	30%	50%	23%	32%	34%	28%
	f	13	PUB	ON	9	0	1	2	0%	11%	22%	0	1	0	0%	11%	0%	8%	4%	11%
	f	26	PUB	ON	18	3	3	6	17%	17%	33%	0	0	2	0%	0%	11%	14%	4%	22%
	f	38	PRV	OFF	14	1	0	4	7%	0%	29%	0	0	0	0%	0%	0%	6%	0%	18%
	f	39	PRV	OFF	16	3	11	3	19%	69%	19%	0	0	2	0%	0%	13%	21%	4%	35%
				Subtotal/Average	121	31	48	50	26%	40%	41%	19	25	25	16%	21%	21%	26%	16%	35%
	g	5	PUB	ON	16	0	5	0	0%	31%	0%	0	5	5	0%	31%	31%	16%	21%	10%
	g	7	PRV	OFF	26	10	7	4	38%	27%	15%	7	8	6	27%	31%	23%	27%	27%	27%
	g	12	PRV	OFF	15	12	12	11	80%	80%	73%	4	5	3	27%	33%	20%	55%	27%	78%
	g	14	PRV	OFF	23	9	6	11	39%	26%	48%	4	9	7	17%	39%	30%	34%	29%	38%
	g	24	PUB	ON	9	6	5	3	67%	56%	33%	1	1	0	11%	11%	0%	33%	7%	52%
	g	27	PUB	ON	22	3	6	3	14%	27%	14%	5	7	10	23%	32%	45%	26%	33%	18%
				Subtotal/Average	111	40	41	32	36%	37%	29%	21	35	31	19%	32%	28%	32%	24%	37%
	h	2	PRV	OFF	9	4	2	0	44%	22%	0%	0	0	0	0%	0%	0%	12%	0%	22%
	h	3	PRV	OFF	10	2	3	3	20%	30%	30%	0	0	0	0%	0%	0%	15%	0%	27%
	h	4	PRV	OFF	3	1	2	1	33%	67%	33%	0	0	0	0%	0%	0%	30%	0%	44%
	h	52	PUB	OFF	15	3	3	4	20%	20%	27%	3	3	0	20%	20%	0%	19%	13%	22%
	h	53	PUB	OFF	14	2	4	2	14%	29%	14%	0	0	0	0%	0%	0%	10%	0%	19%
	h	55	PRV	OFF	17	10	8	7	59%	47%	41%	3	3	3	18%	18%	18%	35%	18%	49%
	h	56	PUB	OFF	52	43	24	11	83%	46%	21%	10	12	10	19%	23%	19%	36%	20%	50%
				Subtotal/Average	120	65	46	28	54%	38%	23%	16	18	13	13%	15%	11%	22%	7%	33%
				ZONE 1 TOTAL/AVERAGES	954	278	327	310	29%	34%	32%	204	317	302	21%	33%	32%	35%	31%	38%
2	b	67	PRV	OFF	35	27	27	20	77%	77%	57%	18	19	11	51%	54%	31%	59%	46%	70%
				Subtotal/Average	35	27	27	20	77%	77%	57%	18	19	11	51%	54%	31%	59%	46%	70%
	c	37	PUB	OFF	21	6	20	19	29%	95%	90%	2	9	11	10%	43%	52%	55%	35%	71%
	c	58	PRV	OFF	50	11	15	8	22%	30%	16%	12	6	9	24%	12%	18%	21%	18%	23%
				Subtotal/Average	71	17	35	27	24%	49%	38%	14	15	20	20%	21%	28%	38%	27%	47%
	d	59	PRV	OFF	20	7	7	1	35%	35%	5%	19	14	10	95%	70%	50%	49%	72%	25%
				Subtotal/Average	20	7	7	1	35%	35%	5%	19	14	10	95%	70%	50%	49%	72%	25%
	f	60	MIX	MIX	50	20	15	2	40%	30%	4%	38	25	4	76%	50%	8%	35%	45%	25%
	f	62	MIX	MIX	20	8	7	18	40%	35%	90%	14	6	11	70%	30%	55%	55%	52%	55%
	f	68	PUB	OFF	147	12	14	15	8%	10%	10%	42	83	47	29%	56%	32%	24%	39%	9%
				Subtotal/Average	217	40	36	35	18%	17%	16%	94	114	62	43%	53%	29%	38%	45%	30%
	g	65	PRV	OFF	46	11	4	9	24%	9%	20%	21	28	15	46%	61%	33%	32%	46%	17%
