

DOWNTOWN PARKING STUDY

Eagle, Colorado

OCTOBER 2021

McCool Development Solutions



Executive Summary

This report is the culmination of work with Town staff and Downtown Stakeholders to develop a new parking fee in-lieu program. The report defines the purpose, rationale, and structure of this new voluntary parking in-lieu fee for Downtown Eagle. Building upon the 2017 Downtown Parking Study conducted by WALKER Consultants, this study focused on verifying and implementing the recommendations outlined in the WALKER study by developing a parking strategy that leverages existing unimproved right-of-way dedicated to on-street parking. A critical element of the study includes evidence of the fee's rational nexus ("reasonable relationship") between the fee amount and the costs associated with constructing, operating, and maintaining the new parking spaces in the right-of-way. Finally, the report includes recommended amendments to the Land Use and Development Code to implement the parking fee in-lieu program.

Background

WALKER Consultants completed a Downtown Parking Study for the Town in 2017. The study's goals were to evaluate the supply and demand conditions within the downtown core, bounded by Grand Avenue to the north and west, Capitol Street to the east, and 5th Street to the south. The parking inventory estimated roughly 696 parking stalls within the study area, noting that much of the parking was informal (unpaved, unstriped, spaces located in swaths of open areas along streets with no curb and gutter). As such, WALKER utilized parking stall measurements to estimate inventory. The following figure shows a breakdown of stall inventory by type.

Stall Type	Inventory		% of Total System
Public	551		79%
Private	145		21%
Grand Total	696		100%

2017 WALKER Parking Study

As noted above, the majority of parking spaces are public parking in Downtown Eagle. While some of these spaces are paved, striped, and signed, others are informal. The table below shows how public parking is configured with a definition of the type of on-street parking.

Public Parking Type	Inventory	Definition
Broadway Time-Limited	58	Parking stalls within the public right-of-way that are clearly delineated and demarcated (with striping and signage) and have time restrictions.
Unrestricted Formal Spaces	239	Parking stalls within the public right-of-way that are clearly delineated and demarcated (with striping and some signage) but do not have any restrictions.
unrestricted informal spaces	254	Parking areas within the public right-of-way that are not delineated or demarcated (e.g., no striping, signage, etc.).
TOTAL	551	

2017 WALKER Parking Study

The WALKER study noted that of this available public parking, 254 (43%) are informal, unmarked, and located on public right-of-way (ROW). Those who park in the undesignated areas of ROW do not maximize the available area because they park in different ways (parallel, angled, and head-in). The ROW is also used for parking and/or storing large recreational vehicles and boats that cannot easily fit on private property or in a driveway.

One of the study recommendations to address supply sufficiency would be to pave, stripe and install signage in unimproved rights-of-way dedicated to on-street parking. The purpose of this parking study is to verify and implement the recommendations outlined in the WALKER study by developing a parking strategy that leverages existing unimproved right-of-way dedicated to on-street parking and to provide proposed projects or uses the option to pay a fee rather than provide on-site parking spaces as required by Section 4.07.140 of the Land Use and Development Code.

Parking Fee In-Lieu Program

Study Area

The Parking Fee In-Lieu Program study area expanded the study area boundaries of the 2017 WALKER Parking Study further east to include Howard Street and includes the newly formed Downtown Development Authority (DDA) boundaries.

Grand Avenue forms the northern and western boundaries of the study area and is the subject of an ongoing corridor study. The Grand Avenue Corridor Study is estimated to be completed in November of 2022 and therefore has been excluded from this analysis.



DDA Boundaries

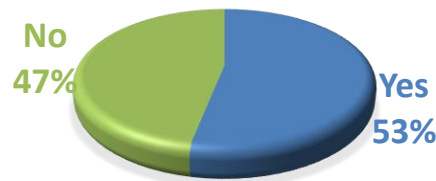


Downtown Study Area

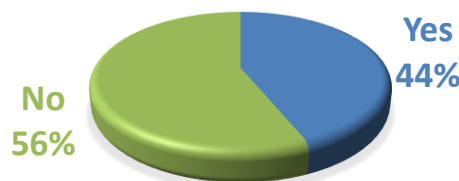
Community Outreach

2017 WALKER Parking Study recommended that the Town engage in additional public input and community outreach prior to making definitive decisions about what parking management techniques and policies to implement. As such, Town Staff spearheaded the community outreach that included regular discussions related to downtown parking issues and possible solutions with the newly formed Downtown Development Authority (DDA) Board and Economic Vitality Committee. Public input opportunities also included a digital survey distributed to a list of eighty (80) downtown stakeholders that have direct interest in the district, wherein 32 responses were received. The survey included two open-ended questions and eight yes/no questions. The majority of responses from the open-ended questions acknowledged that developing parking on their property would be very expensive with cost estimates ranging from \$15,000 to \$200,000. Many respondents noted that developing parking on their property is not an option or not physically possible. Only a few respondents indicated they have parking on their property. Additionally, respondents indicated their customers and tenants park zero to eight cars on-street. Below is an overview of the survey respondents' responses to the yes/no questions contained in the survey.

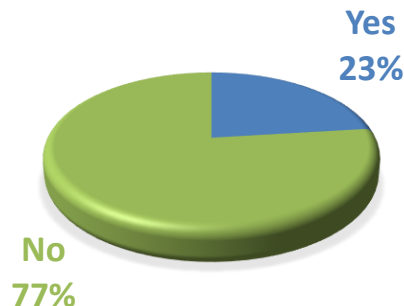
1. Have you heard customers complain about parking? Over half of the respondents (53%) heard complaints about parking in the downtown.



