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# City of Leavenworth

## DOWNTOWN

## PARKING STUDY

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May 1, 1995

City Of Leavenworth  
City Hall  
700 Highway 2  
Leavenworth, WA 98826

Prepared by:



**Perteet  
Engineering, Inc.**

*Civil and Transportation Consultants*  
2828 Colby Avenue, Suite 410, Everett, WA 98201  
(206) 252-7233 / FAX (206) 339-6018

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# CITY OF LEAVENWORTH DOWNTOWN PARKING STUDY

## EXECUTIVE SUMMARY

The City of Leavenworth is a tourist oriented town renowned in the Pacific Northwest for its Bavarian Village theme. The town is experiencing the pressure of tourist traffic and parking demands and is concerned about meeting those expanded needs while retaining the small town ambiance which generates the business in the first place.

The tourist traffic is primarily composed of automobile trips with a growing component of recreational vehicles (motorhomes and vehicles pulling trailers). While many of the trips are destined for Leavenworth on the basis of its reputation, many others are drawn directly from traffic passing by on the highway by the visual charm of the downtown.

Surveys of parking usage and behavior indicate that on-street parking is preferred and is saturated during the peak season. It is also evident that the recreational vehicles (RV's), which constitute a small proportion of the traffic, create a significant amount of the real and perceived traffic and parking problems.

Provision of parking facilities for new or revitalized development is not required in the downtown area under current City ordinances. This policy supports a "village" architectural model. Unfortunately, it also leads to significant parking shortages over time.

The town must resolve its parking problems while at the same time maintaining the Bavarian Village appeal. Large surface lots in the downtown core would detract from the village theme while consuming valuable development land. RV traffic, in particular, significantly detracts from the town ambiance.

Parking programs typically used in other towns, such as time limits and paid (metered) parking, are not considered appropriate for Leavenworth at this time. Other improvements, such as parking structures or satellite lots with shuttles, may ultimately be practical but are likely premature for Leavenworth at this time.

In keeping with the themed tourist attraction, parking and other transportation solutions should attempt to duplicate or support the Bavarian Village model. They should go beyond solving the simple technical deficiencies and create some additional fun and interest if possible. In this manner, they become part of the overall tourist experience and can actually enhance the theme.

The following programs are recommended to resolve existing and future deficiencies while improving the overall tourist experience.

## **SHORT TERM IMPROVEMENTS (0 to 5 Years)**

- 1.. Develop a funding mechanism, (L.I.D., Cash-in-lieu, service fee or combination of all of the foregoing), for purchase of a central land bank site for tourist related transportation facilities. The preferred site is the Leavenworth Fruit Company Warehouse.
2. Develop and promote (through signage and advertising) an RV Reception Center for at least 20 to 30 vehicles. The preferred site is the Fruit Warehouse.
3. Develop and promote an Employee Parking Incentive program, to be operated in the high tourist season (6 months) and renewed each year.
4. Plan and develop an On-Street Parking Maximization program, with one-way streets and increased angle parking.
5. Investigate "Theme Shuttle" and "Bicycle Fleet" programs.

## **MEDIUM TERM IMPROVEMENTS (5 to 10 Years)**

1. Develop and promote a "Theme Shuttle" service to hotels (and satellite parking lots) during the high tourist season.
2. Develop and promote satellite parking lots, if warranted and if Item 1 above is undertaken. The WSDOT site is the preferred location.
3. Develop and promote a "Bicycle Fleet" program to service hotels (and satellite parking lots) during the high tourist season.
4. Review and expand, if warranted, the RV Reception Center.
5. Develop and promote a Tour Bus Reception Center and Regional Transit Terminal. The Leavenworth Fruit Company Warehouse site is the preferred location.

## **LONG TERM IMPROVEMENTS (10+ Years)**

1. In-depth review of overall parking and transportation programs.
2. Review paid and/or time limited parking programs.
3. Develop a parking structure, if warranted, with emphasis on the architectural model of the Bavarian Village. The Leavenworth Fruit Company Warehouse site is the preferred location.

**CITY OF LEAVENWORTH  
DOWNTOWN PARKING STUDY**

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# CITY OF LEAVENWORTH DOWNTOWN PARKING STUDY

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# CITY OF LEAVENWORTH DOWNTOWN PARKING STUDY

## INTRODUCTION

The City of Leavenworth is a tourist oriented town located on Highway 2 west of Wenatchee. It is renowned for its Bavarian Village theme and hosts a variety of festivals and special events throughout the year.

The downtown area is highly visible and easily accessible from SR 2. While the town's history and festivals make it a destination tourist site, a significant amount of business is drawn directly from traffic passing by on the highway by the visual charm of the Bavarian Village theme. Traffic volumes on Highway 2 are about 9,000 vehicles per day and this source of attraction is therefore considerable.

The City of Leavenworth has identified significant concerns with parking facilities in its Downtown area for at least the past fifteen years. Several studies and proposals for parking solutions have been undertaken in this period. While some improvements have been completed over this period, significant parking shortages are still being experienced.

An interview survey of customers by a business owner in 1994 indicated that 95% of the respondents (local residents and tourists) felt that Leavenworth had a parking problem and rated the severity of the problem at 4 out of 5 points, where 5 was the worst (Table 1).

In September, 1994, The City of Leavenworth engaged the services of Pertee Engineering, Inc. to undertake a professional evaluation of the parking problems and recommend a potential course of action.

This report is the culmination of those studies.

**Table 1**  
**City of Leavenworth**  
**Independent Business Owner Survey October, 1994**

**Problem Definition**

**Sample Size** **101**

**Does Leavenworth have Parking Problem ?** (% of Sample)

<b>Yes</b>	<b>96</b>	<b>95%</b>
<b>No</b>	<b>5</b>	<b>5%</b>

**How serious is the Problem ?** (% of Sample)

**Rating**

<b>1</b>	(Not Too Serious)	<b>0</b>	<b>0%</b>	
<b>2</b>		<b>6</b>	<b>6%</b>	
<b>3</b>		<b>19</b>	<b>19%</b>	
<b>4</b>		<b>37</b>	<b>37%</b>	
<b>5</b>	(Very Serious)	<b>32</b>	<b>32%</b>	
<b>No Answer (N.A.)</b>		<b>7</b>	<b>7%</b>	

**Average Rating**  
**4.02**

## EXISTING CONDITIONS

The downtown business area of Leavenworth is primarily located south of Highway 2. It is about two blocks deep and three to four blocks long. The Wenatchee River physically prevents expansion further south and west. Some commercial businesses and parking facilities operate on the north side of Highway 2, create significant pedestrian crossings of the highway.

Some 235 parking spaces are provided on the public streets in the downtown core area (west of 10th Street). These spaces are a combination of parallel parking and angled parking on one-way and two-way streets (Figure 1).

The on-street parking facilities are supplemented by about 470 off-street parking spaces, most of which are privately owned and reserved for staff and customers. About 20% of the off-street spaces are located north of Highway 2.

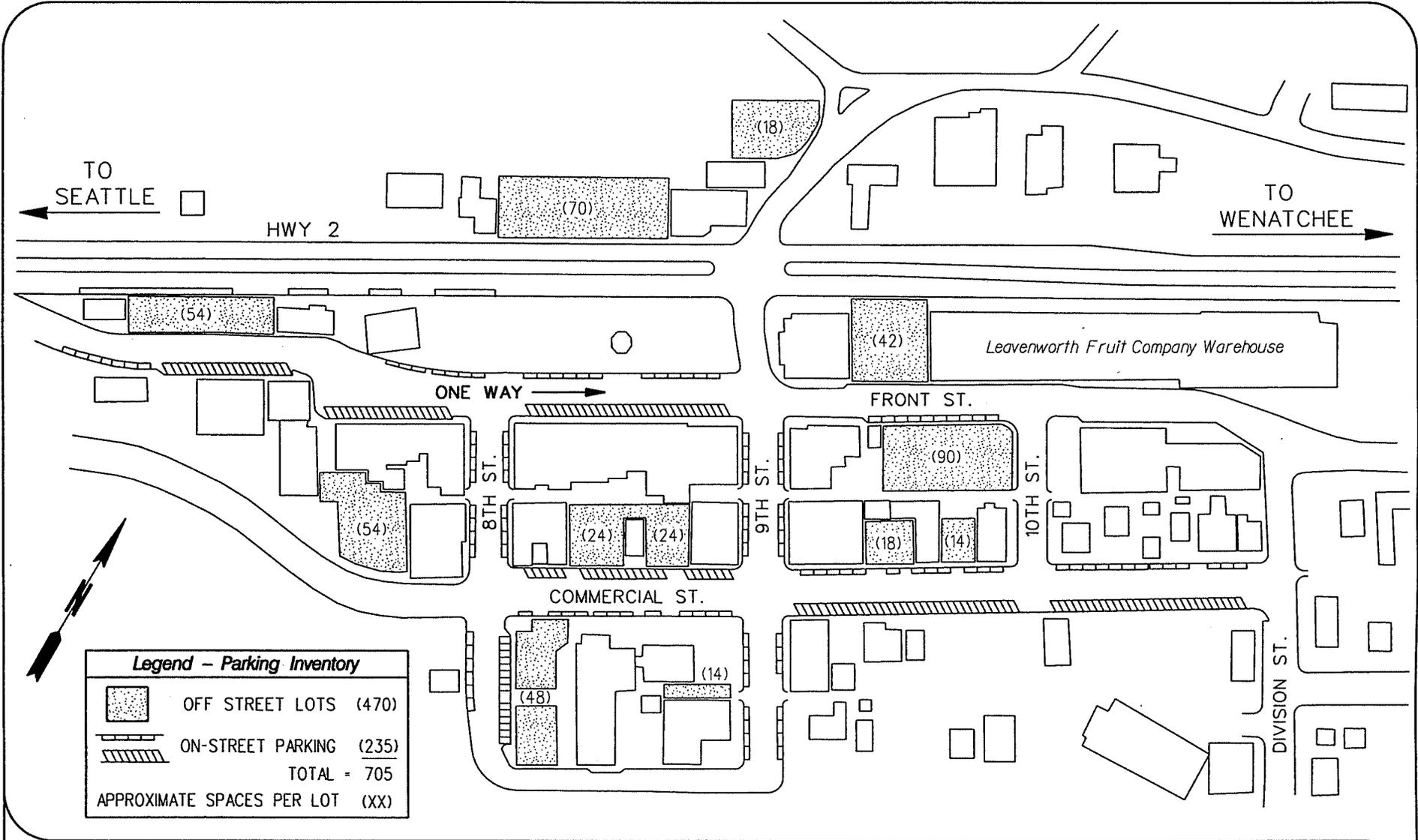
The total of more than 700 on-street and off-street parking spaces in the downtown area supports approximately 500,000 to 600,000 square feet of office and retail space, a combined ratio of about one space per 780 square feet.

There are few controls on the on-street parking supply. There are no parking meters and time restrictions are not applied, except in a limited number of short term zones, loading zones, and handicapped spaces. The off-street parking supply is more controlled, either by parking fees or restrictions to staff and immediate customers.

There are no restrictions on the types of vehicles which are allowed to use the on-street parking facilities. The tourist orientation of the town leads to a significant number of recreational vehicles (motorhomes and automobile/trailer rigs) being attracted into the downtown core. Some alternative parking provisions have been made for RV's during specific festival periods.

The movement and parking of RV units through and in the downtown core is a significant source of aggravation for other motorists and pedestrians, as well as a visual impediment to the visual charm of the Bavarian Village theme.

Parking facilities in the downtown area appear to be most severely overtaxed during the high tourist season, which runs about six months of the year, May through October. December and April activities have increased significantly in recent years.



## STUDY METHODOLOGY

Pertet Engineering, Inc., with assistance from the City, undertook a series of parking utilization surveys, traffic counts and interview surveys in the downtown area in October, 1994.

