

**CITY OF COOKEVILLE**

**DOWNTOWN PARKING STUDY**

**Prepared by the**

**COOKEVILLE PLANNING DEPARTMENT**

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## **INTRODUCTION**

The availability of downtown parking is a significant issue for many municipalities. Parking problems are often a sign of the success of a downtown area. The demand for parking is directly correlated to growth or decline in the availability of business, employment, shopping and dining opportunities. Due to the efforts and investments of property owners, merchants and the municipality, the Cookeville downtown area continues as a vibrant economic core of the city. The provision of ample and convenient parking to accommodate the needs of business and other activities is key to the continued vitality of the downtown.

There is a perception that parking is currently a problem in the Cookeville downtown area. Merchants and property owners in the downtown area have indicated to the Cookeville City Council that parking is a problem. Additionally downtown parking was identified as a moderate to serious concern by nearly 60 percent of respondents in the 2003 Cookeville Citizen Survey.

## **PURPOSE OF STUDY**

This study was prepared by the Cookeville Planning Department and is intended to provide an inventory and analysis of parking in the downtown area of the City of Cookeville. It is the first known comprehensive study of parking in the downtown area. The primary purpose of the inventory is to determine how many and what type of parking spaces are available in the Cookeville downtown area. As the first such inventory it will also provide a base line for future trend studies.

An analysis of parking in the downtown area is necessary for several reasons. First an analysis can reveal whether the available parking meets the current demand. An analysis can also provide insight on future parking needs. This is especially important due to recent changes in the Cookeville Zoning Code. Prior to 2002, developments within areas zoned as CBD, Central Business District, were not required to provide off-street parking. Developments in the CBD are now required to supply off-street parking when adequate public parking is not available within 500 feet of the development. A parking analysis is needed to determine whether new developments in the CBD must provide parking.

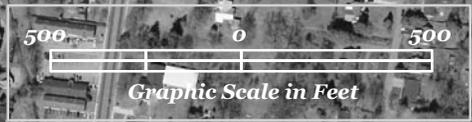
## DELINATION OF STUDY AREA

For the purposes of this study, the Cookeville downtown is defined primarily as the area within the city zoned as CBD, Central Business District. Parking areas on the immediate fringe of the CBD utilized by employees and visitors to the downtown are also included in the study area. Illustration 1 depicts the location of the study area. The area generally consists of a corridor along Spring Street and Broad Street extending approximately from Maple Avenue on the east to Whitney Avenue on the west. It is composed of a total of 230 parcels in their entirety and portions of three other parcels and occupies an area of approximately 91.1 acres or 0.14 square miles.

The study area includes what have been historically identified as the two downtown areas of Cookeville. These are the area immediately around the Putnam County Courthouse referred to as “The Square” and the area along West Broad Street in the vicinity of the Cookeville Depot referred to as “West Side”. These two areas were combined into one contiguous CBD zone in a 2002 citywide rezoning. Prior to the 2002 rezoning, the two areas within the city zoned as CBD comprised a total land area of only 21 acres. Since 2002 the CBD has been further expanded through the rezoning of two additional areas.

To facilitate a more in depth analysis the study area was divided into nine sub areas. Generally, the boundaries of each sub area were defined by identifying a principal land use or uses and by including the primary parking areas for these uses. These areas are depicted on Illustration 2 and are identified as follows:

- Sub Area 1 is located east of South Lowe Avenue and south of East Spring Street. This area includes the Putnam County Justice Center and consists of only 2 parcels occupying approximately 7 acres.
- Sub Area 2 is located east of Staley Avenue extending to South Maple Avenue north of East Spring Street and south of East Broad Street. This area is the smallest sub area occupying approximately 5.7 acres and consisting of 13 parcels.
- Sub Area 3 includes the area around the Putnam County Courthouse between Madison Avenue and Staley Avenue from Reagan Street north to East 1<sup>st</sup> Street. It consists of 35 parcels occupying approximately 11.6 acres.