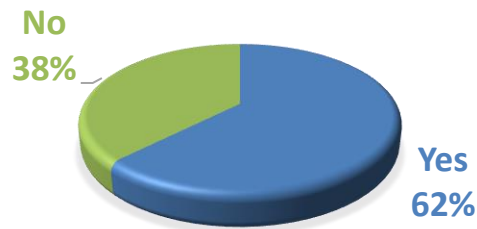
2. Do you have off-street parking for your business? 56% of businesses do not have off-street parking for their business.



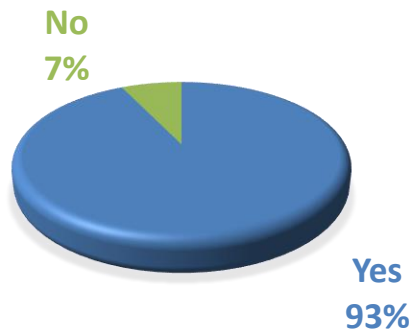
3. If not, could your property accommodate off-street parking? 77% of respondents stated their property could not accommodate off-street parking.



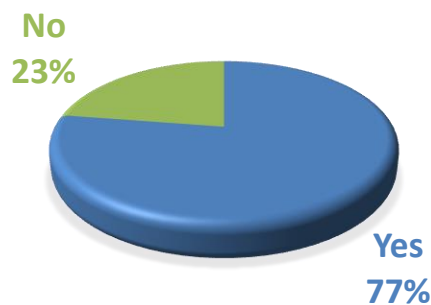
4. Do you believe parking is an issue in and around the Downtown Business District?



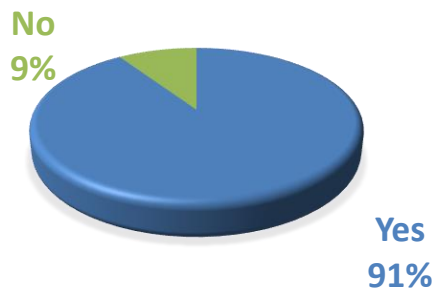
5. If parking is not an issue downtown currently, do you think it will be an issue if the town approves more dense residential and commercial projects? 93% of respondents think parking will be an issue downtown if the town approves denser residential and commercial projects.



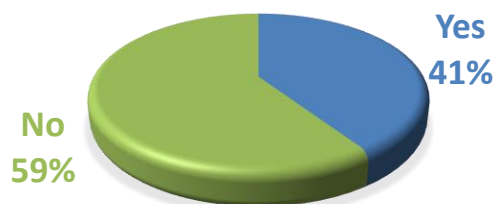
6. Would you support new curb/gutter and 8-foot sidewalk adjacent to your property? Most respondents (77%) indicated support for new curb/gutter and sidewalks adjacent to their properties.



7. Have you experienced parking adjacent to your property during Town events? The majority of respondents (91%) have experienced parking adjacent to their property during Town events.



8. Does your property have a driveway? Almost 60% of the respondents' properties do not driveways.



Parking Inventory

The rights-of-way in the study area vary between 60 to 80-feet. The type of parking includes a variety of parking stall types, including time-limited spaces on Broadway, angled, parallel, and head-in (perpendicular). As noted above, the 2017 WALKER Parking Study estimated the number of parking stalls by utilizing parking stall measurements for much of the informal parking areas located in swaths of open areas along streets with no curb and gutter. This study included a detailed survey of existing conditions with field verification of all rights-of-way provided by the Public Works Department. Field survey efforts analyzed the type of parking (angled, parallel, or head-in) that could be accommodated in the undeveloped areas and considered areas where spaces would be lost from cuts and driveways. A total of **503 new parking spaces** could be constructed with 288 angled, 165 parallel, and 50 head-in within the study area. This represents a significant increase from the 254 informal spaces identified in the 2017 WALKER Parking Study. Additionally, this study found **316 existing developed spaces** in the study area. This compares to the 297 formal parking spaces identified in the 2017 WALKER Parking Study. The results of the field study are summarized in the table below. Please refer to the attached Downtown Parking Inventory for the full analysis including assumptions used in the calculations.

SUMMARY	TOTALS	TYPE	DEV	HC-DEV*	UNDEVELOPED	SUB-TOTAL
Total Angled Parking Space		A	223	8	288	519
Total Parallel Parking Spaced		P	66		165	231
Total Head-In Parking Spaces		H	19		50	69
Total Parking Spaces Available	819		308	8	503	819
Total Parking Spaces Lost to Cuts/Driveways	165					

*Handicapped Spaces that are developed.

Recommendations on the In-Lieu Fee

The Community Development Department is aware of over a dozen projects within the study area that are ripe for development or currently within a planning or construction process. Of these projects, parking seems to be a significant financial or practical deterrent to their ultimate construction. The analysis and community input received throughout this study form the basis for a recommended parking in-lieu fee amount to relieve the barriers to downtown's continued revitalization.

The new in-lieu fee is proposed to be voluntary in nature. A developer or property owner will have the option to pay a fee if they choose not to provide all or a portion of the required parking spaces on-site as required by the Town's parking regulations. The new in-lieu fee is a per parking space fee. It is recommended that the initial parking in-lieu fee be set at **\$23,100 per space**. This would be a "universal" fee amount and would be consistently applied regardless of land use or project location within the Downtown Eagle Study area. All changes of use within the proposed district (including additions or renovations) shall be eligible for the parking in-lieu fee.

