

## **Rick Williams Consulting**

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### **MEMORANDUM**

**TO:** Mary Ann Ulik, Downtown Spokane Partnership  
**FROM:** Rick Williams, RWC  
Owen Ronchelli, RWC  
**DATE:** June 6, 2007

**RE: University District Parking Study – Executive Summary (REVISED)**

Attached is a full detailed summary report of the parking study that was recently completed within Spokane's University District. This memorandum is intended to provide an Executive Summary of findings and conclusions of the larger report.

### **BACKGROUND**

The actual physical survey of the study area took place on Wednesday, April 25 and Wednesday, May 2, 2007. A total of 5,363 parking stalls were inventoried that are either on-street parking spaces or off-street parking stalls under the control/ownership of Gonzaga University and/or the Riverpoint Campus. Of this total, hourly parking counts were conducted for a representative sample of 3,136 stalls (588 on-street, 2,548 off-street) over a nine-hour period on the study days.

Data collected was evaluated to determine peak occupancies within the entire University District, as well as peak occupancies and actual parking demand for each unique university campus. For the Riverpoint Campus, parking demand was derived for academic and administrative uses associated with nearly 500,000 gross square feet of campus buildings. For Gonzaga University, analyses were conducted for both academic/administrative uses (totaling approximately 1,035,856 gross square feet) and over 2,100 beds associated with student residential housing within the study zone.

### **KEY FINDINGS**

Key findings associated with specific elements of the study include:

A. *Combined Study Area*

- On-street occupancies reach 80.8% in the peak hour (between 1:00 p.m. and 2:00 p.m.). Peak occupancies are highly influenced by the on-street uses most proximate to the Gonzaga campus, where occupancies reach 97% and maintain high constraints throughout the day.
- Average on-street time stays are 3 hours and 21 minutes, which is reflective of, and consistent with, the high percentage of "no limit" stalls near Gonzaga.

- The average time stay at 1-hour zones is 1 hour and 26 minutes, which indicates that these zones may need to be lengthened to 2-hours to (a) reduce the risk of violations and (b) better match the needs of users of these time zones.
- Occupancies in the combined off-street supply reach 70.7% in the peak hour (between 11:00 a.m. and noon). Both universities have unused parking in off-street facilities at peak hour.
- Options to add on-street parking in areas currently designated “no parking” or converting existing parallel parking stalls to angled stalls should be examined. This could provide for minor increases in on-street supply in areas appropriate for such parking. Near Gonzaga, areas along Sharp may be feasible, though traffic flow and street configuration issues would need to be addressed. Adding angled parking would require discussions and partnership with the City Traffic Engineer.
- Additional on-street parking should be added back to the system along Spokane Falls Boulevard (E Trent Ave) between the Riverpoint Boulevard entrances in areas now marked “no parking.” It is estimated that an additional 53-65 stalls could be added. This would cost effectively add new capacity, create a friendlier pedestrian environment along Spokane Falls Blvd. as well as calming traffic speeds through the same corridor.

*B. Gonzaga University Campus*

1. Use of the supply

- Use of the parking supply in the Gonzaga node is moderate to brisk, reaching a combined on/off-street occupancy of 76.7% at the peak hour (noon – 1:00 p.m.). More importantly, the on-street system is nearly 100% occupied between 10:00 a.m. – 11:00 a.m. (at 97.3%), leaving just 11 available spaces within the on-street supply in the areas most proximate to campus uses.
- The off-street system reaches 72.2% at peak hour, though several lots are well in excess of 95% occupied at the peak hour. This includes the Administration Building (99.6%), COG Bookstore (98.8%) and Madonna Residence Hall (95.7%) lots. Overall, there were 508 empty off-street parking stalls available to users at the peak of the campus-parking day within the sampled supply.
- The largest concentrations of available parking supply are located in the Law School lot on the southeast side of campus (48.0%/234 empty stalls) and the adjacent McCarthy Athletic Center lot (59.8%/144 empty stalls).
- Parking in residential lots (i.e., Corkery, Dussault and Madonna) appears adequate to meet residential demand.
- The on-street parking system is operating at capacity and will not provide additional capacity to absorb future demand growth generated by the university.
- The University may want to consider transitioning some permit parkers in the Administration Building lot to off-street facilities that are less constrained. This

could free up the availability of parking in this popular facility for visitors to the University.