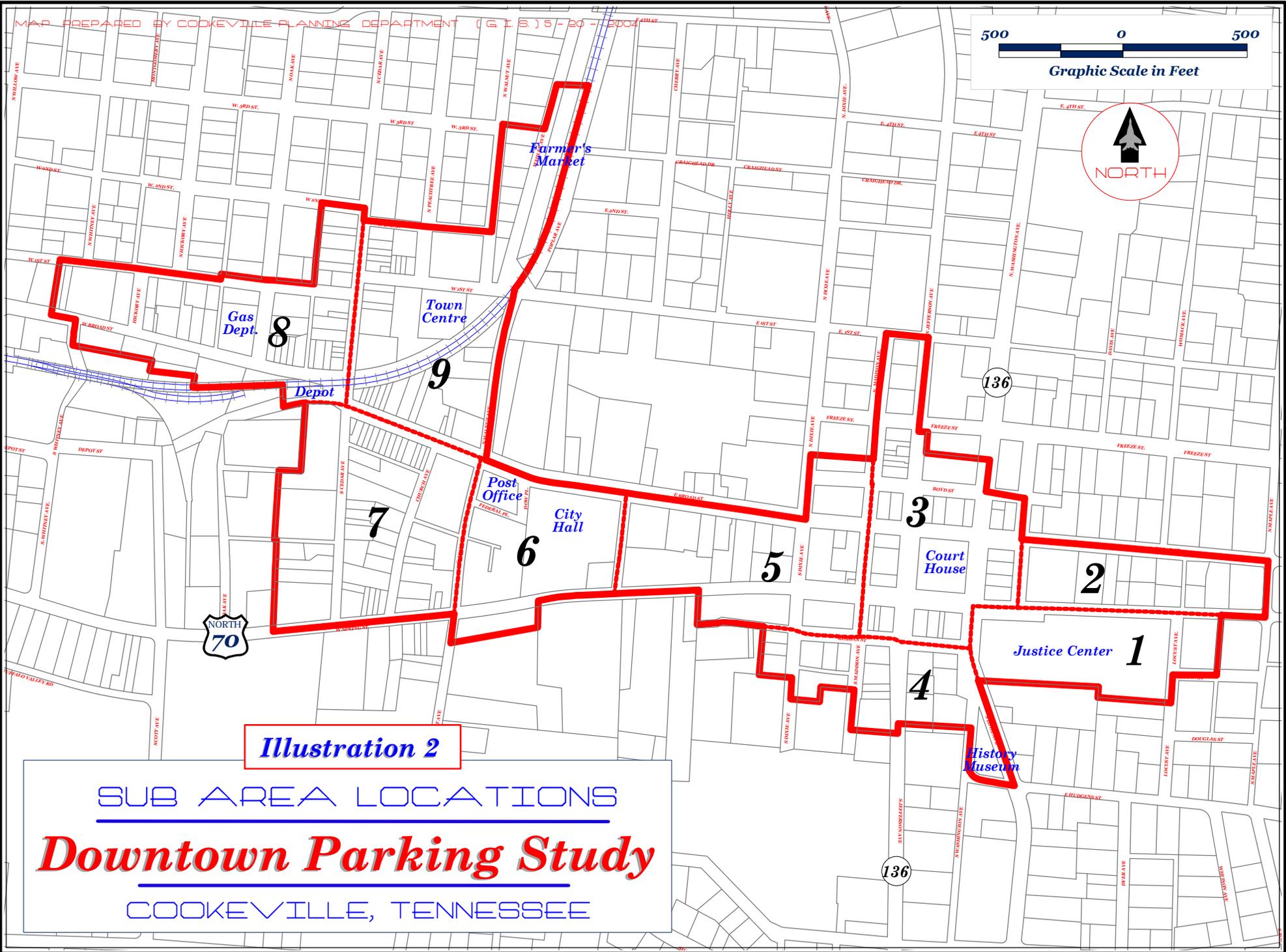
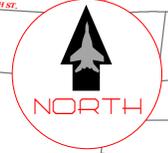


*Illustration 1*

LOCATION MAP  
***Downtown Parking Study***  
COOKEVILLE, TENNESSEE

500 0 500

Graphic Scale in Feet



**Illustration 2**

SUB AREA LOCATIONS

# *Downtown Parking Study*

COOKEVILLE, TENNESSEE

- Sub Area 4 is located south of Reagan Street between South Lowe Avenue and South Dixie Avenue. It contains 19 parcels consisting of approximately 6.6 acres.
- Sub Area 5 extends west from South Madison Avenue to Fleming Avenue between East Broad Street and Reagan Avenue. This area consists of approximately 11.3 acres and contains 17 parcels in their entirety and a portion of one other parcel. It includes the First Methodist Church.
- Sub Area 6 is located between East Spring Street and East Broad Street from Fleming Avenue to South Walnut Avenue. This area consists of approximately 8 acres and contains 5 parcels. It includes Cookeville City Hall, the Federal Courthouse and Post Office, and First Baptist Church.
- Sub Area 7 is located between West Broad Street and West Spring Street west of South Walnut Avenue. This is the second largest sub area containing approximately 13.6 acres located on 47 parcels of property.
- Sub Area 8 extends west of North Cedar Avenue between West 1<sup>st</sup> Street and West Broad Street. This sub area has the largest number of parcels with 48 and a portion of one other occupying approximately 12.4 acres. It includes the Cookeville Gas Department and the Cookeville Depot Museum.
- Sub Area 9 is located between Walnut Avenue and Cedar Avenue north of West Broad Street. This is the largest sub area consisting of approximately 14.9 acres on 45 parcels. It includes Cookeville Town Centre and the Farmer's Market.

## EXISTING PARKING CONDITIONS

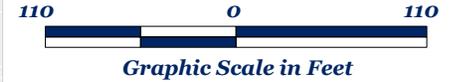
The staff of the Cookeville Planning Department completed an inventory of all public and private on-street and off-street parking in the study area in March of 2004. Through this inventory the total parking supply, location, type of parking (on-street or off-street), type of use (public or private), use restrictions, parking fees, and total accessible parking were determined. The results of the inventory for each sub area are depicted on Illustrations 3 through 11. A summary of the inventory findings is presented in this section.

### PARKING SUPPLY

In the March 2004 inventory an estimated total of 3,518 parking spaces were identified in the downtown study area. The total parking spaces are comprised of 1,710 public spaces and 1,808 private spaces. This includes 667 public on-street spaces, 1,043 public off-street spaces, 27 private on-street spaces, and 1,781 private off-street spaces. A summary of the parking supply by sub area is presented in Table 1.