The interview surveys obtained personal travel and parking behavior of business owners, employees and customers and their preferences for future parking alternatives. At the same time, an independent business owner undertook a separate interview survey of customers.

The consultant also reviewed potential parking sites and prepared site evaluations and cost estimates. A structural engineering consultant was contracted to investigate potential use of the Leavenworth Fruit Company Warehouse.

The results of the surveys and several parking scenarios were reviewed with town officials in February, 1995. Preferential ratings to these scenarios were subsequently solicited from officials, business owners and residents of the town.

Further detailed analyses of the surveys and ratings of the alternatives, together with the consultant's knowledge of unique "tourist town" problems, were used to develop further program "visions" and options. These were presented to town officials and business representatives in April, 1995.

The results of the discussions of these final "visions" and options led to the proposed program recommended in this report.

## PARKING SUPPLY ISSUES

Many municipal jurisdictions and other agencies have adopted requirements for the provision of parking facilities in their land use and zoning ordinances. City of Leavenworth ordinances require that commercial space (office and retail) must provide one off-street parking space per 500 square feet, except in the "Central Commercial" zone.

If these ratios were applied to downtown commercial space, about 1,100 off-street spaces alone would be required, more than twice the current supply. This might imply that the downtown area is deficient by up to some 600 parking spaces.

However, the amount of on-street parking space in the downtown area is significantly greater than what would normally be found in other areas of the city. In any other area, parallel on-street parking might provide only about 100 to 150 spaces, or about half of what is provided in the downtown area.

These could be considered off-setting to some degree and, if combined, would lead to an estimated deficiency in the downtown area of some 400 to 450 parking spaces on the basis of current zoning ordinances.

Comparisons with other municipalities can also be made. Chelan County and the City of Chelan apparently impose higher standards and require one parking space per 200 square feet of commercial development.

However, the "Parking Handbook for Small Communities" (Institute of Transportation Engineers and National Main Street Center, 1994) reports that total parking spaces (on-street and off-street) in the downtown areas for smaller towns (under 10,000 population) range from 50 to 100 spaces per 1,000 population. In this context, the City of Leavenworth, with a population of just over 2,000, would be considered to have an "oversupply" of parking in the downtown area in the order of magnitude of three to four times the average.

Direct comparisons with other municipalities may not be reasonable unless those municipalities experience a relationship with the unique aspects of tourism similar to the City of Leavenworth. Realistically, the supply of parking in the downtown area must address a wider range of issues above and beyond the simple day-to-day demands of parking in the typical small town.

The significant dependency of the City of Leavenworth on tourism clearly indicates that it must put a high priority on the needs and perceptions of its visitors. This will require resolution of potential conflicts of other parking users, such as business owners, employees and even local customers. It will also require creative solutions which do not undermine the charm of the "Bavarian Village" theme which attracts the tourist customer base in the first place.

## **PARKING BEHAVIOR AND UTILIZATION**

The first step in solving the parking problem, is clearly understanding the behavior of different parking users and how they utilize the parking spaces.

The month of October has historically been an "above average" month for tourist activities in Leavenworth, according to tax records of retail sales and hotel/motel activity (see Appendix A).

A parking turnover and utilization study of the on-street parking in the downtown area was conducted between 10:00 a.m. and 4:00 p.m. on a weekday (Thursday) and a weekend (Saturday) in October, 1994. The survey involved developing an inventory of on-street parking spaces available in the downtown and then proceeding to determine for each hour of the survey if the space was occupied by a vehicle and if it was the same vehicle that occupied the space in the previous time period.

Utilization of downtown on-street parking spaces on the weekday (Table 2) averaged nearly 95% for the six hour period. Critical build-up (more than 85% utilization) occurred prior to 11:00 a.m. Except for the south frontage of Commercial Street between 8th and 9th Streets, each block face consistently exceeded the 85% utilization level.

Utilization on the Saturday (Table 3) even exceeded the weekday rate, averaging almost 97% in the same six hour period. Critical build-up occurred earlier and every block except the same south frontage of Commercial Street exceeded the 85% utilization level.

Parking duration (time a vehicle occupies a space) on the weekday averaged just under 2 hours (Table 4). About half of the parkers stopped for one hour or less. Turnovers (the number of vehicles which use any parking space in the given time period) averaged close to 3.2 turns per space in the six hour period.

Parking duration on the Saturday (Table 5) averaged nearly 2.5 hours, about 25% higher than the weekday. Only about one third of the parkers stopped for one hour or less. Correspondingly, the turnover rate was only about 2.6 turns per space, about 23% lower than the weekday.

This data confirms the perceptions of business owners and customers that there is a significant problem with parking in the downtown area. The detailed analysis of the data indicates some other interesting, perhaps even surprising, facts, however.

On-street parking east of 9th Street, for example, appears to have higher utilization (100%), less turnover and longer durations. This may reflect a greater usage by employees. Parking durations on weekends are generally longer, when more tourists are present. This may indicate that tourists wish to park longer than other customers.

These facts are borne out by interview surveys which were conducted under the direction of the consultant in the same month (October, 1994).

A total of 119 persons were randomly selected and verbally given a set of questions to answer about their travel to and activities in the downtown area. Further comments by the respondents were also accepted (Appendix B).

The first part of the interview surveys dealt with the "behavior" patterns of the respondents (Table 6).

Some behavior patterns were consistent with what might be expected. Most respondents used a motorized vehicle to reach the downtown area; few walked or used transit or a bicycle. Most motorists used the on-street parking facilities even though there is a greater number of off-street spaces in the downtown area. Business owners and employees typically arrived earlier than customers and stayed longer.

**Table 2**  
**City of Leavenworth**  
**Weekday Parking Utilization Survey**

Thursday, October 6, 1994 10:00 am to 4:00 pm

Location	Total Spaces	Occupied Spaces (Vehicles Parked)							AVERAGE	
		10:00 a.m.	11:00 a.m.	Noon	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.		
<b>Front Street (SR 2 to 9th)</b>										
South	73	60	63	72	73	73	73	73	73	69.57
Percent Utilized		82%	86%	99%	100%	100%	100%	100%	100%	95%
North	43	24	41	43	43	43	43	33	33	38.57
Percent Utilized		56%	95%	100%	100%	100%	100%	77%	77%	90%
<b>9th Street (Front to Commercial)</b>										
West	8	8	8	8	8	8	8	8	7	7.86
Percent Utilized		100%	100%	100%	100%	100%	100%	100%	88%	98%
East	8	7	8	8	8	8	8	8	6	7.57
Percent Utilized		88%	100%	100%	100%	100%	100%	100%	75%	95%
<b>Commercial (9th to 8th)</b>										
North	22	21	22	22	22	22	22	22	22	21.86
Percent Utilized		95%	100%	100%	100%	100%	100%	100%	100%	99%
South	11	7	9	9	9	9	7	6	6	8.00
Percent Utilized		64%	82%	82%	82%	82%	64%	55%	55%	73%
<b>8th Street (Commercial to Front)</b>										
West	8	6	8	8	8	8	7	5	5	7.14
Percent Utilized		75%	100%	100%	100%	100%	88%	63%	63%	89%
East	8	6	8	8	8	8	8	7	7	7.57
Percent Utilized		75%	100%	100%	100%	100%	100%	88%	88%	95%
<b>SUBTOTAL CBD WEST</b>										
	181	139	167	178	179	179	176	159	159	168.14
		77%	92%	98%	99%	99%	97%	88%	88%	93%
<b>Front Street (9th to 10th)</b>										
South	8	8	8	8	8	8	8	8	8	8.00
Percent Utilized		100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>Commercial (9th to 10th)</b>										
North	13	13	13	13	13	13	13	13	13	13.00
Percent Utilized		100%	100%	100%	100%	100%	100%	100%	100%	100%
South	33	33	33	33	33	33	33	33	33	33.00
Percent Utilized		100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>SUBTOTAL CBD EAST</b>										
	54	54	54	54	54	54	54	54	54	54.00
		100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>Total Spaces / Parked</b>										
	235	193	221	232	233	233	230	213	213	222.14
<b>Total Utilization</b>										
		82%	94%	99%	99%	99%	98%	91%	91%	94.5%

**Table 3**  
**City of Leavenworth**  
**Weekend Parking Utilization Survey**

Saturday, October 8, 1994 10:00 am to 4:00 pm

Location	Total Spaces	Occupied Spaces (Vehicles Parked)							AVERAGE
		10:00 a.m.	11:00 a.m.	Noon	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	
<b>Front Street (SR 2 to 9th)</b>									
South	73	71	73	73	73	73	73	71	72.43
Percent Utilized		97%	100%	100%	100%	100%	100%	97%	99%
North	43	39	39	40	40	41	43	44	40.86
Percent Utilized		91%	91%	93%	93%	95%	100%	102%	95%
<b>9th Street (Front to Commercial)</b>									
West	8	8	8	8	8	8	8	7	7.86
Percent Utilized		100%	100%	100%	100%	100%	100%	88%	98%
East	8	8	8	8	8	8	8	6	7.71
Percent Utilized		100%	100%	100%	100%	100%	100%	75%	96%
<b>Commercial (9th to 8th)</b>									
North	22	22	22	22	22	22	22	22	22.00
Percent Utilized		100%	100%	100%	100%	100%	100%	100%	100%
South	11	8	9	9	9	9	7	6	8.14
Percent Utilized		73%	82%	82%	82%	82%	64%	55%	74%
<b>8th Street (Commercial to Front)</b>									
West	8	6	8	8	8	8	7	5	7.14
Percent Utilized		75%	100%	100%	100%	100%	88%	63%	89%
East	8	6	8	8	8	8	8	7	7.57
Percent Utilized		75%	100%	100%	100%	100%	100%	88%	95%
<b>SUBTOTAL CBD WEST</b>									
	181	168	175	176	176	177	176	168	173.71
		93%	97%	97%	97%	98%	97%	93%	96%
<b>Front Street (9th to 10th)</b>									
South	8	8	8	8	8	8	8	8	8.00
Percent Utilized		100%	100%	100%	100%	100%	100%	100%	100%
<b>Commercial (9th to 10th)</b>									
North	13	13	13	13	13	13	13	13	13.00
Percent Utilized		100%	100%	100%	100%	100%	100%	100%	100%
South	33	33	33	33	33	33	33	33	33.00
Percent Utilized		100%	100%	100%	100%	100%	100%	100%	100%
<b>SUBTOTAL CBD EAST</b>									
	54	54	54	54	54	54	54	54	54.00
		100%	100%	100%	100%	100%	100%	100%	100%
<b>Total Parked</b>									
	235	222	229	230	230	231	230	222	227.71
<b>Total Utilization</b>									
		94%	97%	98%	98%	98%	98%	94%	96.9%