				Subtotal/Average	46	11	4	9	24%	9%	20%	21	28	15	46%	61%	33%	32%	46%	17%
	i	63	PUB	ON	40	4	0	4	10%	0%	10%	3	25	16	8%	63%	40%	22%	37%	7%
	i	66	PRV	OFF	11	4	5	4	36%	45%	36%	1	0	0	9%	0%	0%	23%	3%	39%
				Subtotal/Average	51	8	5	8	16%	10%	16%	4	25	16	8%	49%	31%	22%	20%	23%
				ZONE 2 TOTAL/AVERAGES	440	110	114	100	25%	26%	23%	170	215	134	39%	49%	30%	40%	43%	35%
3	a	51	PUB	OFF	61	10	33	14	16%	54%	23%	11	24	20	18%	39%	33%	31%	30%	31%
	a	57	PRV	OFF	16	8	9	8	50%	56%	50%	6	4	8	38%	25%	50%	46%	38%	52%
				Subtotal/Average	77	18	42	22	23%	55%	29%	17	28	28	22%	36%	36%	39%	34%	42%
	c	61	PRV	OFF	12	6	5	3	50%	42%	25%	7	0	0	58%	0%	0%	31%	19%	39%
				Subtotal/Average	12	6	5	3	50%	42%	25%	7	0	0	58%	0%	0%	31%	19%	39%
	d	64	PRV	OFF	15	7	7	6	47%	47%	40%	0	3	5	0%	20%	33%	33%	18%	44%
				Subtotal/Average	15	7	7	6	47%	47%	40%	0	3	5	0%	20%	33%	33%	18%	44%
	e	43	PUB	ON	22	2	5	5	9%	23%	23%	3	3	3	14%	14%	14%	16%	14%	18%
	e	44	MIX	MIX	24	8	11	7	33%	46%	29%	5	3	4	21%	13%	17%	27%	17%	36%
	e	45	PRV	OFF	30	2	4	9	7%	13%	30%	8	12	7	27%	40%	23%	24%	30%	17%
	e	47	PRV	OFF	50	13	25	14	26%	50%	28%	14	13	17	28%	26%	34%	32%	29%	35%
				Subtotal/Average	126	25	45	35	20%	36%	28%	30	31	31	24%	25%	25%	25%	23%	27%
				ZONE 3 TOTAL/AVERAGES	230	56	99	66	24%	43%	29%	54	62	64	23%	27%	28%	32%	23%	38%
4	a	41	PRV	OFF	49	13	14	13	27%	29%	27%	4	6	7	8%	12%	14%	20%	12%	27%
	a	42	PRV	OFF	16	6	7	10	38%	44%	63%	5	8	7	31%	50%	44%	46%	42%	48%
				Subtotal/Average	65	19	21	23	29%	32%	35%	9	14	14	14%	22%	22%	33%	27%	38%
	b	46	PRV	OFF	50	3	6	8	6%	12%	16%	10	9	2	20%	18%	4%	13%	14%	11%
	b	48	PRV	OFF	13	4	4	1	31%	31%	8%	4	5	1	31%	38%	8%	25%	26%	23%
	b	49	PRV	OFF	5	0	1	0	0%	20%	0%	0	0	1	0%	0%	20%	7%	7%	7%
	b	50	PRV	OFF	24	6	7	6	25%	29%	25%	1	3	2	4%	13%	8%	18%	8%	26%
				Subtotal/Average	92	13	18	15	14%	20%	16%	15	17	6	16%	18%	7%	16%	14%	17%
				ZONE 4 TOTAL/AVERAGES	157	32	39	38	20%	25%	24%	24	31	20	15%	20%	13%	24%	20%	27%
				GRAND TOTAL/AVERAGES	1781	476	579	514	27%	33%	29%	452	625	520	25%	35%	29%	33%	29%	35%
				GRAND TOTAL/AVERAGES - OFF STREET	1416	389	450	399	27%	32%	28%	339	459	393	24%	32%	28%	29%	28%	29%
				GRAND TOTAL/AVERAGES - ON STREET	271	51	96	88	19%	35%	32%	56	132	108	21%	49%	40%	33%	37%	29%
				GRAND TOTAL/AVERAGES - MIXED	94	36	33	27	38%	35%	29%	57	34	19	61%	36%	20%	37%	39%	34%