**TABLE 1  
PARKING SUPPLY BY SUB AREA**

PARKING SUPPLY					
SUB AREA	PUBLIC ON-STREET	PUBLIC OFF-STREET	PRIVATE ON-STREET	PRIVATE OFF-STREET	TOTAL
Sub Area 1	--	271	--	26	297
Sub Area 2	22	--	15	254	291
Sub Area 3	257	60	12	41	370
Sub Area 4	33	32	--	252	317
Sub Area 5	107	71	--	213	391
Sub Area 6	17	173	--	102	292
Sub Area 7	32	146	--	357	535
Sub Area 8	87	63	--	316	466
Sub Area 9	112	227	--	221	559
<b>TOTAL</b>	<b>667</b>	<b>1043</b>	<b>27</b>	<b>1781</b>	<b>3,518</b>



**Paved Parking**

**Public**

**Private**



**E SPRING ST**

*Justice Center*

**LOCUST AVE.**

**FREE**

**Illustration 3**

SUB AREA 1

**PARKING INVENTORY**

**Downtown Parking Study**

COOKEVILLE, TENNESSEE

**LEGEND**



*Handicapped Parking Only*

**R**

*Reserved Parking*



*Dumpster in Parking Space*



*Unpaved Private Parking*



*Unmarked Parking*



**Paved Parking**

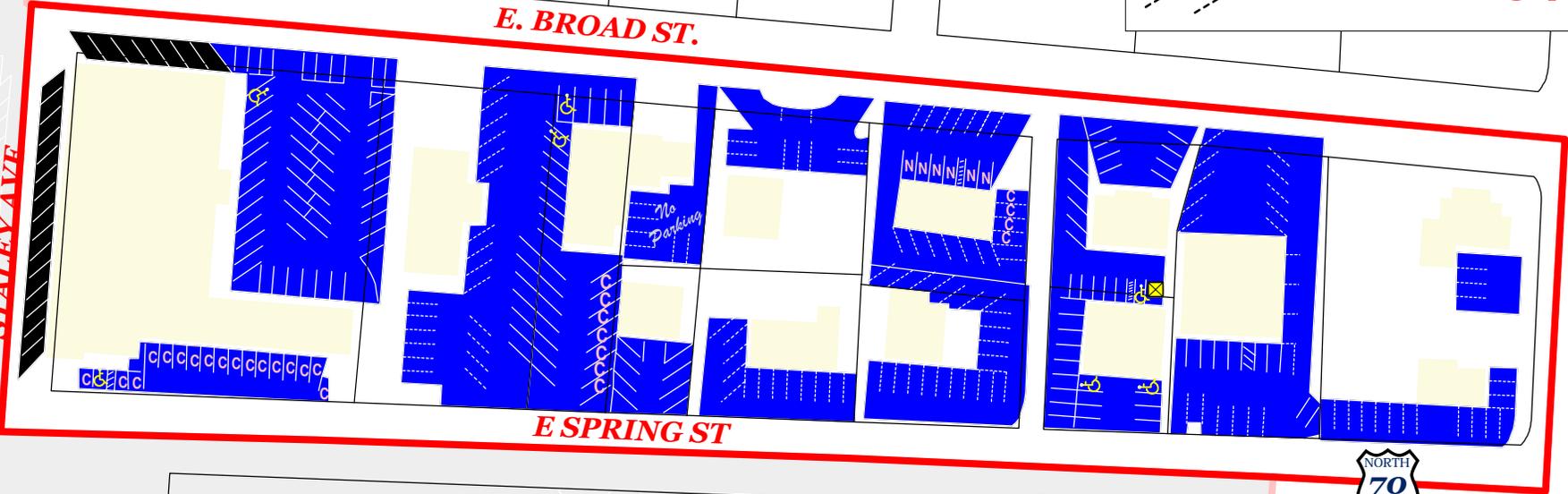
Public Private

**LEGEND**

- Handicapped Parking Only
- C** Customer Parking Only
- N** No Parking
- Dumpster in Parking Space
- Unmarked Parking Space