**Table 4**  
**City of Leavenworth**  
**Weekday Parking Turnover Survey**

Thursday, October 6, 1994 10:00 am to 4:00 pm

Location	Spaces	Parking Duration						Turnovers Per Space	Average Duration
		1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour		
<b>Front Street (SR 2 to 9th)</b>									
South	73	170	66	29	12	13	5	4.04	1.80
Percent		58%	22%	10%	4%	4%	2%		
North	43	77	56	10	4	1	1	3.47	1.65
Percent		52%	38%	7%	3%	1%	1%		
<b>9th Street (Front to Commercial)</b>									
West	8	13	7	3	2	1	1	3.38	2.04
Percent		48%	26%	11%	7%	4%	4%		
East	8	15	1	1	3	0	3	2.88	2.17
Percent		65%	4%	4%	13%	0%	13%		
<b>Commercial (9th to 8th)</b>									
North	22	38	16	6	3	4	5	3.27	2.08
Percent		53%	22%	8%	4%	6%	7%		
South	11	10	4	4	3	1	2	2.18	2.46
Percent		42%	17%	17%	13%	4%	8%		
<b>8th Street (Commercial to Front)</b>									
West	8	7	4	2	2	2	2	2.38	2.68
Percent		37%	21%	11%	11%	11%	11%		
East	8	11	12	3	0	1	0	3.38	1.81
Percent		41%	44%	11%	0%	4%	0%		
<b>SUBTOTAL CBD WEST</b>									
	181	341	166	58	29	23	19	3.51	1.87
		54%	26%	9%	5%	4%	3%		
<b>Front Street (9th to 10th)</b>									
South	8	10	3	7	0	1	0	2.63	2.00
Percent		48%	14%	33%	0%	5%	0%		
<b>Commercial (9th to 10th)</b>									
North	13	12	6	4	1	0	5	2.15	2.50
Percent		43%	21%	14%	4%	0%	18%		
South	33	20	16	9	8	4	7	1.94	2.70
Percent		31%	25%	14%	13%	6%	11%		
<b>SUBTOTAL CBD EAST</b>									
	54	42	25	20	9	5	12	2.09	2.52
		37%	22%	18%	8%	4%	11%		
<b>Total</b>									
	235	383	191	78	38	28	31	3.19	1.97
		51%	26%	10%	5%	4%	4%		
<b>Cumulative</b>									
		51%	77%	87%	92%	96%	100%		

**Table 5**  
**City of Leavenworth**  
**Weekend Parking Turnover Survey**

Saturday, October 8, 1994 10:00 am to 4:00 pm

Location	Spaces	Parking Duration						Turnovers Per Space	Average Duration
		1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour		
<b>Front Street (SR 2 to 9th)</b>									
South	73	39	23	14	4	7	8	1.30	2.38
Percent		41%	24%	15%	4%	7%	8%		
North	43	83	69	38	12	12	11	5.23	2.26
Percent		37%	31%	17%	5%	5%	5%		
<b>9th Street (Front to Commercial)</b>									
West	8	8	2	4	0	1	4	2.38	2.79
Percent		42%	11%	21%	0%	5%	21%		
East	8	11	1	7	1	1	2	2.88	2.39
Percent		48%	4%	30%	4%	4%	9%		
<b>Commercial (9th to 8th)</b>									
North	22	11	14	3	7	3	9	2.14	3.09
Percent		23%	30%	6%	15%	6%	19%		
South	11	10	5	4	1	0	2	2.00	2.18
Percent		45%	23%	18%	5%	0%	9%		
<b>8th Street (Commercial to Front)</b>									
West	8	6	3	3	1	1	4	2.25	3.00
Percent		33%	17%	17%	6%	6%	22%		
East	8	11	4	1	2	1	3	2.75	2.41
Percent		50%	18%	5%	9%	5%	14%		
<b>SUBTOTAL CBD WEST</b>									
	181	179	121	74	28	26	43	2.60	2.43
		38%	26%	16%	6%	6%	9%		
<b>Front Street (9th to 10th)</b>									
South	8	1	2	0	1	1	6	1.38	4.55
Percent		9%	18%	0%	9%	9%	55%		
<b>Commercial (9th to 10th)</b>									
North	13	12	14	5	3	2	2	2.92	2.34
Percent		32%	37%	13%	8%	5%	5%		
South	33	32	28	16	7	3	8	2.85	2.41
Percent		34%	30%	17%	7%	3%	9%		
<b>SUBTOTAL CBD EAST</b>									
	54	45	44	21	11	6	16	2.65	2.56
		31%	31%	15%	8%	4%	11%		
<b>Total</b>	<b>235</b>	<b>224</b>	<b>165</b>	<b>95</b>	<b>39</b>	<b>32</b>	<b>59</b>	<b>2.61</b>	<b>2.46</b>
		<b>36%</b>	<b>27%</b>	<b>15%</b>	<b>6%</b>	<b>5%</b>	<b>10%</b>		
<b>Cumulative</b>		<b>36%</b>	<b>63%</b>	<b>79%</b>	<b>85%</b>	<b>90%</b>	<b>100%</b>		

**Table 6**  
**City of Leavenworth**  
**Downtown Parking Survey October, 1994**

**Behavior Patterns**

	<b>Business Owners</b>	<b>Business Employees</b>	<b>Resident Customers</b>	<b>Tourist Customers</b>	<b>Total Sample</b>
<b>Sample Size</b>	<b>26</b>	<b>15</b>	<b>6</b>	<b>72</b>	<b>119</b>
<b><u>Arrival Mode (% of Sample)</u></b>					
Auto	81%	80%	83%	90%	86%
Bus	4%	0%	0%	0%	1%
RV	0%	0%	0%	10%	6%
MC/Bike	0%	7%	0%	0%	1%
Walk	15%	13%	17%	0%	6%
<b><u>Parking Locations (% of Vehicles)</u></b>					
<b>On-Street</b>	<b>24%</b>	<b>40%</b>	<b>60%</b>	<b>72%</b>	<b>59%</b>
Downtown	24%	30%	40%	60%	49%
Other	0%	10%	20%	12%	10%
<b>In Lot</b>	<b>76%</b>	<b>60%</b>	<b>40%</b>	<b>25%</b>	<b>39%</b>
Hotel/Motel	0%	0%	0%	8%	6%
School	0%	0%	0%	4%	3%
Business/Other	76%	60%	40%	13%	30%
<b>Don't Know</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>2%</b>
<b><u>Length of Stay (hours)</u></b>					
Longest *	24.0	24.0	8.0	24.0	24.0
Shortest	0.3	5.0	0.5	0.5	0.3
<b>Average</b>	<b>8.9</b>	<b>8.8</b>	<b>2.2</b>	<b>5.6</b>	<b>6.6</b>
<b>Average On-Street **</b>	<b>8.1</b>	<b>7.3</b>	<b>3.5</b>	<b>3.3</b>	<b>4.0</b>
* Some respondents lived or stayed overnight in Downtown.			** Excluding Off-Street and Overnighters		
<b><u>Arrival Times</u></b>					
Earliest	5:30 a.m.	8:00 a.m.	9:00 a.m.	9:00 a.m.	5:30 a.m.
Latest	3:30 p.m.	1:00 p.m.	3:30 p.m.	5:00 p.m.	5:00 p.m.
<b>Average</b>	<b>9:50 a.m.</b>	<b>10:20 a.m.</b>	<b>2:00 p.m.</b>	<b>1:00 p.m.</b>	<b>12 noon</b>
<b><u>Trip Purpose (% of Sample **)</u></b>					
Work	96%	100%	0%	0%	33%
Shop / Eat	0%	0%	66%	72%	47%
Sightsee	0%	0%	0%	71%	43%
Business	4%	0%	17%	0%	2%
Conference	0%	0%	0%	0%	0%
Other	0%	0%	17%	8%	6%
** May total to more than 100% due to multiple trip purposes reported.					
<b><u>Visit Frequency (% of Sample)</u></b>					
Daily / Several times per Week	100%	100%	50%	1%	38%
Weekly / Several times per Month	0%	0%	33%	3%	3%
Monthly / Several times per Year	0%	0%	17%	38%	24%
Yearly or less	0%	0%	0%	41%	25%
First Time Visit	0%	0%	0%	17%	10%

Other behavior patterns may have been a little surprising. Most business owners and employees, for example, do not use on-street parking facilities. While local (resident) customers arrive in the downtown around about 2:00 p.m. and stay only a bit more than two hours on average, tourist customers average more than five and one half hours in the downtown area and typically arrive earlier. The RV arrivals do not tend to park on the street if they can find an alternative location and they tend to arrive earlier and stay longer. As a general rule, the tourist customers seem to visit Leavenworth about once a year, including those who were visiting for the first time (17% of the total).

It should be noted that the parking durations based on the interview surveys are much higher than those based on the utilization surveys. This is primarily because the interview surveys include both on-street and off-street parking and several respondents in the surveys reported parking for a period of 24 hours (generally in hotel lots).

However, even when these factors are discounted, the average duration for on-street parking is 4 hours, based on the surveys, and customer parking exceeds three hours on average.

Tourist customers, further disaggregated into those arriving by car, van or truck and those arriving in RV's (motorhomes or vehicle / trailer combinations), also exhibit some distinctions (Table 7).

These behavior patterns may dispel some of the more substantial concerns, for example with respect to the significance of employees utilizing valuable on-street parking spaces. The data indicates that business owners and employees generally use off-street facilities and constitute, in total, less than 15% of all on-street parkers in the peak demand period.

The behavior patterns may also accentuate the potential impact of implementing some control measures. For example, parking time limits of two or three hours, which might be implemented primarily to reduce employee use of on-street parking spaces, may have a significant impact on local (resident) and tourist customers, who, on average, wish to park much longer.

Understanding the behavior of the different parking users more clearly will help with the development of potential solutions which will satisfy all of their specific needs.

**Table 7**  
**City of Leavenworth**  
**Downtown Parking Survey October, 1994**

**Tourist Behavior Patterns**

	<b>Tourists in Cars</b>	<b>Tourists in RV's</b>	<b>Tourists Total Sample</b>
<b><u>Sample Size</u></b>	<b>65</b>	<b>7</b>	<b>72</b>
<b><u>Arrival Mode (% of Sample)</u></b>			
Auto	100%	0%	90%
Bus	0%	0%	0%
RV	0%	100%	10%
MC/Bike	0%	0%	0%
Walk	0%	0%	0%
<b><u>Parking Location (% of Vehicles)</u></b>			
<b>On-Street</b>	<b>77%</b>	<b>29%</b>	<b>72%</b>
Downtown	63%	29%	60%
Other	14%	0%	12%
<b>In Lot</b>	<b>21%</b>	<b>57%</b>	<b>25%</b>
Hotel/Motel	9%	0%	8%
School	0%	43%	4%
Business/Other	12%	14%	13%
<b>Don't Know</b>	<b>2%</b>	<b>14%</b>	<b>3%</b>
<b><u>Length of Stay (hours)</u></b>			
Longest *	24.0	24.0	24.0
Shortest	0.5	2.0	0.5
<b>Average</b>	<b>5.6</b>	<b>6.1</b>	<b>5.6</b>
<b>Average On-Street **</b>	<b>3.3</b>	<b>4.0</b>	<b>3.3</b>
* Some respondents stayed overnight in Downtown.		** Excluding Off-Street and Overnighters	
<b><u>Arrival Times</u></b>			
Earliest	9:00 a.m.	10:00 a.m.	9:00 a.m.
Latest	5:00 p.m.	3:00 p.m.	5:00 p.m.
<b>Average</b>	<b>1:00 p.m.</b>	<b>12 noon</b>	<b>1:00 p.m.</b>
<b><u>Trip Purpose (% of Sample **)</u></b>			
Work	0%	0%	0%
Shop / Eat	74%	57%	72%
Sightsee	72%	57%	71%
Business	0%	0%	0%
Conference	0%	0%	0%
Other	5%	43%	8%
** May total to more than 100% due to multiple trip purposes reported.			
<b><u>Visit Frequency (% of Sample)</u></b>			
Daily / Several times per Week	2%	0%	1%
Weekly / Several times per Month	3%	0%	3%
Monthly / Several times per Year	38%	29%	38%
Yearly or less	40%	57%	41%
First Time Visit	17%	14%	17%

## PARKING ALTERNATIVE PREFERENCES

The second part of the interview survey conducted under the direction of the consultant dealt with the preferences of the respondents with respect to parking alternatives (Table 8).

In almost every case, all groups of respondents reacted favorably towards the potential changes which would be necessary to improve the parking supply. The sole exception was the reaction of local (resident) customers to the prospect of having to pay for parking.

In general terms, the tourist customers appear more willing to accept new parking solutions. They are prepared to walk further, park in satellite sites more and pay higher fees to achieve the improved services. This may reflect the general experience of many tourist customers who are used to paying for parking facilities in their home towns.