PUB	684
PRV	1003
MX	94
Total Spaces	1781

On Street	271
Off Street	1416
MIX	94

Peak observed occupancy

Appendix A - Parking Counts/Occupancy by Block (Peak)

DESMAN ASSOCIATES

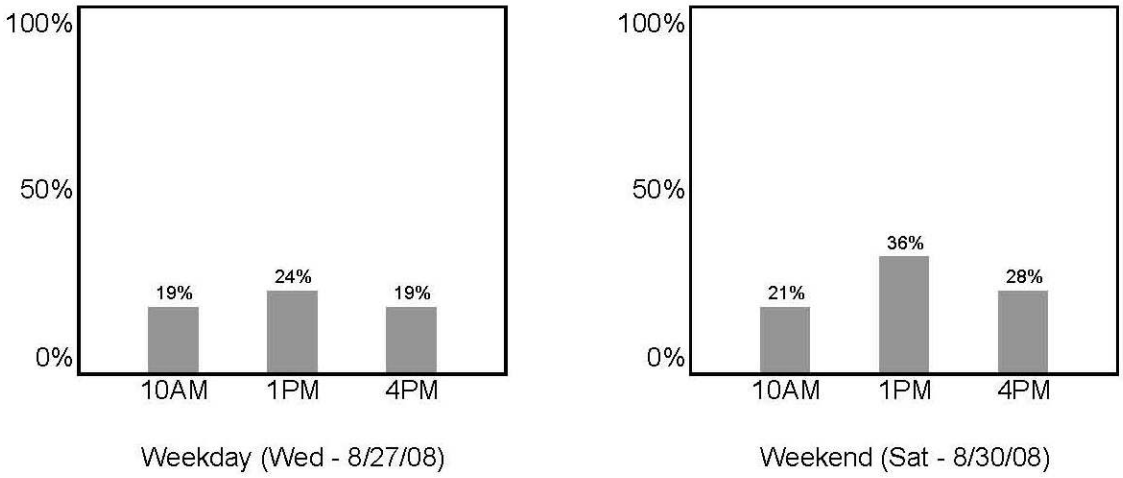
						Occupancy			Percentage			Occupancy			Percentage			Overall Average Percentage		
						June 3, 2009 (Wednesday)						June 6, 2009 (Saturday)								
ZONE	BLOCK	LOC #	OWNRSHP	LOCATION	TOTAL SPACES	10AM	1PM	4PM	10AM	1PM	4PM	10AM	1PM	4PM	10AM	1PM	4PM	Avg_Cap	AVE_CAP_WE	AVG_CAP_WD
1	a	21	PUB	ON	15	4	7	8	27%	47%	53%	7	15	13	47%	100%	87%	61%	78%	42%
				Subtotal/Average	15	4	7	8	27%	47%	53%	7	15	13	47%	100%	87%	61%	78%	42%
	b	22	PUB	ON	22	5	15	14	23%	68%	64%	13	19	11	59%	86%	50%	60%	65%	52%
				Subtotal/Average	22	5	15	14	23%	68%	64%	13	19	11	59%	86%	50%	60%	65%	52%
	c	34	PUB	OFF	86	3	7	10	3%	8%	12%	64	70	64	74%	81%	74%	42%	76%	8%
				Subtotal/Average	86	3	7	10	3%	8%	12%	64	70	64	74%	81%	74%	42%	76%	8%
	d	6	PUB	ON	18	6	2	7	33%	11%	39%	12	15	13	67%	83%	72%	52%	74%	28%
	d	19	PUB	OFF	21	1	2	3	5%	10%	14%	4	7	6	19%	33%	29%	18%	27%	10%
	d	20	PUB	OFF	25	1	1	1	4%	4%	4%	0	3	1	0%	12%	40%	5%	17%	4%
	d	28	PUB	ON	23	1	4	5	4%	17%	22%	6	18	11	26%	78%	48%	33%	51%	14%
				Subtotal/Average	87	9	9	16	10%	10%	18%	22	43	31	25%	49%	36%	27%	42%	14%
	e	1	PUB	ON	14	4	14	9	29%	100%	64%	9	11	9	64%	79%	64%	69%	69%	64%
	e	8	PUB	ON	24	4	4	10	17%	17%	42%	5	19	17	21%	79%	71%	42%	57%	25%
				Subtotal/Average	38	8	18	19	21%	47%	50%	14	30	26	37%	79%	68%	55%	63%	45%
	f	11	PUB	ON	30	9	9	8	30%	30%	27%	5	23	4	17%	77%	13%	33%	36%	29%
	f	13	PUB	ON	9	3	1	3	33%	11%	33%	2	5	3	22%	56%	33%	33%	37%	26%
	f	26	PUB	ON	18	0	1	2	0%	56%	11%	1	4	0	56%	22%	0%	8%	26%	22%
				Subtotal/Average	57	12	11	13	21%	19%	23%	8	32	7	14%	56%	12%	25%	33%	26%
	g	5	PUB	ON	16	1	2	1	6%	12%	6%	0	3	4	0%	19%	25%	12%	15%	8%
	g	24	PUB	ON	9	3	2	2	33%	22%	22%	1	3	0	11%	33%	0%	22%	15%	26%
	g	27	PUB	ON	22	0	2	5	0%	9%	23%	4	16	7	18%	73%	32%	26%	41%	11%
				Subtotal/Average	47	4	6	8	9%	13%	17%	5	22	11	11%	47%	23%	20%	23%	15%