**E. BROAD ST.**

**STALEY AVE.**



**E SPRING ST**



**LOCUST AVE.**

**S MAPLE AVE.**

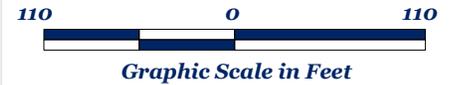
**Illustration 4**

SUB AREA 2

**PARKING INVENTORY**

**Downtown Parking Study**

COOKEVILLE, TENNESSEE



**Illustration 5**

SUB AREA 3  
**PARKING INVENTORY**

**Downtown Parking Study**

COOKEVILLE, TENNESSEE

LEGEND



Handicapped Parking Only

C

Customer Parking Only

1

1 Hour Parking Only

15

15 Minute Parking Only

N

No Parking



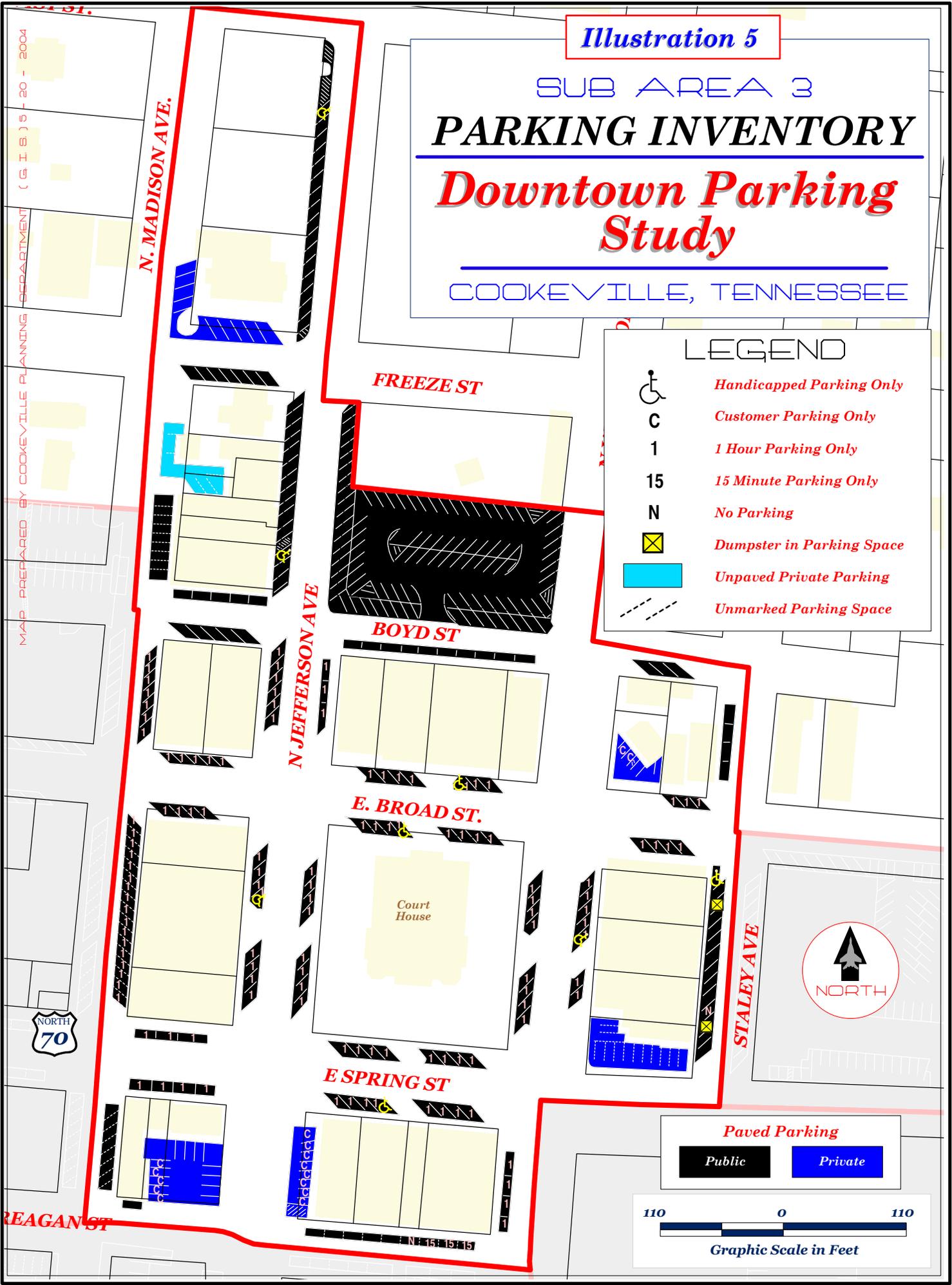
Dumpster in Parking Space



Unpaved Private Parking



Unmarked Parking Space

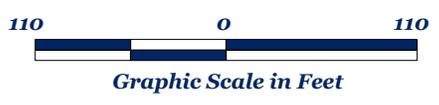


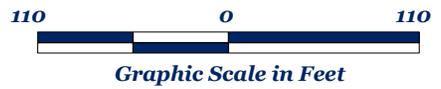
MAP PREPARED BY COOKEVILLE PLANNING DEPARTMENT (GIS) 5-20-2004



**Paved Parking**

Public	Private
--------	---------





**E SPRING ST**

**REAGAN ST**

**Paved Parking**

Public Private

**LEGEND**

- Handicapped Parking Only
- Customer Parking Only
- No Parking
- Reserved Parking
- Dumpster in Parking Space
- Unmarked Parking Space



**S DIXIE AVE**

**S MADISON AVE**

**S JEFFERSON AVE**

**S WASHINGTON AVE**

**S LOWE AVE**

136

History Museum

**Illustration 6**

SUB AREA 4

**PARKING INVENTORY**

**Downtown Parking Study**

COOKEVILLE, TENNESSEE

*Paved Parking*

Public

Private



**Illustration 7**

SUB AREA 5

**PARKING INVENTORY**

***Downtown Parking Study***

COOKEVILLE, TENNESSEE

**NDIXIE AVE**

**E BROAD ST**

**FLEMING AVE**

**S DIXIE AVE**

**S MADISON AVE**

**E SPRING ST**

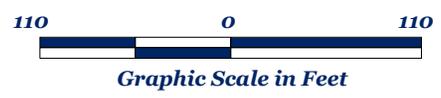


**REAGAN ST**

**LEGEND**

Handicapped  
C  
R  
1

- Handicapped Parking Only*
- Customer Parking Only*
- Reserved Parking*
- 1 Hour Parking*
- Unpaved Public Parking*
- Unmarked Parking Space*