The more detailed analysis between RV tourists and others (Table 9) indicates that while RV owners are more willing to park at satellite locations and are willing to pay higher fees, they are not willing to walk as far as others (only about 3 blocks in this case). This may reflect an older or more affluent group of respondents.

A number of these preference results are supported by interview surveys undertaken by an independent business owner at about the same time. In this case, 101 respondents were interviewed at downtown business locations (Table 10).. Unfortunately, the surveys did not determine whether the respondents were local or tourists, customers or employees.

These interview surveys confirmed a general willingness to pay for parking and, although fewer people supported the pay concept than in the previous survey, they were generally willing to pay higher fees. On the other hand they were not generally supportive of parking meters or parking fines. Time limits on parking (2 or 3 hours) were barely supported by the respondents.

Opponents to parking fees and time limits clearly voiced their concerns with respect to potential loss of customers (Appendix C).

In terms of general parking solutions, the survey respondents overwhelmingly felt that RV's should not be taking up more than one (on-street) parking space and that better paint striping would help. They also felt that if parking fees were to be implemented business owners and employees should not be exempt, but it might be a good idea to provide special parking for local customers.

In terms of specific solutions, the concept of covered parking in the Fruit Warehouse was the overwhelming favorite. Off-street lots east of the downtown core or north of the highway across from the park were also supported by a majority of the respondents. Options for lots by the river or satellite lots with shuttles were not supported by a majority of the respondents.

**Table 8**  
**City of Leavenworth**  
**Downtown Parking Survey October, 1994**

**Parking Preferences**

	<b>Business Owners</b>	<b>Business Employees</b>	<b>Resident Customers</b>	<b>Tourist Customers</b>	<b>Total Sample</b>
<b><u>Sample Size</u></b>	<b>26</b>	<b>15</b>	<b>6</b>	<b>72</b>	<b>119</b>
<b><u>Distance Willing to Walk to Parking (Blocks)</u></b>					
Longest Distance	8.0	4.0	6.0	10.0	10.0
Shortest Distance	0.5	1.0	2.0	1.0	0.5
<b>Average Distance</b>	<b>3.1</b>	<b>2.6</b>	<b>3.4</b>	<b>3.4</b>	<b>3.3</b>
<b><u>Willing to Park at Satellite Location (% of Sample)</u></b>					
<b>Yes</b>	<b>73%</b>	<b>80%</b>	<b>67%</b>	<b>81%</b>	<b>78%</b>
No	27%	20%	33%	18%	21%
Not Sure / No Answer	0%	0%	0%	1%	1%
<b><u>Shuttle Frequency Preferred (minutes)</u></b>					
Most Frequent	60	60	30	60	60
Least Frequent	10	5	15	4	4
<b>Average</b>	<b>28.4</b>	<b>31.9</b>	<b>19.4</b>	<b>20.5</b>	<b>23.4</b>
<b><u>Willing to Pay for Parking (% of Sample)</u></b>					
<b>Yes</b>	<b>81%</b>	<b>53%</b>	<b>33%</b>	<b>77%</b>	<b>72%</b>
<b>No</b>	19%	40%	<b>67%</b>	22%	26%
No Answer / Not Applicable	0%	7%	0%	1%	2%
<b><u>Acceptable Parking Fees (For Willing to Pay Only)</u></b>					
<b>Per Hour</b>					
Highest Rate	n/a	\$1.00	n/a	\$3.00	\$3.00
Lowest Rate	n/a	\$0.50	n/a	\$0.25	\$0.25
<b>Average Rate</b>	<b>n/a</b>	<b>\$0.75</b>	<b>n/a</b>	<b>\$0.91</b>	<b>\$0.90</b>
<b>Per Day</b>					
Highest Rate	\$5.00	\$4.00	\$5.00	\$24.00	\$24.00
Lowest Rate	\$1.00	\$1.00	\$2.00	\$0.75	\$0.75
<b>Average Rate</b>	<b>\$2.32</b>	<b>\$2.33</b>	<b>\$3.50</b>	<b>\$3.86</b>	<b>\$3.30</b>

**Table 9**  
**City of Leavenworth**  
**Downtown Parking Survey October, 1994**

**Tourist Parking Preferences**

	<b>Tourists in Cars</b>	<b>Tourists in RV's</b>	<b>Tourists Total Sample</b>
<b><u>Sample Size</u></b>	<b>65</b>	<b>7</b>	<b>72</b>
<b><u>Distance Willing to Walk to Parking (Blocks)</u></b>			
Longest Distance	10.0	4.0	10.0
Shortest Distance	1.0	2.0	1.0
<b>Average Distance</b>	<b>3.5</b>	<b>3.0</b>	<b>3.4</b>
<b><u>Willing to Park at Satellite Location (% of Sample)</u></b>			
<b>Yes</b>	<b>80%</b>	<b>86%</b>	<b>81%</b>
No	18%	14%	18%
Not Sure / No Answer	2%	0%	1%
<b><u>Shuttle Frequency Preferred (minutes)</u></b>			
Most Frequent	60	30	60
Least Frequent	4	10	4
<b>Average</b>	<b>20.3</b>	<b>22.1</b>	<b>20.5</b>
<b><u>Willing to Pay for Parking (% of Sample)</u></b>			
<b>Yes</b>	<b>73%</b>	<b>100%</b>	<b>77%</b>
<b>No</b>	25%	0%	22%
No Answer / Not Applicable	2%	0%	1%
<b><u>Acceptable Parking Fees (For Willing to Pay Only)</u></b>			
<b>Per Hour</b>			
Highest Rate	\$3.00	\$1.00	\$3.00
Lowest Rate	\$0.25	\$1.00	\$0.25
<b>Average Rate</b>	<b>\$0.91</b>	<b>\$1.00</b>	<b>\$0.91</b>
<b>Per Day</b>			
Highest Rate	\$24.00	\$12.00	\$24.00
Lowest Rate	\$0.75	\$2.00	\$0.75
<b>Average Rate</b>	<b>\$3.79</b>	<b>\$4.33</b>	<b>\$3.86</b>

**Table 10**  
**City of Leavenworth**  
**Independent Business Owner Survey October, 1994**  
**Solution Definition**

<u>Preferred Parking Alternatives</u>	<u>Preference Choices</u>			<u>Total Preferences</u>	<u>Weighted *</u>	<u>Rank</u>
	<u>1st</u>	<u>2nd</u>	<u>3rd</u>			
Lot across Highway from Park.	22	16	16	54	114	<b>3</b>
Lots East of Main Shopping.	19	26	11	56	120	<b>2</b>
<b>Fruit Warehouse (covered).</b>	<b>37</b>	<b>19</b>	<b>15</b>	71	<b>164</b> ⚡	<b>1</b>
Lot below Grange (Riverfront).	7	14	14	35	63	5
Satellite Lot with Shuttle. <i>WSDOT</i>	10	12	17	39	71	4
Totals	95	87	73			
No Answer (N.A.)	6	14	28			

\*Weighted by sum of (1st Choice x 3.0) plus (2nd Choice x 2.0) plus (3rd Choice x 1.0).

**Would you Pay for Parking Space - how much ?**

	<u>Yes</u>	<u>%</u>	<u>No</u>	<u>%</u>	<u>N/A</u>	<u>%</u>	<u>High Rate</u>	<u>Low Rate</u>	<u>Average Rate</u>
1/2 Day	<b>53</b>	<b>52%</b>	13	13%	35	35%	\$5.00	\$0.50	<b>\$2.41</b>
Full Day	<b>60</b>	<b>59%</b>	14	14%	27	27%	\$10.00	\$0.75	<b>\$4.43</b>
Hourly (written in response)	6	6%					\$1.00	\$0.75	<b>\$0.88</b>

**Would you use Parking Meters ?**

(in Downtown Area)	<u>Yes</u>	<u>%</u>	<u>No</u>	<u>%</u>	<u>N/A</u>	<u>%</u>	<u>N/A</u>	<u>%</u>
	37	37%	58	57%	6	6%		

**Would Enforced 2 to 3 hour Limits help ?**

	<u>Yes</u>	<u>%</u>	<u>No</u>	<u>%</u>	<u>N/A</u>	<u>%</u>
	51	50%	46	46%	4	4%

**Should Owners & Employees Park free ?**

	<u>Yes</u>	<u>%</u>	<u>No</u>	<u>%</u>	<u>N/A</u>	<u>%</u>
	30	30%	63	62%	8	8%

**Should there be Only 1 vehicle per space ?**

(i.e. No RV's on Streets)	<u>Yes</u>	<u>%</u>	<u>No</u>	<u>%</u>	<u>N/A</u>	<u>%</u>
	95	94%	3	3%	3	3%

**Would better Paint Striping help ?**

	<u>Yes</u>	<u>%</u>	<u>No</u>	<u>%</u>	<u>N/A</u>	<u>%</u>
	73	72%	20	20%	8	8%

**Would Parking Tickets help ?**

	<u>Yes</u>	<u>%</u>	<u>No</u>	<u>%</u>	<u>N/A</u>	<u>%</u>
	41	41%	53	52%	7	7%

**Should Local Customers have special parking ?**

	<u>Yes</u>	<u>%</u>	<u>No</u>	<u>%</u>	<u>N/A</u>	<u>%</u>
	50	50%	46	46%	5	5%

## **PARKING PROGRAM SOLUTIONS - A VISION**

The successful planning and implementation of a long term parking program is highly dependent on developing a long term vision of the program. This is considered critical for a jurisdiction such as the City of Leavenworth where parking facilities play such a critical role in support of the tourism activities.

Parking facilities, and other transportation facilities for that matter, should not only respond to the technical requirements but should support the overall Bavarian Village theme and ambiance. They should contribute to the architectural model and present a sense of convenient service, even fun and interest, to the tourist customer.

The parking and transportation facilities should not alienate any of the participants. Every means possible to encourage preferred behavior should be explored before using controlling measures; in other words, "using a carrot rather than a stick".

Information distribution and a critical review of the potential impacts of potential programs are key elements to encouraging preferred behavior. To reduce or alter parking demands successfully, it may be prudent to adjust or promote other transportation components.

It is also considered critical in developing the vision to understand that pedestrians and vehicles are not necessarily incompatible. The two can blend in a very positive manner if vehicles are not given priority over other street activities.

Vehicles do not need to be obtrusive even to more passive street activities such as street-corner conversations or sitting on benches or at patio tables. They can, in fact, be a significant part of the animation of the street if they are operated at a scale consistent with these other activities.

It is also essential, in developing the program vision, to accept that everything can not be done at once. There must be short term plans which are financially feasible and long term plans which are sufficiently flexible to accept changes.

The best way to visualize this is to recall the progress and change that has occurred over the past ten or twenty years. Could the past growth phenomenon in Leavenworth have been accurately predicted? Could the emergence of recreational vehicle traffic have been predicted?

Plans for future growth can be made with a flexible time frame. A "twenty year" plan might in fact need to be accomplished in ten years if growth outstrips expectations or it might take thirty years to accomplish if recessionary eras are experienced.

In developing the vision and the program itself, a great deal of flexibility must be built into the plans; more so for the long term plans than the short term plans.

*recommended  
this top priority*

## RECREATIONAL VEHICLE PARKING AND RECEPTION CENTER

Recreational vehicles (motorhomes and cars or trucks pulling trailers) are probably the most significant parking and traffic problem in the City of Leavenworth. It is a common problem in resort or tourist towns. While they constitute perhaps only a small part of the traffic on a normal day, they appear to cause most of the problems.

Large recreational vehicles are **not** compatible with the local streetscape or street activities. When they are moving or parked, they detract from the visual aspects of the village theme and they interfere with sight lines for pedestrians and other motorists.