	h	52	PUB	OFF	15	5	4	3	33%	27%	20%	3	1	2	20%	7%	13%	21%	13%	27%
	h	53	PUB	OFF	14	6	3	0	43%	22%	0%	4	4	4	29%	29%	29%	26%	29%	22%
	h	55	PRV	OFF	17	9	9	8	53%	53%	47%	4	5	4	24%	30%	24%	40%	26%	51%
	h	56	PUB	OFF	52	40	35	39	77%	68%	75%	22	18	15	42%	35%	29%	55%	35%	73%
				Subtotal/Average	98	60	51	50	61%	52%	51%	33	28	25	34%	29%	26%	35%	26%	43%
				ZONE 1 TOTAL/AVERAGES	**450**	**105**	**124**	**138**	**23%**	**28%**	**31%**	**166**	**259**	**188**	**37%**	**58%**	**42%**	**41%**	**51%**	**31%**
2	f	68	PUB	OFF	147	8	10	6	5%	7%	4%	8	17	14	5%	12%	10%	7%	9%	5%
				Subtotal/Average	147	8	10	6	5%	7%	4%	8	17	14	5%	12%	10%	7%	9%	5%
	i	63	PUB	ON	40	2	7	4	5%	18%	10%	1	7	4	3%	18%	10%	11%	10%	11%
				Subtotal/Average	40	2	7	4	5%	18%	10%	1	7	4	3%	18%	10%	11%	10%	11%
				ZONE 2 TOTAL/AVERAGES	**187**	**10**	**17**	**10**	**5%**	**9%**	**5%**	**9**	**24**	**18**	**5%**	**13%**	**10%**	**9%**	**10%**	**8%**
3	a	51	PUB	OFF	61	18	32	24	30%	52%	39%	25	43	42	41%	70%	69%	51%	60%	40%
				Subtotal/Average	61	18	32	24	30%	52%	39%	25	43	42	41%	70%	69%	51%	60%	40%
	e	43	PUB	ON	22	1	0	2	5%	0%	10%	0	0	0	0%	0%	0%	2%	0%	5%
	e	44	MIX	MIX	24	2	1	2	8%	4%	8%	2	1	1	8%	4%	4%	6%	5%	7%
	e	45	PRV	OFF	30	2	1	1	7%	3%	3%	0	0	0	0%	0%	0%	2%	0%	4%
				Subtotal/Average	76	5	2	5	7%	3%	7%	2	1	1	3%	1%	1%	4%	2%	5%
				ZONE 3 TOTAL/AVERAGES	**137**	**23**	**34**	**29**	**17%**	**25%**	**21%**	**27**	**44**	**43**	**20%**	**32%**	**31%**	**27%**	**31%**	**23%**
				GRAND TOTAL/AVERAGES	**774**	**138**	**175**	**177**	**18%**	**23%**	**23%**	**202**	**327**	**249**	**26%**	**42%**	**32%**	**26%**	**30%**	**21%**
				GRAND TOTAL/AVERAGES - OFF STREET	**382**	**90**	**97**	**85**	**24%**	**25%**	**22%**	**70**	**98**	**88**	**18%**	**26%**	**23%**	**23%**	**22%**	**24%**
				GRAND TOTAL/AVERAGES - ON STREET	**282**	**43**	**70**	**80**	**15%**	**25%**	**28%**	**66**	**158**	**96**	**23%**	**56%**	**34%**	**30%**	**38%**	**23%**
				GRAND TOTAL/AVERAGES - MIXED	**24**	**2**	**1**	**2**	**8%**	**4%**	**8%**	**2**	**1**	**1**	**8%**	**4%**	**4%**	**6%**	**6%**	**7%**