The following amendments to Chapter 4.07, Development Standards, Section 4.07.140 Parking Standards of the Town of Eagle Municipal Code, Title 4 - Land Use and Development Code are recommended to implement the parking fee in-lieu program:

- Allow for exceptions for single-family and multifamily dwellings with two through five dwelling units to meet parking requirements through the parking fee in lieu program.
- Define the Town's Parking Fee In-Lieu Parking Program boundary.
- Allow flexibility of a property owner or applicant to satisfy all or a portion of a property's parking as required by the Town's parking regulations on-site or by providing a fee in-lieu payment to the Town.
- Maintain the requirement to provide parking for the disabled on-site.
- Set forth the timing of payment of the fee in-lieu to prior to issuance of a development permit, special use permit or building permit, whichever comes first.
- Establish the parking fund to receive and disburse funds to conduct parking studies or evaluations, construct parking facilities, the operation and maintenance of parking facilities, and administrative services related to parking within the parking fee in-lieu program boundaries.
- Set forth the fee amount of \$23,100 (capital cost of \$16,100 and operating cost of \$7,000 per space) in the fee schedule established by resolution of the Town Council. The fee will be automatically adjusted annually by the percentage of the construction cost index has increased (inflationary factor) or decreased over each successive year.
- As of January 1, 2032, the Town will assume all operating costs of on-street parking in the town right-of-way within the Parking Fee In-Lieu Program boundaries.
- Set forth an option for property owners or applicants to construct public parking and all associated infrastructure improvements in the Town's right-of-way instead of paying the fee in-lieu of providing the required parking. Such parking shall adhere to the Section 4.07.140 Parking Standards and Chapter 13.18 Construction within the Public Right-of-Way of the Land Use and Development Code. In these instances, property owners or applicants would be required to pay to town's operating costs of \$7,000 per space fee in-lieu.

Reasonable Relationship Study

The primary goal of the reasonable relationship study is to demonstrate evidence of the parking in-lieu fee's "reasonable relationship" between the in-lieu fee amount and the costs associated with constructing, operating, and maintaining the 503 new parking spaces in the right-of-way. The reasonable relationship of the parking in-lieu fee is not arbitrary but is justified through an analysis that correlates directly to per space parking construction and operating cost estimates in the study area.

To determine the per-stall fee, the Town Engineer estimated capital costs of construction for improvements (e.g., paving, striping, curb/gutter, sidewalk, storm sewers, utility relocation, signage, etc.) based on historic unit prices, which were updated to reflect recent increases in construction costs. The Town Engineer prepared two tables (attached) that outline the capital cost to construct parallel and angled parking in undeveloped right of way: parallel parking is approximately \$16,100 per space and for angled parking is approximately \$13,000 per space. The ultimate build-out of either parallel or angled parking would not be known until final design and would consider public input. Adjacent property owners may prefer parallel spaces over angled. As such, it is recommended to utilize the most conservative costs estimate of \$16,100 for parallel spaces.

Additionally, the Town Engineer estimated prepared two tables (attached) that outline the town's operating cost to maintain developed right-of-way parking: \$700 per space for parallel parking and \$570 per space for angled parking annually over a ten-year timeframe. Due to the unknowns related to the ultimate final design of the parking spaces (parallel vs. angled), staff recommends utilizing the most conservative operating cost estimate of \$700 per space annually and include \$7,000 to the parking in-lieu fee amount. After the ten years, the Town would assume operating costs and budget for them as part of the capital improvements programming.

It is important to note that construction costs are extremely volatile today due to skyrocketing material prices and labor shortages today. As such, it is recommended that the new parking in-lieu fee be linked to a construction cost index and adjusted annually.

Appendices

- Downtown Parking Inventory
- Engineering Cost Estimates

Town of Eagle - Downtown Parking Inventory

<u>Location</u>	<u>Developed Parking Spaces</u>	<u>Developed Handi-cap Parking</u>	<u>UnDev Potential Spaces</u>	<u>Parking Type</u>	<u>Existing Driveway /Cuts (ft)</u>	<u>Existing Sidewalks (Width-Type)</u>	<u>Spaces Lost from Cuts /Driveways</u>
HOWARD STREET* - 60' ROW							
- South of Grand (W)			8	P	0	5'-A	0
- South of Grand (E)			7	P	35	4'-A	2
- Between 2nd & 3rd (W)			11	P	0	NO	0
- Between 2nd & 3rd (E)			10	P	40	NO	2
- Between 3rd & 4th (W)			9	P	50	5'-A PARTIAL	2
- Between 3rd & 4th (E)			9	P	35	4'-A PARTIAL	2
- Between 4th & 5th (W)			11	P	0	N	
- Between 4th & 5th (E)			7	P	75	N	4
SUB-TOTAL			72		235		11
CAPITOL STREET* - 60' ROW							
- South of Grand (W)			4	P	65	3'-A	3
- South of Grand (E)			8	P	15	NO	1
- Between 2nd & 3rd (W)			10	P	20	5'-A	1
- Between 2nd & 3rd (E)			8	P	45	4'-A	2
- Between 3rd & 4th (W)			9	P	52	NO	2
- Between 3rd & 4th (E)			10	P	30	5'-A	2
- Between 4th & 5th (W)			10	P	55	NO	3
- Between 4th & 5th (E)			9	P	50	NO	2
SUB-TOTAL			68		332		16
BROADWAY STREET - 80' ROW							
- South of Grand (W)	4	1		5A	20	10'-A W/ TREES	2
- South of Grand (E)	7			7A	0	10'-A W/ TREES	0
- Between 2nd & 3rd (W)	13			6P-7A	0	10'-A W/ TREES	0
- Between 2nd & 3rd (E)	13			6P-7A	0	10'-A W/ TREES	0
- Between 3rd & 4th (W)	12			5P-7A	0	10'-A W/ TREES	0
- Between 3rd & 4th (E)	12			5P-7A	0	10'-A W/ TREES	0
- Between 4th & 5th (W)	8	1		2P-7A	0	10'-A W/ TREES	0
- Between 4th & 5th (E)	8			5P-3A	0	10'-A W/ TREES	0
SUB-TOTAL	77	2	0		20		2