At the same time, navigating an RV through a small town such as Leavenworth is not a particularly pleasant experience for most RV drivers. It is extremely awkward to maneuver the vehicles around tight corners, very difficult to find appropriate parking spaces and almost impossible to safely back up the rigs in a pedestrian environment.

It would be highly beneficial to the overall operation of traffic and parking if the RV's could be discouraged or even banned in the downtown core.

However, RV owners are an important asset to Leavenworth. On average, RV owners probably spend more time and money in shops and services than the average tourist. And it appears that their numbers are growing substantially.

The best way to handle the problem is to "use a carrot" before resorting to the "stick". What is critically needed is an "RV Reception Center" close to the downtown where there is sufficient and convenient parking for most of these big rigs.

The RV Reception Center must be well designed to accommodate the turning radii of the vehicles. It must provide a secure environment. It may even be prudent to investigate commercial amenities such as sanitary dump stations, water fill-ups and other services. It is highly likely that a service or parking fee could be charged for a secure site with additional amenities.

The survey data clearly indicates that such a center should be within 3 blocks of the downtown. The site should also be immediately adjacent to Highway 2 to provide maximum exposure, minimum travel through the town and maximum convenience to RV drivers. The Leavenworth Fruit Company Warehouse site is an excellent candidate.

The RV Reception Center should be designed to accommodate the average daily RV traffic, initially for at least 20 to 30 vehicles. Overnight parking should not be allowed. The site should be extensively marketed by highway signs, brochures and even advertising in trade magazines. It should not be designed to accommodate the peak demands experienced during festivals. Other temporary, satellite locations should continue to be used for these events.

## **PARKING TIME LIMITS**

Restrictive measures, such as time limits or parking restrictions, should be used only as last resort. Even then, careful consideration must be given to ensure that such controls do not alienate users for whom they are not intended.

The implementation of a two or even three hour time limit on parking, for example, would likely alienate local and tourist customers (who wish to park longer) while having little effect on its intended targets, the business owners and employees.

Enforced time limits are barely supported by respondents to the independent business owner's survey. It is likely, and evident by the comment sheets of other respondents, that it would be an extremely divisive issue for the town.

Time limits on downtown on-street parking are **not** recommended at this stage of Leavenworth's development. There are other ways and means to address the perceived problems prior to resorting to time limits.

## **PARKING FEES**

Data from both sets of interview surveys clearly indicates that most people, except local customers, are prepared to pay parking fees. Parking fees, if charged, should be priced at about \$0.50 to \$0.75 per hour and \$3.00 to \$4.00 per day.

However, actual usage of existing off-street pay lots indicates that parking fees are probably not practical at this time.

It is natural that a person will search for an unrestricted, free parking space for a considerable amount of time before reluctantly paying a fee, and this is the case in Leavenworth. The existing pay lots are not used unless all other available parking, including residential on-street spaces, is fully utilized.

Unless the City is prepared to charge parking fees for all on-street parking, it is unlikely that an all-purpose off-street parking lot would be successful in charging fees. Parking meters are significantly opposed at the current time, according to respondents of the independent business owner's survey.

Parking fees are not recommended at this stage of Leavenworth's development, except where there is an exceptional difference in the level of service provided which could perceptively warrant such fees (e.g., an RV Reception Center).

Parking fees may be practical within ten years, but then must be applied universally to on-street spaces as well as to off-street lots.

### **EMPLOYEE PARKING INCENTIVE PROGRAM**

The occurrence of employee or business owner abuse of on-street parking does not appear, on the whole, to be very high. Nevertheless, significant effort should be employed to entice any employee or business owner to park in a less desirable space or preferably leave their vehicles at home and walk, cycle or take a bus to work.

Several innovative incentive programs are being used in other towns with similar problems (Figures 2, 3, and 4). The focus of the programs is to involve the employee and business owner in the development of the program and to understand the parameters surrounding the program.

In Leavenworth, for example, employee use of on-street parking during the off-season does not likely have a significant impact on the customer usage. It would be very frustrating for an employee to walk to work past empty parking spaces every day in the off-season.

An Employee Parking Incentive program in Leavenworth, therefore, should only be operated for six months of the year. Restructuring and promoting the program every season would give it new life and direction.

It is recommended that the City work with the Chamber of Commerce and Downtown Merchants to develop an ongoing Employee Parking Incentive program as soon as possible.

### **ON-STREET PARKING MAXIMIZATION**

It is clear from the data collected that the on-street parking is the most valuable resource for the downtown retail core. It is convenient for customers and the least obtrusive to the streetscape. The on-street parking is most compatible with the "Bavarian Village" theme and architectural model.

Large surface lots or bland parking structures might significantly impact the visual theme and ambiance of the village. On the other hand, cars driving slowly or parked on the street are very compatible with pedestrians, particularly if they blend in with landscaping and other activities.

Many pedestrian malls developed in other jurisdictions have realized this fact and have reintroduced limited vehicular access and parking into the streetscape. While it may be very beneficial to close certain streets during major festivals, it is likely that maximizing the amount of on-street parking produces the greatest overall commercial benefit.

"Employee Buttons" - Banff, Alberta



"Parking Check"—Corinth, Miss.

Source: Downtown Corinth Association

DOWNTOWN CORINTH ASSOCIATION NON - NEGOTIABLE		HOMETOWN BANK MAIN STREET, U.S.A.	85-582 842	002830
PAY	SEVENTEEN THOUSAND DOLLARS	DOLLARS \$ 17,000.00		
TO THE ORDER OF	Downtown Corinth Merchants & Businesses		<i>Angie D... Merchant</i>	
		NON - NEGOTIABLE		
⑈002830⑈ ⑆0842⑆0582⑆ 55⑈0170070⑈				

If you are a downtown employee or professional this is what it cost you or other businesses a year for you to use this space. Please think about this and help us solve this problem by parking off street in one of over 300 spaces provided for you. If you are a customer we thank you for coming downtown and hope you will come back often!

*The Specialty Children's Bookstore*  
*Paris Books*  
*Upon - Janis Furniture*  
*Debbie Stauffer*  
*Debbie Stauffer*  
*Downtown Manager*  
*A. H. Taylor, Jr.*  
*Apparel Company*  
*Bruce Robinson*  
*W.D. Little*  
*Ally Dallen*  
*Claudia Judy*  
*James J...*  
*Denise H. H...*  
*Beverly Napier*  
*Jean Harden*  
*Hul...*  
*The Gift Basket*

PERTEET ENGINEERING, INC.  
Civil and Transportation Consultants

City of Leavenworth  
Downtown Parking Study  
Employee Parking  
Incentive Program Ideas

Figure 2

## Please

Don't be a

## Shopper Stopper

The space where you have parked means up to \$200 a day in sales for Uptown Shelby. When you prevent a customer from parking here, you and your neighboring businesses lose money.

### Keep Your Uptown Strong - Park

Where It makes Cents!

Concerned Businesses of  
Uptown Shelby

Remember: We're in this together!

## Feeble Excuses For Parking In Customer Spaces

*I was running late for work.*  
Leave for work earlier.

*I had a heavy package to drop off/pick-up.*  
Drop it off and take your car away.

*I can't afford a leased space.*  
At \$6.00 per month it's about the cost of 2 parking tickets.

*It's my right to park anywhere I want to park.*  
Your right is interfering with our customer's rights and **that makes your right wrong!**

*I only park in front of our store.*  
Then your customers have to park in front of our store.

*It's too far from a leased space to where I work.*  
You can lease a space within 1 block of any business uptown.

*I'm in and out all day.*  
Either organize your day better or get a lot of exercise walking back to your leased space.

*I don't want to walk a block from my car to work.*  
Your customers don't want to either. If we lose all our customers, we will not need to park uptown at all.

*I'm just plumb lazy.*  
Sorry, we can't help you there.

**Windshield Card—**  
**Shelby, N.C.**  
In Shelby, N.C., the Main Street manager has persuaded key downtown employers to sign an "agreement" not to park on-street and to discourage their employees from doing so. The windshield card is placed on cars of employees who habitually park on the street.

Source: Uptown Shelby Association

## Downtown, We caught you using your customers parking space today.



CBD / MAINSTREET MUSCATINE  
GREATER DOWNTOWN MUSCATINE ASSOCIATION  
VIGILANTE PARKING COMMITTEE

**Windshield Card—Muscatine, Iowa**  
In Muscatine, Iowa, a windshield card is placed on cars that remain in on-street parking spaces beyond the time limit. Additionally, there are designated long-term parking areas for downtown employees and merchants. Use of these areas requires an I.D. card.

Source: Mainstreet Muscatine

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**City of Leavenworth  
Downtown Parking Study  
Employee Parking  
Incentive Program Ideas**

**Figure 3**

*Practically Perfect Parking  
Program—Ardmore, Okla.*

*Source: The Mainstream,  
Ardmore, Okla.*

## Practically Perfect Parking Program Prize Winners

### December Winners

City Parking Lot  
CEV-671 - Toyota Corolla  
Teresa Brown, APD

Blue Sport Tote  
from Athlete's Corner

SODA Parking Lot  
CVU-458 - Red Jetta  
Gay Johnston, SODA

\$50 of in-house printing  
from Kwik Kopy

Kriet's North Lot  
CEZ-868 - Mercury Montigo  
Mildred Crockett, Kriet's Western Auto

Brass Wine Rack from  
Rhynes & Rhodes Furniture

### January Prizes

\$50 Gift Certificate  
from Wall's  
Bargain Center

\$50 Gift  
Certificate  
from Cook Paint

Wall Clock from  
Tipps Furniture

#### Poem of the Month:

A service we can all provide  
While we're all working hard inside  
Is put your auto somewhere else  
And do not think of just yourself.

"The customer comes first," I hear  
"But park off-street? You must be queer.  
I would have to walk a block!  
I'd rather be more like a rock."

But rocks are boring, this I know,  
Unless they shine for others, though.  
So park off-street and show you care,  
And "Thanks" to those who took the dare.

Can you do better? Send your Parking Poem of the Month  
to "Dear Ed" by the 15th of each month.

Maximizing the amount of on-street parking is also likely the least expensive option to increase parking supply. The right of way is generally available and most construction costs would be limited to signs and pavement markings.

It is considered possible to increase the amount of on-street parking in downtown Leavenworth by as much as 20 or 30 percent (50 to 75 parking spaces). This can be accomplished by developing a one-way street system and introducing more angled parking. It would also likely reduce the speed of traffic circulating in the downtown and actually improve the pedestrian environment.

Access to essential services, such as fire stations and hospitals, must be considered in this process. Delivery services to businesses, particularly during the peak tourist season, may also need to be reviewed and even rescheduled to off-peak days and hours.

It is recommended that the City undertake detailed plans and implement an On-Street Parking Maximization program as soon possible. Some preliminary "one-way" alternatives are illustrated in Figures 5 and 6.