## 2. Parking Demand – Academic/Administrative

- On campus parking supply designated to academic/administrative uses total 1,745 spaces. This translates into a built supply ratio of 1 stall per each 594 GSF of this land use type (or 1.68 stalls per 1,000 GSF).
- If portions of on-street parking in the Gonzaga node are assumed to serve campus demand, the built supply ratio increases from 1 stall per 594 GSF to 1 stall per 424 GSF of use (or 2.36 stalls per 1,000 GSF).
- Actual demand for parking for academic/administrative uses is 1 stall per 560 GSF of use (or 1.78 stalls per 1,000 GSF).
- There is capacity within the existing off-street supply (596 stalls) to absorb growth, but loss of surface parking to new development could create constraints over time.
- Gonzaga should consider building or acquiring parking associated with future growth of academic/administrative GSF at a minimum rate of 1 stall per 560 GSF. Given the high levels of constraint within the on-street supply, Gonzaga's existing off-street system will likely be unable to accommodate significant new growth at the current *on campus* built rate of 1 stall per 594 GSF of use.

## 3. Parking Demand – Residential

- Gonzaga is currently providing residential parking at a built ratio of approximately 1 stall for every 3.49 beds, which exceeds the general City standard of 1 stall per 4.0 beds.
- Actual demand for residential parking is approximately 1 stall for every 4.14 beds when total occupied residential parking supply is correlated to total beds in use in the study area on a "typical day."
- It appears that Gonzaga's current provision of parking for residential uses is appropriate with some room for absorption available in the existing supply.

## C. *Riverpoint Campus*

### 1. Use of the Supply

- The average duration of stay at on-street spaces proximate to Riverpoint Campus is 1 hr and 52 minutes, which would indicate that existing 1-hour stalls should be increased to 2-hours to assure that users are given an appropriate amount of time for area uses while maintaining a time stay that accommodates turnover.

- To provide a more consistent format, it may also be appropriate to reduce 3-hour stalls to 2-hours as well.
- Weekday occupancies in the off-street system are moderate, though use of the Riverpoint Green 1 and 3 lots are strong. If the average peak occupancy in the sampled off-street facilities (67.1%) is extrapolated to the greater Riverpoint Campus supply (1,949 stalls), there are approximately 641 stalls empty and available.
- Additional data collection for on-street use and evening use of the off-street supply may be necessary when school is back in session in the Fall of 2007 to accurately ascertain peak hour uses and demand.

## 2. Parking Demand – Academic/Administrative

- On campus parking supply designated to academic/administrative uses total 1,949 spaces. This translates into a built supply ratio of 1 stall per each 254 GSF of this land use type (or 3.93 stalls per 1,000 GSF).
- If portions of on-street parking in the Riverpoint Campus node are assumed to serve campus demand, the built supply ratio increases from 1 stall per 254 GSF to 1 stall per 238 GSF of use.
- Actual demand for parking for academic/administrative uses is 1 stall per 380 GSF of use (or 2.63 stalls per 1,000 GSF).
- At the peak hour, approximately 641 of Riverpoint Campus' 1,949 total off-street parking stalls are empty. This underutilized supply provides opportunity for absorption of near-term student, faculty and staff growth.
- As new academic/administrative buildings are constructed, the Riverpoint Campus should plan for new parking to (a) absorb current underutilized supply and (b) net out over time at the rate of actual demand. This should result in a more efficient land use and lower overall parking development costs to the Riverpoint Campus.

## **SUMMARY**

It is hoped that the data presented in the parking study provides a clearer picture of the dynamics of parking in the University District. A desired outcome would be that each university is better able to plan for future growth in a manner that provides adequate parking for users in a format that is land efficient and cost effective. The demand calculations provided in the report can be refined over time and through further discussions with each campus. Nonetheless, we believe the information contained in this report establishes an objective foundation for future parking planning.