Town of Eagle - Downtown Parking Inventory

<u>Location</u>	<u>Developed Parking Spaces</u>	<u>Developed Handi-cap Parking</u>	<u>UnDev Potential Spaces</u>	<u>Parking Type</u>	<u>Existing Driveway /Cuts (ft)</u>	<u>Existing Sidewalks (Width-Type)</u>	<u>Spaces Lost from Cuts /Driveways</u>
WALL STREET - 80' ROW							
- Between 2nd & 3rd (W)			13	A	30	NO	2
- Between 2nd & 3rd (E)	9	0	12	H	30	5'-A	3
- Between 3rd & 4th (W)			19	A	45	6'-D PARTIAL	3
- Between 3rd & 4th (E)	9	1	9	A	40	6'-A PARTIAL	3
- Between 4th & 5th (W)			19	A	32	NO	2
- Between 4th & 5th (E)			19	A	40	NO	3
SUB-TOTAL	18	1	91		217		17
WASHINGTON STREET - 80' ROW							
- Between 3rd & 4th (W)			16	H	30	NO	3
- Between 3rd & 4th (E)			13	A	79	NO	6
- Between 4th & 5th (W)			19	A	38	NO	3
- Between 4th & 5th (E)			19	A	30	NO	2
SUB-TOTAL			67		177		14
MCINTIRE STREET - 80' ROW							
- Between Grand & 5th (W)			11	A	30	NO	2
- Between Grand & 5th (E)			16	A	41	NO	2
SUB-TOTAL			27		71		4
5th STREET - 80' ROW							
- Between Grand & McIntire (N)	5		3	A	81	4'-A	6
- Between Grand & McIntire (S) East of Alley			8	A	17	N	1
- Between Grand & McIntire (S) West of Alley				NONE	57	N	4
- Between McIntire & Wash (N) East of Alley			7	A	19	4'-D PARTIAL	1
- Between McIntire & Wash (N) West of Alley			7	A	19	N	1
- Between McIntire & Wash (S) East of Alley			7	A	15	N	1
- Between McIntire & Wash (S) West of Alley			5	A	28	N	2
- Between Wash & Wall (N) East of Alley			6	A	16	N	1
- Between Wash & Wall (N) West of Alley			5	A	26	N	2
- Between Wash & Wall (S) East of Alley	21			A	0	5'-D	0
- Between Wash & Broadway (S)	5	1		A	0	5'-D	0
- Between Wall & Broadway (N) East of Alley	2			P	35	5.5'-D	2

Town of Eagle - Downtown Parking Inventory

<u>Location</u>	<u>Developed Parking Spaces</u>	<u>Developed Handi-cap Parking</u>	<u>UnDev Potential Spaces</u>	<u>Parking Type</u>	<u>Existing Driveway /Cuts (ft)</u>	<u>Existing Sidewalks (Width-Type)</u>	<u>Spaces Lost from Cuts /Driveways</u>
- Between Wall & Broadway (N) West of Alley	5			P	0	5.5'-D	0
- Between Wall & Broadway (S) West of Alley	10			A	0	5.5'-D	0
- Between Broadway & Capitol (N) East of Alley	6			A	0	7.5'-A	0
- Between Broadway & Capitol (N) West of Alley	5			A	20	7.5'-A	2
- Between Broadway & Capitol (S) East of Alley	14			A	0	5'-D	0
- Between Capitol & Howard (N) East of Alley			6	2P-4A	0	NO	0
- Between Capitol & Howard (N) West of Alley			6	H	26	NO	2
- Between Capitol & Howard (S) East of Alley			7	A	0	NO	0
- Between Capitol & Howard (S) West of Alley			3	P	20	NO	1
SUB-TOTAL	73	1	70		379		27
4th STREET - 80' ROW							
- Between McIntire & Wash (N)			5	H	105	NO	11
- Between McIntire & Wash (S) East of Alley			4	A	67	NO	5
- Between McIntire & Wash (S) West of Alley			1	H	38	NO	4
- Between Wash & Wall (N) East of Alley			7	A	0	3'-D	0
- Between Wash & Wall (N) West of Alley			6	A	16	N	1
- Between Wash & Wall (S) East of Alley			6	A	20	N	2
- Between Wash & Wall (S) West of Alley			6	A	22	4.5'-D	2
- Between Wall & Broadway (N) East of Alley	9	1		A	0	5'-A	0
- Between Wall & Broadway (N) West of Alley			3	A	65	N	5
- Between Wall & Broadway (S) East of Alley	9			A	0	N	0
- Between Wall & Broadway (S) West of Alley			9	A	0	N	0
- Between Broadway & Capitol (N) East of Alley			9	A	0	N	0
- Between Broadway & Capitol (N) West of Alley	9			A	0	N	0
- Between Broadway & Capitol (S) East of Alley			4	P	18	N	1
- Between Broadway & Capitol (S) West of Alley	4		4	4A+4H	22	4'-A +5'-A	2
- Between Capitol & Howard (N) East of Alley			8	A	0	N	0
- Between Capitol & Howard (N) West of Alley			6	H	35	N	4
- Between Capitol & Howard (S) East of Alley			6	A	24	N	2
- Between Capitol & Howard (S) West of Alley			8	A	0	N	0
SUB-TOTAL	31	1	92		432		37