#### **OFF-STREET PARKING - SATELLITE LOTS AND STRUCTURES**

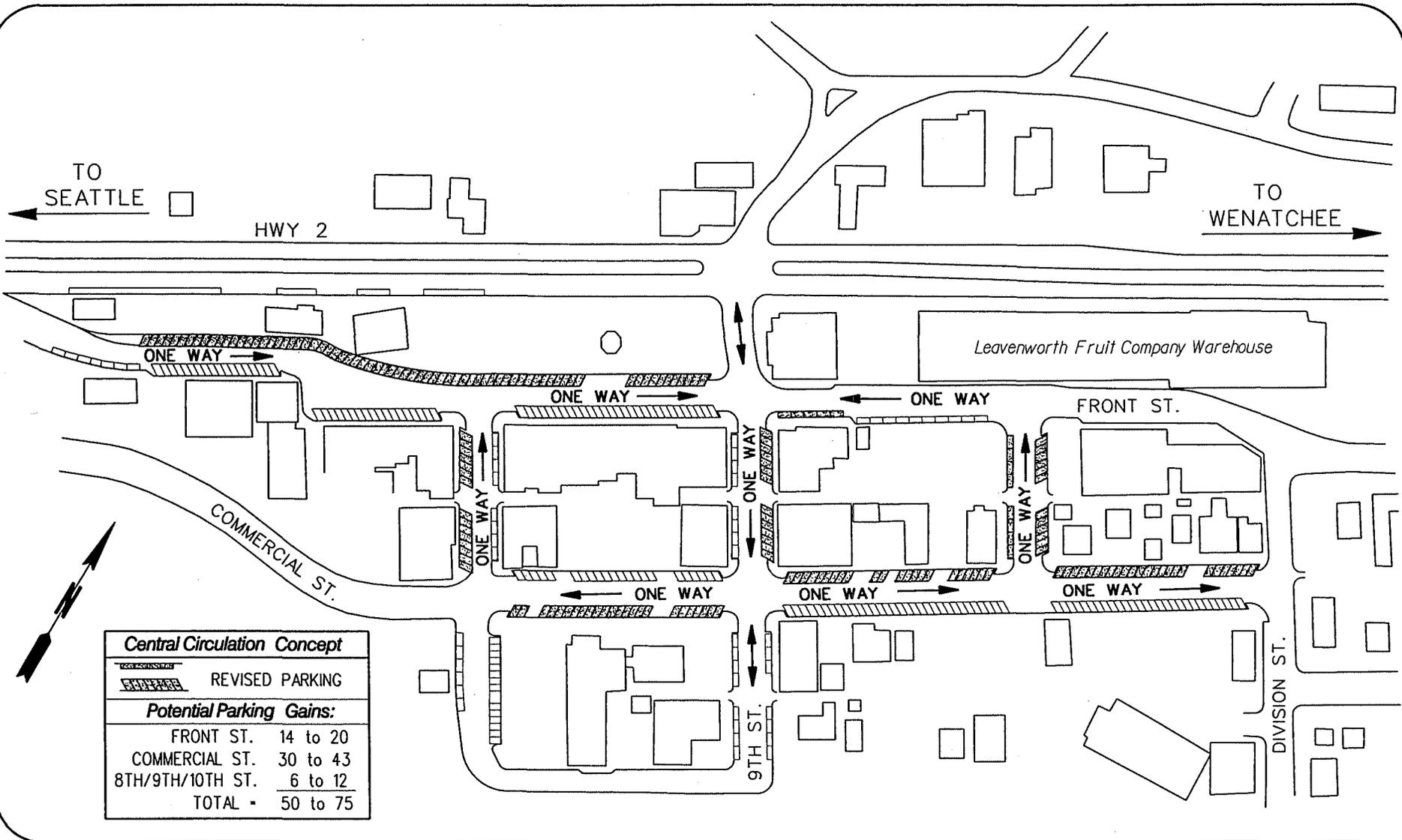
The data collected indicates that off-street parking lots and structures are not currently a high priority. Moreover, it is likely that single purpose off-street lots will not be economically viable until the City is prepared to charge for all parking spaces (i.e. parking meters).

Off-street parking facilities will not become a priority until all adjacent on-street spaces are fully saturated. Experience from other resort towns, however, clearly indicates that additional off-street parking will probably be required at some point in the future.

Large open surface parking lots in the core retail area should be avoided if possible, as they consume valuable space and detract from the architectural theme of the town. Any surface lots should be located on the outskirts of the downtown core with shuttle services as required. The Washington State DOT lot is a very good candidate.

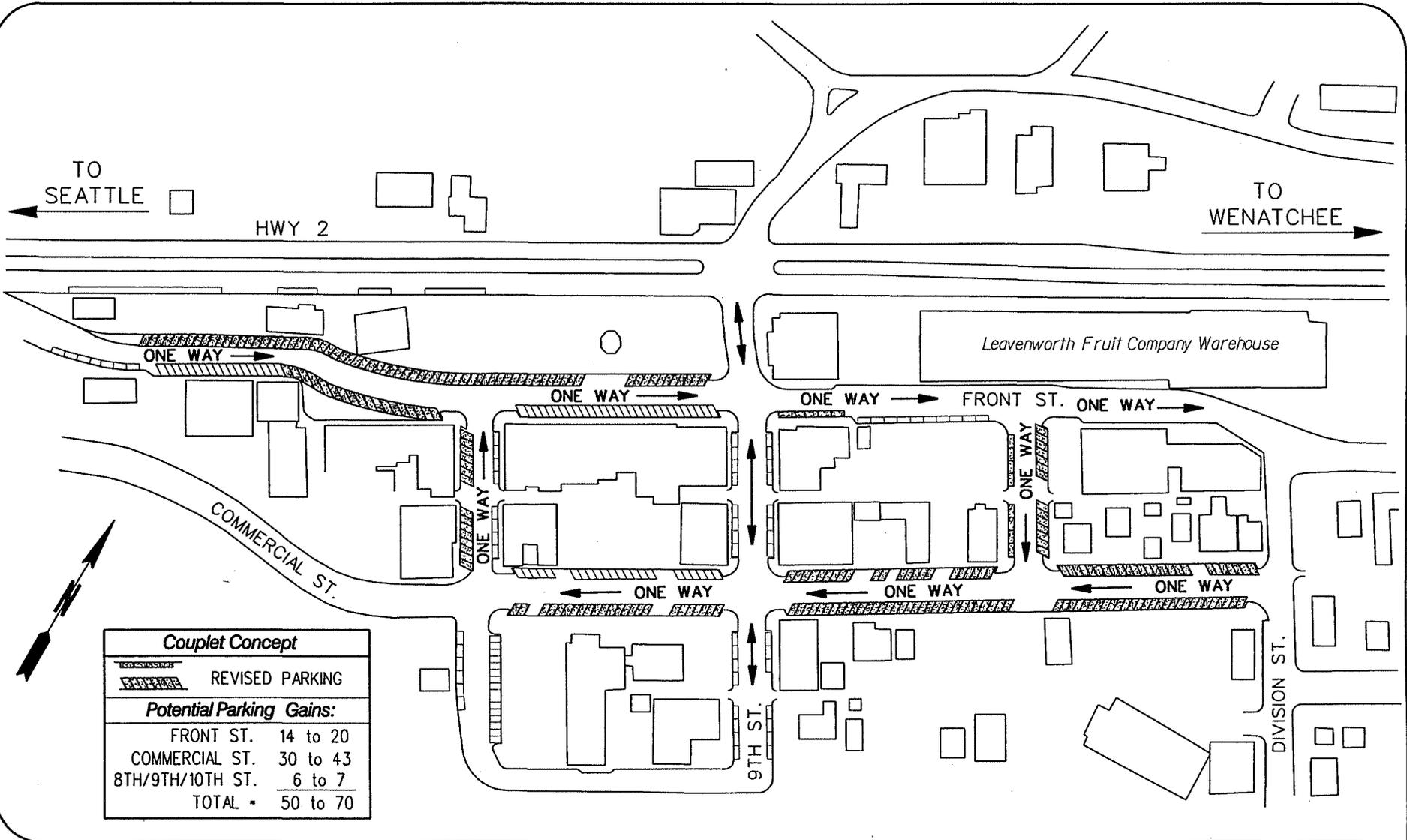
Despite the overwhelmingly positive response of survey respondents to "satellite" lots with shuttles, it is likely that such facilities would not be successful for many years. The costs of shuttle services must also be considered and parking fees would likely need to be charged.

Other multi-purpose surface parking lots are available on weekends only or for limited time periods such as evenings. Such multi-purpose lots include City Hall, churches and schools within three or four blocks of the downtown. These are a valuable resource for Festival activities, particularly if some downtown streets are to be closed for the Festival.



Central Circulation Concept	
	REVISED PARKING
Potential Parking Gains:	
FRONT ST.	14 to 20
COMMERCIAL ST.	30 to 43
8TH/9TH/10TH ST.	6 to 12
TOTAL -	50 to 75

*City of Leavenworth  
 Downtown Parking Study  
 On Street Parking Maximization  
 One-Way Central Circulation  
 Figure 5*



City of Leavenworth  
 Downtown Parking Study  
 On Street Parking Maximization  
 One-Way Couplets  
 Figure 6

The City and Chamber of Commerce should work with candidate land owners to identify the availability of such lots and provide appropriate signage. It would be prudent to provide information on the public "opening" times of these resources for inclusion in brochures and Festival programs.

Shuttle services, if implemented at some in the future, could expand the effective range of such resources beyond the three to four block walking distance.

Structural parking near the downtown core (i.e. within 3 blocks) is much more desirable from a marketing aspect than satellite or multi-purpose lots. The structure must be designed to be unobtrusive, however, and to fit in with the architectural model. The resort town of Banff, Alberta, for example, has just completed its first public parking structure, successfully incorporating a false frontage into the architecture.

The Leavenworth Fruit Company Warehouse site is considered to be an excellent candidate for such a parkade. Structural parking is expensive to build (\$15,000 to \$20,000 per space) and maintain, however. It is unlikely that such facilities would be economically viable for at least ten years and only when charging parking fees is acceptable.

## **LAND BANKING AND FUNDING**

While additional off-street parking is not recommended for the City of Leavenworth at this time, land banking for the future is highly recommended to ensure that sufficient and appropriate space is available. In this event, any land banked now could be used for other purposes in the interim.

Funding for such a land bank could be derived from a variety of sources. A Local Improvement District (L.I.D.) for downtown businesses would certainly be an appropriate means of raising funds. Depending on interim land uses, rents, leases or other fees from such a property could assist in debt payments.

The City may also wish to consider legislating a "cash in lieu" fund, wherein redevelopment in the downtown core would pay an equivalent fee to the City for the number of parking spaces that would be normally be required under City ordinances.

It is recommended that the City investigate and implement such a funding program as soon as possible to purchase land banks for future parking and tourist transportation facilities in the downtown.

## **FRUIT WAREHOUSE SITE**

The Leavenworth Fruit Company Warehouse is considered to be an excellent candidate for short and long term transportation facilities. Its primary advantages are location, availability and size.

The site location and long frontage on Highway 2 provide excellent exposure for first time visitors and excellent access for awkward vehicles, such as RV's and buses.

The site is also favorably located with respect to existing and future development of the downtown retail core. The site is within 3 blocks of all existing shops and it is central to future development, which, due to physical constraints to the west and east, is likely to occur south of Highway 2 between 9th Street and Division Street.

The size and shape of the site allows consideration of a variety of transportation and tourist related facilities. As noted previously, the site would be an excellent candidate for an RV Reception Center and, in the long term, for a parking structure. Other considerations could include a Tour Bus Reception Center, a Regional Transit Terminal (Link) and a general Tourist Information and Reception Center.

Preliminary structural analysis indicates that the west third of the building could be rehabilitated as a two level parking structure but at a cost which might be equivalent to the construction of a new parkade. The west third could also be modified to provide a covered RV Reception Center. The existing structures may not be considered to be compatible with the architectural model of the Bavarian Village, however, and demolition may be desirable.

Redevelopment of the site may be phased in over a period of time if the entire site is acquired as a land bank opportunity. The first priority should be the RV Reception Center. Use of the west third of the site for this purpose is recommended. The remainder of the site could be leased out on an interim basis for continued warehouse or other uses or developed in a joint venture fashion with private interests for compatible services.

It is recommended that the City investigate acquisition of the Fruit Warehouse site as a land bank for interim and long term transportation uses.

## **SHUTTLE BUSES AND THEME SHUTTLES**

Shuttle buses may be used to provide service to the downtown for tourists parking at "satellite" lots or for tourists residing at nearby motels. The survey data indicates that a minimum frequency of 20 minutes would be required.

The service hours would be dependent on the typical hours of business operated by the downtown merchants, particularly restaurants. It would be a very poor experience for tourists

to be stranded in the downtown area with no means to return to their hotel or parked vehicle because the shuttle service ended too early in the day.