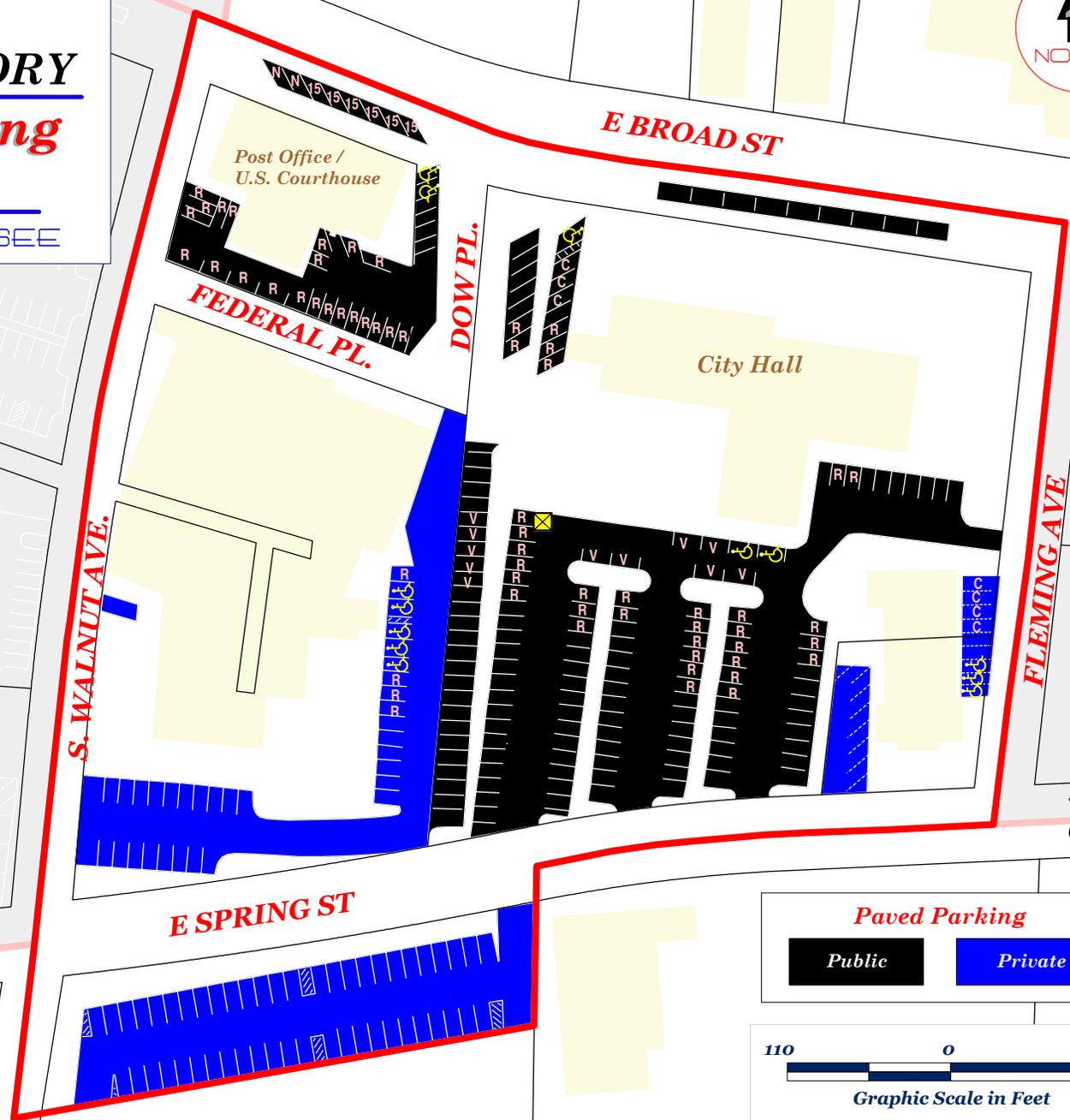
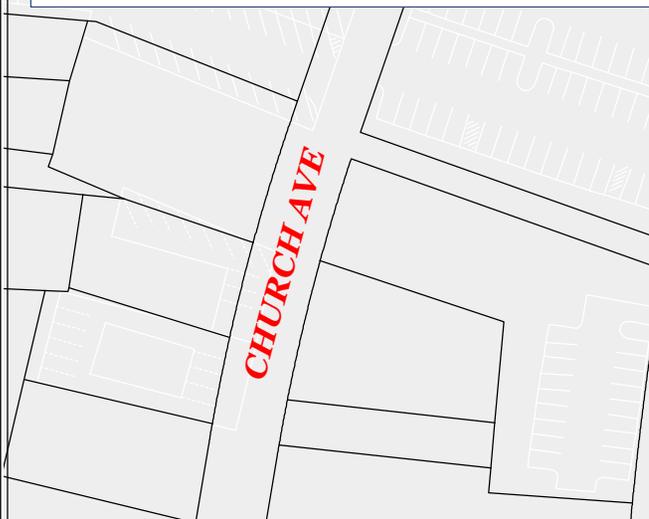
**Illustration 8**