Town of Eagle - Downtown Parking Inventory

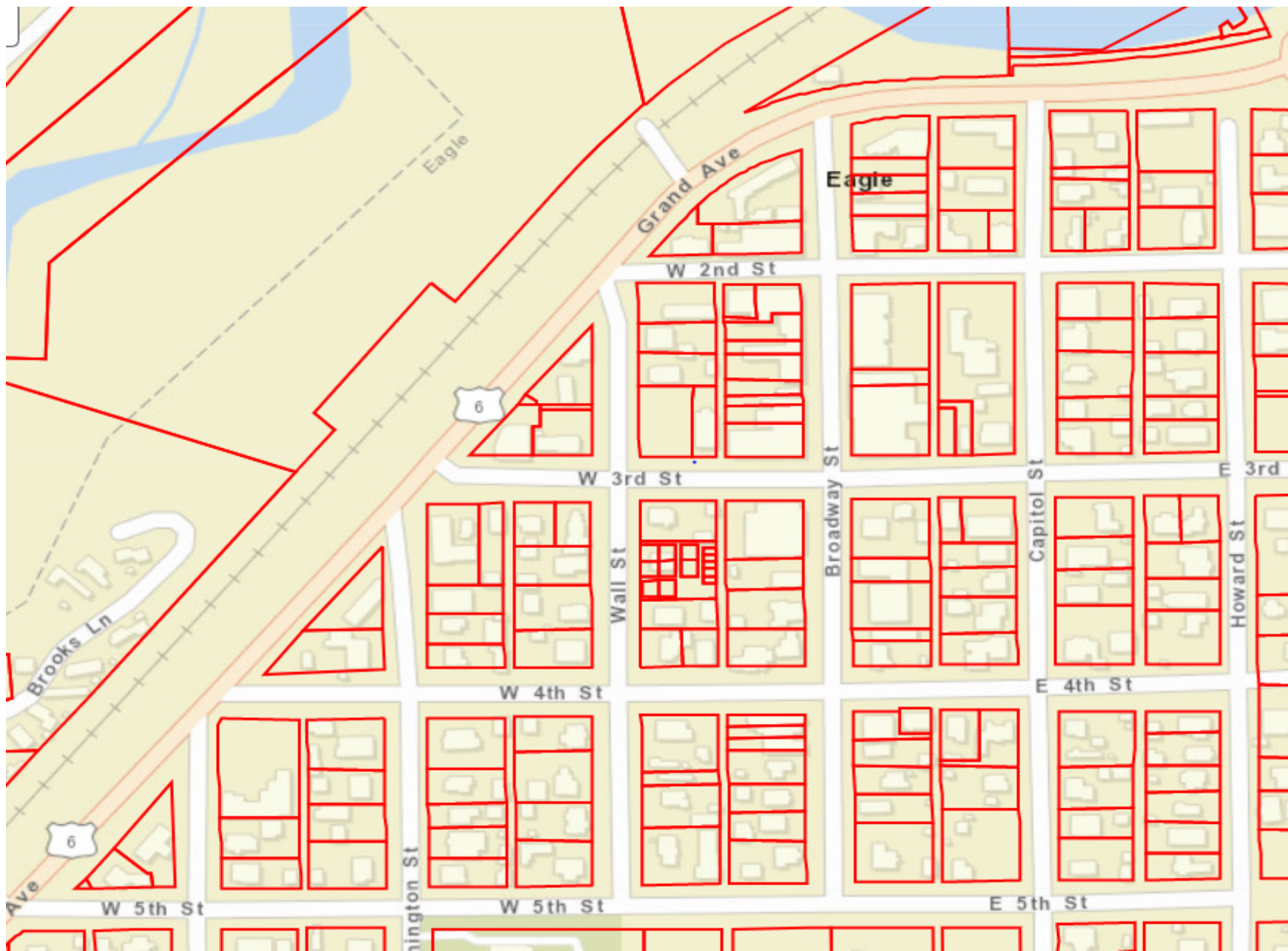
<u>Location</u>	<u>Developed Parking Spaces</u>	<u>Developed Handi-cap Parking</u>	<u>UnDev Potential Spaces</u>	<u>Parking Type</u>	<u>Existing Driveway /Cuts (ft)</u>	<u>Existing Sidewalks (Width-Type)</u>	<u>Spaces Lost from Cuts /Driveways</u>
3rd STREET - 80' ROW							
- Between Grand & Wall (N)	7			A	74	5'-A	6
- Between Wash & Wall (S) East of Alley	5			A	15	4.5'-A	1
- Between Wash & Wall (S) West of Alley	3			A	58	5'-A	4
- Between Wall & Broadway (N) East of Alley	9			A	0	9.5'-A	0
- Between Wall & Broadway (N) West of Alley	10			H	0	5.5'-A	0
- Between Wall & Broadway (S) East of Alley	5	1		A	42	6.5'-A	3
- Between Wall & Broadway (S) West of Alley	6			A	14	5'-A	1
- Between Broadway & Capitol (N) East of Alley	6			A	16	6'-A	1
- Between Broadway & Capitol (N) West of Alley	5	1		A	24	6'-A	2
- Between Broadway & Capitol (S) East of Alley	2			A	94	6'-A	7
- Between Broadway & Capitol (S) West of Alley	7			A	18	6'-A	1
- Between Capitol & Howard (N) East of Alley	3			P	41	4.5'-D	4
- Between Capitol & Howard (N) West of Alley	3			P	34	4.5'-D	2
- Between Capitol & Howard (S) East of Alley	4			P	20	4'-D	1
- Between Capitol & Howard (S) West of Alley	3			P	17	4'-D	1
SUB-TOTAL	78	2	0		467		34
2nd STREET* - 60' ROW							
- Between Wall & Broadway (N) East of Alley	5			P	0	6.5'-A	
- Between Wall & Broadway (N) West of Alley	0			P	0	8'-A	
- Between Wall & Broadway (S) East of Alley	4			P	0	6.5'-A	
- Between Wall & Broadway (S) West of Alley	0			H	102	6'-A	10
- Between Broadway & Capitol (N) East of Alley	4			P	0	5'-A	
- Between Broadway & Capitol (N) West of Alley	4			P	0	5'-A	
- Between Broadway & Capitol (S) East of Alley	7			A	0	7.5'-A	
- Between Broadway & Capitol (S) West of Alley	7	1		A	0	7'-A	
- Between Capitol & Howard (N) East of Alley			3	P	20	N	1
- Between Capitol & Howard (N) West of Alley			4	P	15	N	1
- Between Capitol & Howard (S) East of Alley			5	P	0	4'-A	
- Between Capitol & Howard (S) West of Alley			4	P	0	4'-A	
SUB-TOTAL	31	1	16		137		12