The most important aspect of a shuttle service for tourists, however, may be related to the actual ride experienced, rather than just the technical aspect of being carried. The cable cars in San Francisco, for example, are a tourist attraction by themselves, as well as an effective means of conveyance.

If Leavenworth could identify a vehicle which conveys a unique sense of experience and one which is in keeping with its overall Bavarian Village theme, then this aspect of the transportation could become an additional feature as well as being less intrusive. Several survey respondents suggested a horse and carriage conveyance. While this would be most appealing to the village theme, it would likely lack the capacity and speed to be a truly effective transport service.

The White touring car used in Glacier National Park and being considered in Banff (Figure 7) is another model which might be considered. A small fleet (perhaps six) driven by locals in Bavarian dress who could act as informal tour guides would add value to the total experience of Leavenworth. The fleet, and satellite parking, might only be required for the six month high tourist season.

It is recommended that the City further investigate, in concert with the Chamber of Commerce, Downtown Merchants and Hotel Operators, the opportunity of a "Theme Shuttle", in order that such a program could be implemented in five to ten years..

## **WALKING AND CYCLING**

In addition to employee incentives, walking and cycling can be effectively promoted with tourists. Leavenworth is already successful in promoting its cross country ski trails.

The Highway 2 sidewalk improvements currently under construction will promote walking from greater distances, such as the motels along the highway and potentially as far as the WSDOT lots. Such facilities can be further enhanced by highlighting them in promotional materials. Brochures should include maps which are "to scale" as much as possible.

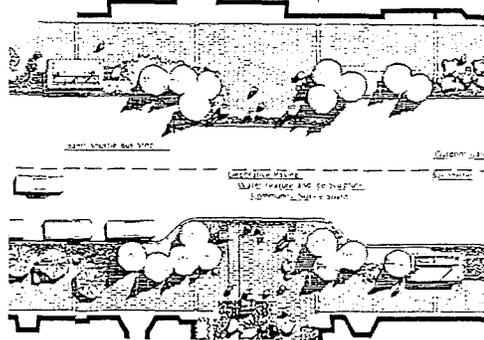
Other towns and cities have also effectively used "free" bicycles to entice visitors and business people to leave their vehicles in remote lots. The bicycles are usually quite plain (often "klunkers" inexpensively obtained from police auctions) which are painted a distinctive color and set out at various locations in the town for anyone to use. They are not meant to be "hi-tech" vehicles for use on mountain trails; rather, just basic transport for people to leisurely cycle along town streets.

Such a "free" bicycle system might be quite useful for promoting parking at hotels and satellite parking sites along Highway 2 rather than in the downtown area. Bicycle racks would need to be placed at convenient locations in the Downtown area.

## Community Design

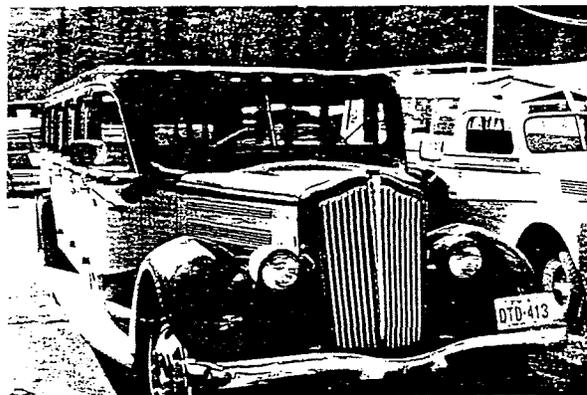
### 5. Public Transit Program Recommendations

A. The existing seasonal public shuttle operation should be expanded to provide service to more destinations and become a major component of the way people experience Banff. Transit ridership should be increased by a combination of positive transit incentives and private auto disincentives.



B. Implement a public shuttle route program that organizes destinations in a radial pattern converging in the downtown area. The downtown crossover will create high visibility for public transit and provide the highest level of service in the most congested zone of Banff.

C. Implement a public shuttle system that creates a fun experience for riders so that the attraction provides additional incentive to ride. By the selection of vehicles, operational plan and public contact approach, a unique identity and transit program could be developed. The historic White Touring Cars represent a vehicle choice that accomplishes the goal of using a smaller scale, historically correct, shuttle vehicle with the benefit of open air capability. These vehicles could be replicated with modern vehicle components.



■ This choice of a public shuttle vehicle would make transit an event in itself.

Source: *Banff Downtown Enhancement Conceptual Plan*

 PERTEET  
ENGINEERING, INC.  
*Civil and Transportation Consultants*

*City of Leavenworth  
Downtown Parking Study  
Theme Shuttle Alternative*

*Figure 7*

As with the "Theme Shuttle", the bicycle fleet may only be practical during the high tourist season. The bicycle fleet might be operated (maintained and distributed) under contract by the City, Chamber of Commerce, Downtown Merchants and Hotel Operators.

It is recommended that the City further investigate the pedestrian and cycle networks to promote non-motorized transport of tourist customers from hotels and potential future satellite parking lots. A "Bicycle Fleet" program is viable immediately or in the five to ten year period.

### **SHORT TERM PARKING AND TRANSPORTATION IMPROVEMENTS**

Based on the foregoing discussions of alternatives, the following improvements are recommended in the next five years:

1. Development of a funding mechanism through an L.I.D., Cash-in-lieu, service fee or combination of all of the foregoing, for purchase of a central land bank site for tourist related transportation facilities. The preferred site is the Leavenworth Fruit Company Warehouse.
2. Development and promotion (through signage and advertising) of an RV Reception Center for at least 20 to 30 vehicles. The preferred site is the Fruit Warehouse.
3. Development and promotion of an Employee Parking Incentive program, to be operated in the high tourist season (6 months) and renewed each year.
4. Planning and development of an On-Street Parking Maximization program, with one-way streets and increased angle parking.
5. Investigation of "Theme Shuttle" and "Bicycle Fleet" programs.

### **MEDIUM TERM PARKING AND TRANSPORTATION IMPROVEMENTS**

Based on the foregoing discussions of alternatives, the following improvements are recommended in the five to ten year time frame:

1. Development and promotion of a "Theme Shuttle" service to hotels (and satellite parking lots) during the high tourist season.
2. Development and promotion of satellite parking lots, if warranted and if Item 1. above is undertaken. The WSDOT site is the preferred location.
3. Development and promotion of a "Bicycle Fleet" program to service hotels (and satellite parking lots) during the high tourist season.

4. Review and expansion, if warranted, of the RV Reception Center.
5. Development and promotion of a Tour Bus Reception Center and Regional Transit Terminal. The Leavenworth Fruit Company Warehouse site is the preferred location.

#### **LONG TERM PARKING AND TRANSPORTATION IMPROVEMENTS**

Based on the foregoing discussions of alternatives, the following improvements are recommended beyond the ten year horizon:

1. In-depth review of overall parking and transportation programs.
2. Review of paid and/or time limited parking programs, with implementation if warranted.
3. Development of a parking structure, if warranted, with emphasis on the architectural model of the Bavarian Village. The Leavenworth Fruit Company Warehouse site is the preferred location.

**APPENDIX A**

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***Retail Sales & Hotel/Motel Tax Summaries***

**Table A1**  
**City of Leavenworth**  
**Retail Sales Tax Summary**

<u>Month *</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>4 Year Averages</u>	<u>Percent of 4 Year Average Month</u>
Jan (Nov)	21,080	25,120	20,933	32,123	24,814	68%
Feb (Dec)	23,883	31,381	35,136	53,404	35,951	98%
Mar (Jan)	26,352	35,134	35,347	34,640	32,868	90%
Apr (Feb)	16,761	20,234	24,399	24,100	21,374	58%
May (Mar)	15,607	26,522	23,816	24,331	22,569	62%
Jun (Apr)	18,487	38,637	31,368	41,241	32,433	89%
Jul (May)	28,155	36,186	46,626	38,954	37,480	102%
Aug (Jun)	32,933	37,103	49,616	46,510	41,541	113%
Sep (Jul)	37,015	50,724	56,303	50,297	48,585	133%
<b>Oct</b>	43,319	45,955	54,448	41,009	46,183	126%
Nov (Sep)	42,066	50,200	52,734	43,943	47,236	129%
<b>Dec (Oct)</b>	45,873	40,758	52,796	<b>54,498</b>	48,481	132%
Total	351,531	437,954	483,522	485,050	439,514	
Average Month	29,294	36,496	40,294	40,421	<b>36,626</b>	< 4 Year Average Month

**Analysis of Month of December (October) 1994**

Percent of 4 Year Average Month = 149%  
Percent of 1994 Average Month = 135%

\* Sales Tax records probably reflect real business transacted about two months prior (as shown in brackets) due to delays in processing by the State, etc.

**Table A2**  
**City of Leavenworth**  
**Hotel / Motel Tax Summary**

<b>Month *</b>	<b>1991</b>	<b>1992</b>	<b>1993</b>	<b>1994</b>	<b>4 Year Averages</b>	<b>Percent of 4 Year Average Month</b>
Jan (Nov)	4,430	6,049	6,258	7,807	6,136	58%
Feb (Dec)	6,616	12,593	11,970	12,359	10,885	104%
Mar (Jan)	8,803	10,425	12,113	9,961	10,326	98%
Apr (Feb)	4,455	5,431	7,261	6,239	5,847	56%
May (Mar)	5,347	6,114	5,385	2,635	4,870	46%
Jun (Apr)	6,179	7,536	10,293	12,526	9,134	87%
Jul (May)	11,370	10,027	11,549	9,703	10,662	102%
Aug (Jun)	9,967	7,112	12,616	12,135	10,458	100%
Sep (Jul)	10,987	17,102	18,468	17,513	16,018	153%
<b>Oct</b>	18,421	14,831	17,808	7,656	14,679	140%
Nov (Sep)	12,337	12,433	13,472	11,424	12,417	118%
<b>Dec (Oct)</b>	9,243	13,407	18,534	<b>17,105</b>	14,572	139%
Total	108,155	123,060	145,727	127,063	126,001	
Average Month	9,013	10,255	12,144	10,589	<b>10,500</b>	<b>&lt; 4 Year Average Month</b>

**Analysis of Month of December (October) 1994**

Percent of 4 Year Average Month = 163%  
Percent of 1994 Average Month = 162%

\* Hotel / Motel Tax records probably reflect business transacted about two months prior (as shown in brackets) due to delays in processing by the State, etc.

***APPENDIX B***

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***Downtown Parking Survey***  
***- Additional Comments***

**City of Leavenworth**  
**Downtown Parking Survey October, 1994**  
**Additional Comments - Opinions of Parking in Downtown**

**Note: Comments No. 1 through 47 are business owners, employees or local customers.  
Comments No. 48 through 119 are tourists.**

1. LID for packing plant (fruit warehouse).
2. Not enough parking which discourages tourism.
3. Employees parking in the City Center.
4. Merchants should not park in downtown area.
5. Parking not as bad if employers kept employees from parking downtown; should park away from center core.
6. Downtown parking would be better served by satellite parking for employees and guests only.
7. Parking situation is bad.
8. Not enough parking; should have built City Hall in different location so site could be used for parking.
9. Parking is not bad for small town; need to consider underground parking.
10. No problem.
11. Horrible; there is no downtown area parking for tourists.
12. Parking is terrible; hear many complaints.
13. Close Front Street and make it a place to walk.
14. It stinks; awful.
15. Overcrowded parking; problem of people not finding place to park and leave town.
16. Congested.
17. Too many people who work downtown park downtown; need 2 hour limit.
18. Parking is limited; need to inform public of parking in outlying areas.