SUB AREA 6

**PARKING INVENTORY**

**Downtown Parking Study**

COOKEVILLE, TENNESSEE



**LEGEND**



*Handicapped Parking Only*

**C**

*Customer Parking Only*

**N**

*No Parking*

**R**

*Reserved Parking*

**V**

*Visitor Parking*

**15**

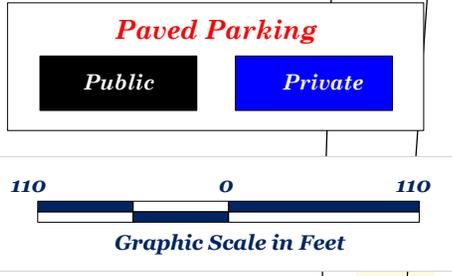
*15 Minute Parking Only*



*Dumpster in Parking Space*



*Unmarked Parking Space*





120 0 120

Graphic Scale in Feet

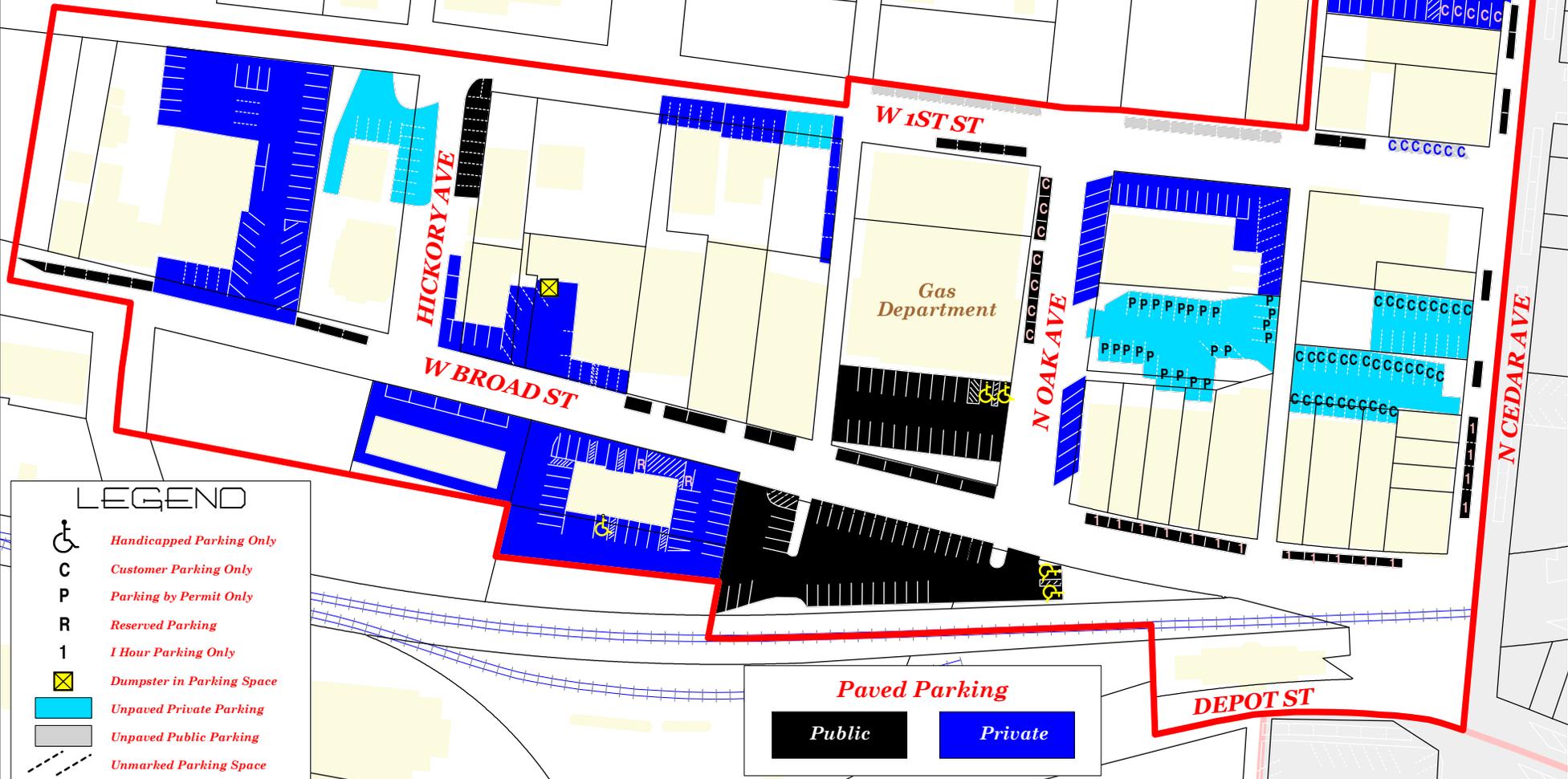


**Illustration 10**

SUB AREA 8

***PARKING INVENTORY***  
***Downtown Parking Study***

COOKEVILLE, TENNESSEE



**LEGEND**

-  Handicapped Parking Only
- C** Customer Parking Only
- P** Parking by Permit Only
- R** Reserved Parking
- 1** 1 Hour Parking Only
-  Dumpster in Parking Space
-  Unpaved Private Parking
-  Unpaved Public Parking
-  Unmarked Parking Space