Town of Eagle - Downtown Parking Inventory

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GRAND AVENUE - 80' ROW	NOT INCLUDED IN STUDY						
SUMMARY		TOTALS	TYPE	DEV	HC-DEV	UNDEVELOPED	SUB-TOTAL
Total Angle Parking Spaces			A	223	8	288	519
Total Parallel Parking Spaces			P	66		165	231
Total Head-In Parking Spaces			H	19		50	69
Total Parking Spaces Available		819		308	8	503	819
Total Parking Spaces Lost to Cuts/Driveways		165					

Assumptions Used In Calculations

- 1. ROW VARIES 60' TO 80', see each street name for details
- 2. PAVED TRAVEL SURFACE 24 FEET in WIDTH, typical.
- 3. FUTURE SIDEWALKS in RESIDENTIAL AREAS TO BE 6' in WIDTH.
- 4. AVAILABLE WIDTH = 1/2 ROW MINUS PAVEMENT WIDTH of 12' typical.
- 5. AVAILABLE PARKING LENGTH EXCLUDES DRIVEWAYS AND INTERSECTION SETBACKS





Town of Eagle - FEE IN LIEU OF PARKING STUDY

UNDEVELOPED ROW-PARALLEL PARKING	EST	UNITS	HISTORIC UNIT PRICES			EST UNIT PRICE	ITEM TOTAL
ITEM	QTY	USED	Hwy 6-2013	Capital-2020	Haymeadow-2019	USED	
Mobilization	1	LS				\$4,500.00	\$4,500.00
Traffic Control	24	HR				\$100.00	\$2,400.00
Erosion Control	260	LF			\$3.00	\$3.00	\$780.00
Utility Relocations	1	LS				\$4,000.00	\$4,000.00
Clear & Grub-15' wide x 250' long x 2 sides	7500	SF			\$0.30	\$0.40	\$3,000.00
Sawcut Asphalt/Concrete	500	LF		\$3.00		\$3.50	\$1,750.00
Earthwork/Subgrade Prep-15' wide x 250' long x 2 sides	7500	SF	\$3.00		\$2.10	\$3.50	\$26,250.00
Remove & Replace Unsuitable	800	SF	\$5.00	\$4.70		\$5.50	\$4,400.00
Export Waste Material	1000	CF		\$0.65		\$0.75	\$750.00
Storm Drain Pipe	400	LF	\$75.00		\$71.50	\$85.00	\$34,000.00
Storm Manhole/Inlet	4	EA	\$5,000.00	\$4,700.00	\$4,500.00	\$5,500.00	\$22,000.00
Connect to Existing	1	EA	\$10,000.00			\$11,000.00	\$11,000.00
Class 6 Road Base-6 in depth-15' wide x 250' long x 2	7500	SF	\$1.09	\$1.30	\$1.32	\$1.50	\$11,250.00
Asphalt Pavement-4 in depth-7' wide x 250' long x 2	3500	SF	\$2.15	\$3.50	\$2.50	\$4.00	\$14,000.00
Concrete Curb & Gutter	540	LF	\$25.00	\$30.00	\$30.00	\$35.00	\$18,900.00
Concrete Sidewalk-6' wide x 260' in length x 2	3120	SF	\$5.00	\$12.00	\$5.50	\$13.00	\$40,560.00
Concrete Pan-3 ft width	0	LF			\$31.00	\$35.00	\$0.00
ADA Concrete Ramp	4	EA		\$1,470.00		\$2,000.00	\$8,000.00
Signage	8	EA			\$500.00	\$550.00	\$4,400.00
Pavement Markings-Striping	120	LF			\$0.34	\$1.00	\$120.00
Pavement Markings-Handicapped	2	EA				\$1,000.00	\$2,000.00
Place Topsoil-1.5' in width x 260' in length x 2	20	CY			\$7.00	\$10.00	\$200.00
Revegetation-2' wide x 260' in length x 2	1040	SF				\$1.00	\$1,040.00
Contingency (20%)	1	LS				\$43,060.00	\$43,060.00
Engineering, Surveying & Project Management (15%)	1	LS				\$32,295.00	\$32,295.00
TOTAL						TOTAL	\$290,655.00
COST PER UNDEVELOPED PARALLEL SPACE		18	Parallel Spaces			\$16,147.50	PER SPACE
Option: Street Lighting		EA			\$18,450.00		