PUB	703
PRV	47
MX	24
Total Spaces	774

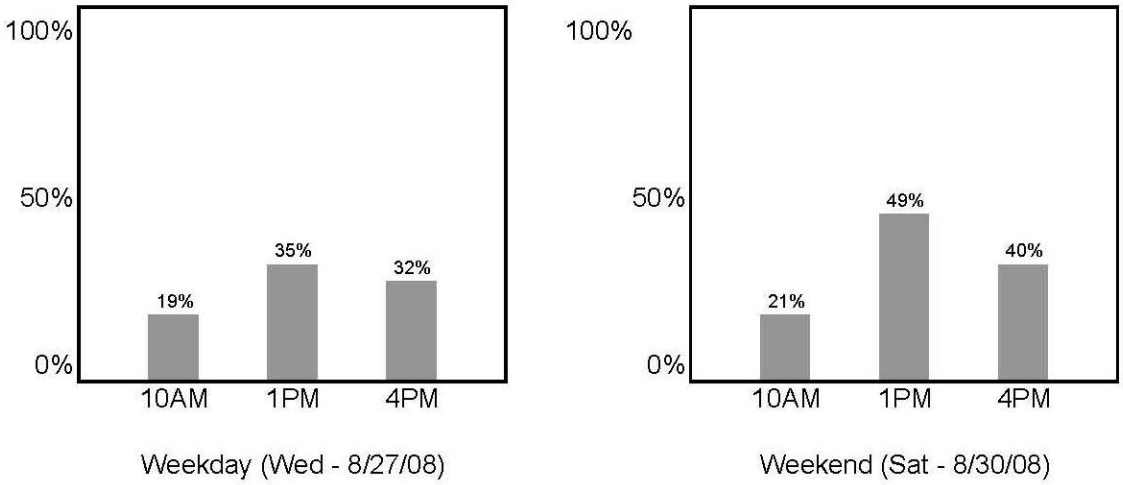
On Street	282
Off Street	382
MIX	24

Peak observed occupancy

New striping in this on street location allowed for more parking.