**Paved Parking**

<b>Public</b>	<b>Private</b>
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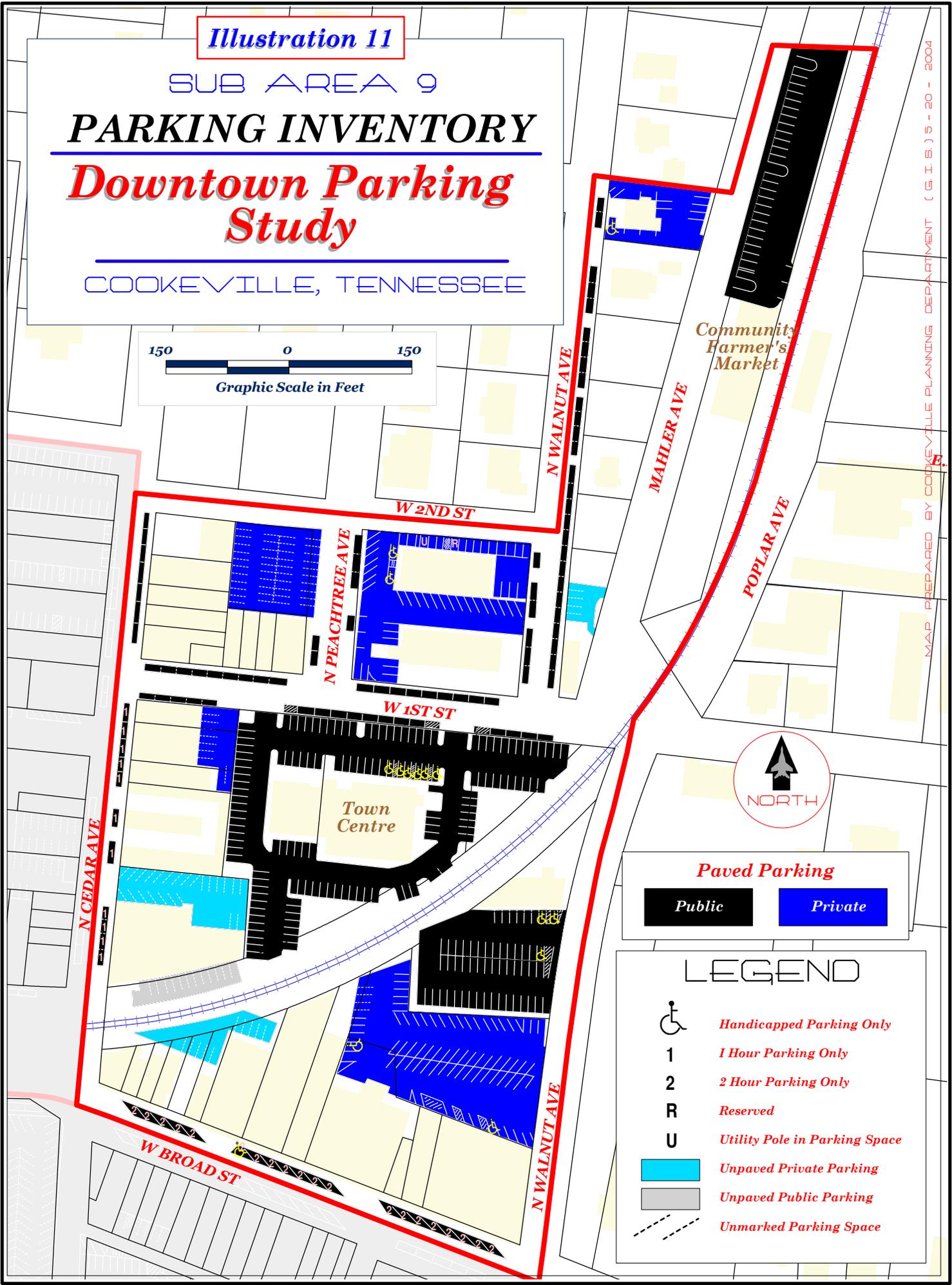
**Illustration 11**

SUB AREA 9

# **PARKING INVENTORY**

## **Downtown Parking Study**

COOKEVILLE, TENNESSEE



**Paved Parking**

Public	Private
--------	---------

**LEGEND**

- Handicapped Parking Only**
- 1** **1 Hour Parking Only**
- 2** **2 Hour Parking Only**
- R** **Reserved**
- U** **Utility Pole in Parking Space**
- Unpaved Private Parking**
- Unpaved Public Parking**
- Unmarked Parking Space**

It should be noted that a number of city parking areas and several of the private parking lots in the study area have either not been surfaced or have not been marked. The lack of marked spaces results in haphazard parking, prohibiting the maximum use of the parking supply. The Planning Department estimated the number of spaces that could be provided for each of these areas, should they be paved and/or marked. This estimate includes 66 public and 314 private spaces not surfaced, and 200 public and 539 private spaces paved but not marked. The estimated 1,119 parking spaces not surfaced or not marked are included in the totals presented in Table 1 and are summarized by sub area in Table 2.

**TABLE 2  
ESTIMATED PARKING SPACES NOT SURFACED OR NOT MARKED  
BY SUB AREA**

SUB AREA	NUMBER OF PARKING SPACES NOT SURFACED OR NOT MARKED				TOTAL
	PUBLIC NOT SURFACED	PRIVATE NOT SURFACED	PUBLIC NOT MARKED	PRIVATE NOT MARKED	
Sub Area 1	--	26	--	--	26
Sub Area 2	--	--	--	111	111
Sub Area 3	--	5	32	13	50
Sub Area 4	--	--	42	121	163
Sub Area 5	45	--	46	85	176
Sub Area 6	--	--	--	16	16
Sub Area 7	--	152	15	96	263
Sub Area 8	21	81	28	48	178
Sub Area 9	--	50	37	49	136
<b>TOTAL</b>	<b>66</b>	<b>314</b>	<b>200</b>	<b>539</b>	<b>1,119</b>

## RESTRICTIONS ON PARKING SUPPLY

Several of the parking spaces available in the study area have certain restrictions that limit their use. These include reserved spaces and time limits. Other restrictions include spaces used for dumpster locations and spaces blocked by utility poles. A summary of the various types of restrictions by sub area is presented in Table 3.

**TABLE 3  
PARKING RESTRICTIONS BY SUB AREA**

TYPE RESTRICTION	NUMBER OF SPACES WITH RESTRICTIONS									
	SUB AREA									TOTAL
	1	2	3	4	5	6	7	8	9	
15 MINUTE LIMIT	--	--	3	--	--	6	--	--	--	<b>9</b>
1 HOUR LIMIT	--	--	123	--	41	--	--	17	12	<b>193</b>
2 HOUR LIMIT	--	--	--	--	--	--	16	--	19	<b>35</b>
12 HOUR LIMIT	--	--	--	--	--	--	143	--	--	<b>143</b>
CUSTOMER/VISITOR	--	30	15	37	47	18	64	89	--	<b>300</b>
NO PARKING	--	6	2	2	--	2	--	--	--	<b>12</b>
RESERVED	28	--	--	1	3	58	7	2	1	<b>100</b>
PERMIT REQUIRED	--	--	--	--	--	--	--	23	--	<b>23</b>
DUMPSTER	1	1	2	1	--	1	--	2	--	<b>8</b>
UTILITY POLE	--	--	--	--	--	--	2	--	1	<b>3</b>
<b>TOTAL WITH RESTRICTIONS</b>	<b>29</b>	<b>37</b>	<b>145</b>	<b>41</b>	<b>91</b>	<b>85</b>	<b>232</b>	<b>133</b>	<b>33</b>	<b>826</b>

## PARKING FEES

All publicly supplied parking spaces are provided free of charge. Parking meters have in the past been utilized in the downtown area but were removed in the early 1990's as a part of downtown improvements completed under the MainStreet Program.