NOTES

1. Estimate for adding parking, sidewalks, & storm sewers in TOE ROW on both sides of the road for a Typical 266 LF East/West Block with a 16' alley in Eagle Downtown area
2. Pavement for a typical parallel parking space is 7' wide x 25' in length = 175 sq ft / parallel space.
3. Pavement for a typical 45 deg angled parking space is 16.5' wide x 14.3' in length = 235 sq ft / angled space.
4. All estimate costs assume only one plan revision and are 2021 costs, not escalated.

Town of Eagle - FEE IN LIEU OF PARKING STUDY

UNDEVELOPED ROW-ANGLE PARKING	EST	UNITS	HISTORIC UNIT PRICES			EST UNIT PRICE	ITEM TOTAL
ITEM	QTY	USED	Hwy 6-2013	Capital-2020	Haymeadow-2019	USED	
Mobilization	1	LS				\$4,500.00	\$4,500.00
Traffic Control	24	HR				\$100.00	\$2,400.00
Erosion Control	260	LF			\$3.00	\$3.00	\$780.00
Utility Relocations	1	LS				\$4,000.00	\$4,000.00
Clear & Grub-25' wide x 250' long x 2 sides	12500	SF			\$0.30	\$0.40	\$5,000.00
Sawcut Asphalt/Concrete	500	LF		\$3.00		\$3.50	\$1,750.00
Earthwork/Subgrade Prep-25' wide x 250' long x 2	12500	SF	\$3.00		\$2.10	\$3.50	\$43,750.00
Remove & Replace Unsuitable	1000	SF	\$5.00	\$4.70		\$5.50	\$5,500.00
Export Waste Material	1500	CF		\$0.65		\$0.75	\$1,125.00
Storm Drain Pipe	550	LF	\$75.00		\$71.50	\$85.00	\$46,750.00
Storm Manhole/Inlet	4	EA	\$5,000.00	\$4,700.00	\$4,500.00	\$5,500.00	\$22,000.00
Connect to Existing	1	EA	\$10,000.00			\$11,000.00	\$11,000.00
Class 6 Road Base-6 in depth-25' wide x 250' long x 2	12500	SF	\$1.09	\$1.30	\$1.32	\$1.50	\$18,750.00
Asphalt Pavement-4 in depth-16.5' wide x 250' long x 2	8250	SF	\$2.15	\$3.50	\$2.50	\$4.00	\$33,000.00
Concrete Curb & Gutter	600	LF	\$25.00	\$30.00	\$30.00	\$35.00	\$21,000.00
Concrete Sidewalk-6' wide x 260' in length x 2 sides	3120	SF	\$5.00	\$12.00	\$5.50	\$13.00	\$40,560.00
Concrete Pan-3 ft width	0	LF			\$31.00	\$35.00	\$0.00
ADA Concrete Ramp	2	EA		\$1,470.00		\$2,000.00	\$4,000.00
Signage	4	EA			\$500.00	\$550.00	\$2,200.00
Pavement Markings-Striping	280	LF			\$0.34	\$1.00	\$280.00
Pavement Markings-Handicapped	1	EA				\$1,000.00	\$1,000.00
Place Topsoil-1.5' in width x 260' in length	10	CY			\$7.00	\$10.00	\$100.00
Revegetation-2' wide x 260' in length	520	SF				\$1.00	\$520.00
Contingency (20%)	1	LS				\$53,993.00	\$53,993.00
Engineering, Surveying & Project Management (15%)	1	LS				\$40,494.75	\$40,494.75
TOTAL						TOTAL	\$364,452.75
COST PER UNDEVELOPED ANGLE SPACE		28 Angled Spaces				\$13,016.17	PER SPACE
Option: Street Lighting		EA			\$18,450.00		

NOTES

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3. Pavement for a typical 45 deg angled parking space is 16.5' wide x 14.3' in length = 235 sq ft / angled space.
4. All estimate costs assume only one plan revision and are 2021 costs, not escalated.