Average Occupancy Percentage
Public Off-Street Parking



Average Occupancy Percentage
Public On-Street Parking

DESMAN Associates

Appendix C: Average Occupancy Percentages of Public Parking

Zone 1			
Available Public Parking Spaces at Peak Time			
On-Street	209		
Off-Street	213		
Total		422	spaces
Peak Surveyed Parking Occupancy			
On-Street	104		
Off-Street	57		
Total	161	cars	
Estimated Spaces Used at 85% Occupancy		189	
Capacity Available to Support New Development		233	spaces
Estimated Additional Space That Can Be Developed[1]		**77,667**	**SF**
Zone 2			
Available Public Parking Spaces at Peak Time			
On-Street	40		
Off-Street[2]	110		
Total		150	spaces
Peak Surveyed Parking Occupancy			
On-Street	25		
Off-Street	20		
Total	45	cars	
Estimated Spaces Used at 85% Occupancy		53	
Capacity Available to Support New Development		97	spaces
Estimated Additional Space That Can Be Developed[1]		**32,333**	**SF**
Zone 3			
Available Public Parking Spaces at Peak Time			
On-Street	22		
Off-Street	61		
Total		83	spaces
Peak Surveyed Parking Occupancy			
On-Street	5		
Off-Street	33		
Total	38	cars	
Estimated Spaces Used at 85% Occupancy		45	
Capacity Available to Support New Development		38	spaces
Estimated Additional Space That Can Be Developed[1]		**12,667**	**SF**

[1]Assuming 3 parking spaces per 1,000 sf based on McCall Zoning Code for retail development

[2]Includes 89 public spaces in the urban renewal lot. The boat trailer stalls are not included.

DESMAN Associates

Appendix D: Estimated Parking Available to Support Downtown Development with Two Rows of Boat Trailer Parking in the Urban Renewal Parking Lot

Zone 1			
Available Public Parking Spaces at Peak Time			
On-Street	209		
Off-Street	213		
Total		422	spaces
Peak Surveyed Parking Occupancy			
On-Street	104		
Off-Street	57		
Total	161	cars	
Estimated Spaces Used at 85% Occupancy		189	
Capacity Available to Support New Development		233	spaces
Estimated Additional Space That Can Be Developed[1]		**77,667**	**SF**
Zone 2			
Available Public Parking Spaces at Peak Time			
On-Street	40		
Off-Street[2]	138		
Total		178	spaces
Peak Surveyed Parking Occupancy			
On-Street	25		
Off-Street	20		
Total	45	cars	
Estimated Spaces Used at 85% Occupancy		53	
Capacity Available to Support New Development		125	spaces
Estimated Additional Space That Can Be Developed[1]		**41,667**	**SF**
Zone 3			
Available Public Parking Spaces at Peak Time			
On-Street	22		
Off-Street	61		
Total		83	spaces
Peak Surveyed Parking Occupancy			
On-Street	5		
Off-Street	33		
Total	38	cars	
Estimated Spaces Used at 85% Occupancy		45	
Capacity Available to Support New Development		38	spaces
Estimated Additional Space That Can Be Developed[1]		**12,667**	**SF**

[1]Assuming 3 parking spaces per 1,000 sf based on McCall Zoning Code for retail development

[2]Includes 117 public spaces in the urban renewal lot. The boat trailer stalls are not included.

DESMAN Associates

Appendix E: Estimated Parking Available to Support Downtown Development with One Row of Boat Trailer Parking in the Urban Renewal Parking Lot