19. People are lazy and don't want to walk. School parking should be utilized by use of shuttle. Local rate should be applied to employees vs. tourists. Shuttle should run late to accommodate employees.
20. Not enough parking. Hear complaints from customers about lack of parking including RV's.
21. Not enough parking; parking area poorly maintained in Winter. No employee parking area.
22. Employees should not be parking downtown. Metered parking should not be an option.
23. Need more parking.
24. It's horrible. Employee parking needs to be removed from CBD except for paid lot spots.
25. Terrible. Parking garage needed. RV parking needed.
26. Horrible. Constant source of customer complaints. Complain even on slow days.
27. Close Front Street for festivals and weekends.
28. Very limited; need special area for employees.
29. Business owners should keep themselves and employees out of the downtown core.
30. Parking bad during festivals and special events; otherwise no problem.
31. For residents, pharmacy needs drive up window.
32. Need lots more.
33. More parking needed but not downtown. Parking garage needed.
34. Do not use separate shuttle when already paying for LINK service. Work to initiate LINK service.
35. Parking is terrible. Front Street should be closed for pedestrians only. Business owners do not take responsibility for parking upon themselves.
36. There is not enough parking. Customer coming for 8 to 10 years may not be coming anymore because of parking.

37. People don't want to pay. School lots empty. Not enough parking.
38. Lousy.
39. Lousy. Employees and employers off street. Bus should use satellite parking.
40. Atrocious.
41. Congested.
42. Can't believe the City does not have a parking garage. Problem of customers not finding a place to park.
43. If you get here early you can get a spot.
44. It sucks. Festivals and special events hard for residents to get to town to do business. Suggest parking garage by Gustav's / Grange.
45. Difficult to impossible. Conversion of fruit warehouse to parking garage.
46. Against paid parking.
47. Should be all bricked; no vehicles form 8th to 9th and preferably more.
48. Sometimes good, sometimes bad. If staying overnight its OK because park in motel lot.
49. Hard to find on Friday afternoon.
50. Got last spot today.
51. Lots of parking; just too many people.
52. Good.
53. Tight, insufficient and difficult. All parking taken Friday (weekday). Support satellite parking depending on security and convenience.
54. Need handicap parking; just can't get it. Keep parking as it is; charm of the City; no parking garage.
55. Need more parking.
56. Always seems crowded.

57. Parking premium. A little dangerous for people walking or backing out of parking; this is a non-Octoberfest weekend.
58. Very difficult.
59. Terrible and very limited. Satellite parking is great idea.
60. It's lousy; never been able to park in downtown.
61. Not enough room for RV's.
62. Not too good.
63. One spot and I got it. Tight.
64. No problem except during festivals.
65. Less than adequate.
66. Stinks.
67. OK; just so many people here.
68. Don't have problem except RV vehicles.
69. Needs lots more space. Front Street should be all walkway, no cars; between 8th and 9th.
70. OK if early enough.
71. Hard to find parking at all.
72. Depends on time of day; excellent.
73. Not enough. Part of fun is driving around.
74. Should have 2 hour limit.
75. Horrible; tough.
76. Pretty crowded; very hard to find a spot.
77. Mightly tight. Drove for hours to find spot on occasion.
78. Cramped. Feel guilty putting packages in car and continue shopping.

79. Stinks.
80. A problem. Spend a lot of time driving around looking for a place to park.
81. Can be dangerous for pedestrians.
82. Packed but found a spot. We're happy.
83. No trouble; first time. Possibly limit time.
84. Scary and congested. Watch carefully.
85. Not enough. Need parking garage.
86. Depends on time of year. Today is not bad. Avoid festivals. Good shops.
87. Use streets for other reasons; close down Front Street.
88. Need multi-level parking garage.
89. More parking equals more business.
90. People come anyhow.
91. Need to have no parking on Front Street; pedestrian area. Horse and carriage.
92. Today was good.
93. Not enough handicap spots.
94. Tend to park away from downtown and walk in.
95. Usually come in motorhome but lost our spot this year; it's now paid parking so didn't park there.
96. Hard to find a spot but it is a tourist town.
97. Need more handicap spaces.
98. Never really had a problem but don't come at crowded times of the year.
99. Crowded. Some areas below town on Commercial could be used. Good overflow area.
100. OK. Not enough. Willing to hunt for 15 minutes to find one.

101. At Christmas lighting it was crazy. Not here often but usually find a place on side street. Use school buses for shuttle like when train came here.
102. Few and far between. Usually come off-season.
103. No real complaints.
105. Always been a problem since being a tourist town.
106. As good as it can be under the circumstances.
107. Not enough.
109. Not enough.
110. Usually park in lot and supposed to pay but don't.
111. Sometimes OK; sometimes not. Business taxes should cover it.
112. Drove around and finally found a spot.
113. To be avoided. Come here but park out of the center.
114. Fine when no tourists.
115. Just fine for today.
116. Poor today. Otherwise no problem.
117. Rough. Drove around block four times. Shuttle would be OK.
118. Exception of today; 95% of time no problem parking on Front Street.
119. Never had a problem; avoid busy days.

***APPENDIX C***

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***Independent Downtown Survey***

***- Additional Comments***

**City of Leavenworth Parking Study**  
**Independent Business Owner's Survey**  
**October 18, 1994**

**Additional Comments and Suggestions**

1. Close Stevens Pass.
2. Visitors during Autumn Leaf Festival complained to us that they felt our community was taking advantage of our parking shortage and over charging for parking space.
3. Any alternative parking would have to be well publicized and signed. There is no way everyone can park in front of the store or other businesses they want to patronize, but they can park across the highway and into the residential area, and not be any further away than when parking and shopping at any large mall.
4. I'd park further away, like at the elementary school, high school, or church parking lot and walk downtown, before I would pay to park, I am a local.
5. We always come to town at a time when there are not so many tourists so we can see everything, usually during the middle of the week.
6. No one with an RV will stop if there are not any places.
7. I feel people working in town should not have to pay. Downtown should be free for all parking. Our visitors should be able to park as long as they want. Motorhomes should be the only parking restrictions. A much heard comment from visitors is. (It took forever to find a place to park.)
8. Something has got to be done soon.
9. I would rather park 3 or 4 blocks away even with small children, than pay for parking. I really don't mind walking if I am spending some time in town. If I only had one errand to run then a 30 minute zone would be extremely helpful.
10. Walking is fine.
11. Stay parking in the Hotel and Motel spaces provided that you are staying there.
12. It should be dealt with - wait no longer.
13. I would be willing to pay for parking stickers for locals. We need at least two handicapped spaces in front of the pharmacy in the middle of the block.
14. Need to know where I can find a place, knowing what to expect. I'm local.
15. 98% of the time it is great the way it is. Have parking for RVs accessible and not expensive or you'll lose money.
16. Larger parking lots.
17. During festivals, shuttle bus service could be provided for employers and employees from a central parking location, to free up space for customers.

18. We need designated parking for RVs, shuttle for customers, customers and visitors should not be limited on their time in town by parking enforcements. How about incentive discounts for rider shared vehicles.
19. Local patrons could for example purchase a six month pass/sticker which would enable them to park in any pay/park area to conduct their businesses and not as employees. That should be a separate fee or parking area. I live here and I don't want to pay much. A local pass/sticker on our cars for a small fee seems reasonable.
20. My family has lived here for 6 years and still nothing has been done. Situations through time worsen.
21. Encourage everyone who can to walk to town instead of driving. Local and store owners.
22. Please no high parking fee.
23. I feel that meters or parking checkers (2 to 3 hour limit) would be all right for merchants but not for tourists.
24. Lets quit talking about it and do something.
25. Shuttle service on weekends.
26. Parking lot with horse drawn cart around town.
27. Why is City Hall in such a prime location? The residents should also be aware it is okay to park on their streets. Even charge if they want. Special lots for RVs and trailers would be helpful, with direction of closest area or lot for them. How about shuttle or valet service? Need to also deal with handicapped and elderly areas.
28. Some things will be hard to enforce without additional staffing.
29. We need to increase parking spaces in Leavenworth and not be heavy on law enforcement. We need parking specifically for RVs and trailers and signs directing them. Two to three hours is not enough time to shop and spend time in Leavenworth.
31. Need an assigned RV parking area.
32. I prefer initiating LINK service in the outlying areas to downtown so that I may leave my car at home 99% of the time.
33. I don't like RVs blocking the view in town of shops, a special place should be designated for employees and employers with shuttle transportation - like the high school during weekends and summers. We must come up with a new innovated solution or Leavenworth will quit growing.

***APPENDIX D***

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***Leavenworth Fruit Company Warehouse  
- Structural Review***



# STRUCTURAL DESIGN ASSOCIATES, INC.

CONSULTING ENGINEERS

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November 3, 1994

Don Carr  
Perteet Engineering  
2828 Colby Ave., Suite 410  
Everett, Washington 98201

Subject: Leavenworth Fruit Co. Warehouse, Leavenworth, Wa.  
- **COVERED PARKING FEASIBILITY INSPECTION** -  
Our ref.: Inspection\93-914-1.ssl

Dear Mr. Carr:

On October 20, 1994, this office inspected the above warehouse, at your request, in order to determine the feasibility of converting the warehouse into a covered parking structure. The complex consists of three buildings which were built at different times, has a total length of 630 feet and varies in width from 70 feet to 120 feet. The structure is in good overall condition.

The westerly 210 feet is 100 feet wide and has reinforced concrete tilt-up (T.U.) walls at the perimeter, as well as a T.U. area separation wall at about 105 feet from the west end. The height of the west half is 22 feet, while the east half is 19 feet high. Timber bow trusses span 100 feet between the North and South walls.

East of the above portion of the structure is a 225 feet long and 70 feet wide T.U. wall structure with its North wall being an extension of the North wall of the Westerly structure. Its walls are 16 feet high. It was built between the building on the East and West ends. A long it's South wall is a wood framed shed roof.

The 192 feet long and 120 feet wide two-story building at the East end of the complex, appears to be the oldest section. It has non-reinforced concrete masonry walls on all sides, and has a wood framed floor over a basement with columns at 16 foot each way the wooden roof is supported by a line of columns at 16 feet o.c. at the East-West .

When an existing structure changes occupancy, as in this case, it is required by code to meet current building code requirements with respect to structural, fire, ventilation and other public safety features.

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Structurally, the existing structure would have to meet current codes in regards to seismic loads and any gravity loads, such as snow on the roof. These structural requirements could necessitate new roof framing and lateral restraint system in order to assure compliance to presents code further analysis is required.

The lack of vertical reinforcement, and present day seismic regulations, the CMU section of the existing structure does not lend itself to being converted into a covered parking structure. However, it appears that the T.U. section can be converted into a covered structure. The two 100 feet wide T.U. segments could house two levels of parking, with each level having two one way driving aisles, and four angled parking stall lines. However, the new floor would add new seismic forces to the existing structure which could overstress the existing roof framing. Therefore, it may be necessary to replace the existing roof framing with new sheathing and steel trusses. In order to fully utilize the existing 70 feet wide T.U. segment for parking, this office recommends that the existing rear longitudinal T.U. wall be removed and a new CMU wall be constructed at the exterior line of the rear shed roof, thus enabling this segment to house one level of parking with two one-way aisles, and four angle parking stall lines. However, this segment of the structure does not appear to have any end wall seismic resistance systems. Therefore new concrete or steel framed end walls may be necessary.

In closing, it should be noted that this letter is based solely on a visual inspection of the existing structure. Hidden defects and unknown framing or construction, could adversely affect the feasibility of converting the warehouse into a covered parking structure. An in depth analysis of the effects of that new construction would have on the existing structure would need to be performed prior to actual construction. In order to perform this analysis, a preliminary parking layout would be needed, and also the construction plans for the existing structure.

If you have any questions, please feel free to call this office.

Respectfully submitted,

STRUCTURAL DESIGN ASSOCIATES, INC.

by:



Kase Vanden Ende, P.E.  
president

KVE/jo