Town of Eagle - FEE IN LIEU OF PARKING STUDY

DEVELOPED ROW-PARALLEL PARKING	EST	UNITS	HISTORIC UNIT PRICES			EST UNIT PRICE	ITEM TOTAL
ITEM	QTY	USED	Hwy 6-2013	Capital-2020	Haymeadow-2019	USED	
Mobilization	1	LS				\$1,000.00	\$1,000.00
Traffic Control	8	HR				\$100.00	\$800.00
Erosion Control	0	LF			\$3.00	\$3.00	\$0.00
Utility Relocations	0	LS				\$4,000.00	\$0.00
Clear & Grub-0' wide x 250' long	0	SF			\$0.30	\$0.40	\$0.00
Sawcut Asphalt/Concrete	0	LF		\$3.00		\$3.50	\$0.00
Earthwork/Subgrade Prep-0' wide x 250' long	0	SF	\$3.00		\$2.10	\$3.50	\$0.00
Remove & Replace Unsuitable	50	SF	\$5.00	\$4.70		\$5.50	\$275.00
Export Waste Material	30	CF		\$0.65		\$2.00	\$60.00
Storm Drain Pipe	0	LF	\$75.00		\$71.50	\$85.00	\$0.00
Storm Manhole/Inlet	0	EA	\$5,000.00	\$4,700.00	\$4,500.00	\$5,500.00	\$0.00
Connect to Existing	0	EA	\$10,000.00			\$11,000.00	\$0.00
Class 6 Road Base-6 in depth-20' wide x 20' long	400	SF	\$1.09	\$1.30	\$1.32	\$1.50	\$600.00
Asphalt Pavement-4 in depth-20' wide x 20' long	400	SF	\$2.15	\$3.50	\$2.50	\$4.00	\$1,600.00
Concrete Curb & Gutter	10	LF	\$25.00	\$30.00	\$30.00	\$35.00	\$350.00
Concrete Sidewalk-6' wide x 10' in length	60	SF	\$5.00	\$12.00	\$5.50	\$13.00	\$780.00
Concrete Pan-3 ft width	0	LF			\$31.00	\$35.00	\$0.00
ADA Concrete Ramp	1	EA		\$1,470.00		\$2,000.00	\$2,000.00
Signage	2	EA			\$500.00	\$550.00	\$1,100.00
Pavement Markings-Striping	120	LF			\$0.34	\$1.00	\$120.00
Pavement Markings-Handicapped	1	EA				\$1,000.00	\$1,000.00
Place Topsoil-1.5' in width x 260' in length	0	CY			\$7.00	\$10.00	\$0.00
Revegetation-2' wide x 100' in length	200	SF				\$1.00	\$200.00
Contingency (20%)	1	LS				\$1,977.00	\$1,977.00
Engineering & Project Management	5	HR				\$150.00	\$750.00
TOTAL						TOTAL	\$12,612.00
ANNUAL COST PER DEVELOPED PARALLEL SPACE		18	Parallel Spaces			\$700.67	PER SPACE
Option: Street Lighting		EA			\$18,450.00		

NOTES

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Town of Eagle - FEE IN LIEU OF PARKING STUDY

DEVELOPED ROW-ANGLE PARKING	EST	UNITS	HISTORIC UNIT PRICES			EST UNIT PRICE	ITEM TOTAL
ITEM	QTY	USED	Hwy 6-2013	Capital-2020	Haymeadow-2019	USED	
Mobilization	1	LS				\$1,000.00	\$1,000.00
Traffic Control	8	HR				\$100.00	\$800.00
Erosion Control	0	LF			\$3.00	\$3.00	\$0.00
Utility Relocations	0	LS				\$4,000.00	\$0.00
Clear & Grub-0' wide x 250' long	0	SF			\$0.30	\$0.40	\$0.00
Sawcut Asphalt/Concrete	0	LF		\$3.00		\$3.50	\$0.00
Earthwork/Subgrade Prep-0' wide x 250' long	0	SF	\$3.00		\$2.10	\$3.50	\$0.00
Remove & Replace Unsuitable	50	SF	\$5.00	\$4.70		\$5.50	\$275.00
Export Waste Material	30	CF		\$0.65		\$2.00	\$60.00
Storm Drain Pipe	0	LF	\$75.00		\$71.50	\$85.00	\$0.00
Storm Manhole/Inlet	0	EA	\$5,000.00	\$4,700.00	\$4,500.00	\$5,500.00	\$0.00
Connect to Existing	0	EA	\$10,000.00			\$11,000.00	\$0.00
Class 6 Road Base-6 in depth-35' wide x 20' long	700	SF	\$1.09	\$1.30	\$1.32	\$1.50	\$1,050.00
Asphalt Pavement-4 in depth-35' wide x 20' long	700	SF	\$2.15	\$3.50	\$2.50	\$4.00	\$2,800.00
Concrete Curb & Gutter	25	LF	\$25.00	\$30.00	\$30.00	\$35.00	\$875.00
Concrete Sidewalk-6' wide x 10' in length	60	SF	\$5.00	\$12.00	\$5.50	\$13.00	\$780.00
Concrete Pan-3 ft width	0	LF			\$31.00	\$35.00	\$0.00
ADA Concrete Ramp	1	EA		\$1,470.00		\$2,000.00	\$2,000.00
Signage	2	EA			\$500.00	\$550.00	\$1,100.00
Pavement Markings-Striping	600	LF			\$0.34	\$1.00	\$600.00
Pavement Markings-Handicapped	1	EA				\$1,000.00	\$1,000.00
Place Topsoil-1.5' in width x 260' in length	0	CY			\$7.00	\$10.00	\$0.00
Revegetation-2' wide x 100' in length	200	SF				\$1.00	\$200.00
Contingency (20%)	1	LS				\$2,508.00	\$2,508.00
Engineering & Project Management	6	HR				\$150.00	\$900.00
TOTAL						TOTAL	\$15,948.00
ANNUAL COST PER DEVELOPED ANGLE SPACE		28	Angled Spaces			\$569.57	PER SPACE
Option: Street Lighting		EA			\$18,450.00		

NOTES

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