## ADA COMPLIANCE

The Americans with Disabilities Act (ADA) requires that accessible parking spaces for persons with disabilities be provided for new parking lots and when existing parking lots are re-striped. Accessible spaces must comply with the ADA Standards for Accessible Design. The minimum number of accessible parking spaces that must be provided per number of total spaces provided in a parking lot is depicted in Table 4.

**TABLE 4  
ADA ACCESSIBLE PARKING REQUIREMENTS**

<b>NUMBER OF SPACES SPACES PROVIDED PER PARKING LOT</b>	<b>MINIMUM NUMBER OF ACCESSIBLE SPACES REQUIRED</b>	<b>MINIMUM NUMBER OF VAN ACCESSIBLE SPACES REQUIRED</b>
1-25	1	1
26-50	2	1
51-75	3	1
76-100	4	1
101-150	5	1
151-200	6	1
201-300	7	1
301-400	8	1
401-500	9	2
501-1000	2 % of total	1 out of every 8 accessible spaces
1001 & over	20 plus 1 for each 100 over 1000	1 out of every 8 accessible spaces

Design guidelines for accessible parking spaces are specified in the ADA Standards for Accessible Design. Accessible parking spaces for cars must have at least a 60-inch wide access isle located adjacent to the designated parking space. These parking spaces must also be identified with a sign and located on level ground. Van-accessible parking spaces must have a minimum 96-inch access isle adjacent to the parking space. If only one accessible parking space is required, it must be a van accessible space. In facilities where more than one accessible parking space is required, one of eight accessible parking spaces

must be van accessible. Two parking spaces may share an access isle. All accessible parking spaces must connect to an accessible route to the building.

As depicted in Table 5, a total of 68 accessible parking spaces are provided in the downtown area. Thirty-three of these spaces are in publicly provided parking areas and 35 are provided in private parking areas. Of the total accessible spaces none are considered van accessible spaces. Applying the ADA standard to the total parking spaces available in the downtown area as a whole indicates that a total of 46 accessible spaces would be required. When applying the ADA standard to the individual sub areas a total of 76 accessible spaces would be required, eight more than currently provided. An analysis of the provision of accessible parking by individual parking areas was not completed as a part of this study. It is anticipated that such an analysis would indicate a more significant shortage of accessible parking spaces.

**TABLE 5  
ACCESSIBLE PARKING SUPPLY BY SUB AREA**

	<b>TOTAL PARKING SPACES</b>	<b>ACCESSIBLE SPACES REQUIRED</b>	<b>ACCESSIBLE SPACES PROVIDED</b>	<b>OVER (UNDER) REQUIRED</b>
Sub Area 1	297	7	3	(4)
Sub Area 2	291	7	7	--
Sub Area 3	370	8	8	--
Sub Area 4	315	8	7	(1)
Sub Area 5	391	8	5	(3)
Sub Area 6	292	7	13	6
Sub Area 7	535	11	4	(7)
Sub Area 8	466	9	6	(3)
Sub Area 9	560	11	15	4
<b>TOTAL</b>	<b>3,518</b>	<b>76</b>	<b>68</b>	<b>(8)</b>

## PARKING DEMAND

Parking demand is defined as the number of spaces that should be provided for employees, shoppers, and business visitors that park within the study area. There is a direct relationship between land use and the parking demand it generates. Therefore to determine parking demand an inventory of land use must be compiled. In this section a summary of the downtown land use, parking demand by demand ratio, and parking demand by sub area is presented.

### LAND USE INVENTORY

Land use information was gathered by the Cookeville Planning Department in March of 2004 and compiled for each parcel within the study area. Individual land uses were placed in the following land use categories:

- Single Family Residential. This category consists of single-family detached homes.
- Multi-Family Residential. This category includes duplexes, apartment buildings, and accessory dwelling units located within a structure with a principal use other than residential
- Private Service/Office. This category includes professional offices, banks, personal services and repair services.
- Commercial. All retail or wholesale trade activities are included in this category.
- Public. This category consists of all governmental uses and includes the Justice Center, County Courthouse, City Hall, Federal Courthouse and Post Office, Town Centre and the Farmers Market.
- Semi-Public. This category includes all churches, clubs, lodges, and social organizations.
- Utilities. This category includes any utility structures or facilities, including the Cookeville Gas Department, and the phone and cable TV companies.
- Recreation. The only recreational facilities located in the study area are the Cookeville Depot Museum and the Cookeville History Museum.
- Vacant Floor Space. All unused floor spaces in any of the land use categories, with the exception of single or multi-family residential uses, is included in this category.

As a part of the land use inventory, the number of establishments or units in each land use category and the total square footage of the structures, or portion of structures utilized, were also determined. A summary of the land use in the study area by number of units or establishments and by total square feet of floor space is presented in Table 6.

**TABLE 6  
EXISTING LAND USE  
BY NUMBER OF UNITS AND TOTAL SQUARE FEET**

<b>LAND USE CATEGORY</b>	<b>NUMBER OF UNITS</b>	<b>TOTAL SQUARE FEET OF FLOOR SPACE</b>
<b>Single Family Residential</b>	<b>5</b>	<b>11,629</b>
<b>Multi-Family Residential</b>	<b>6</b>	<b>7,821</b>
<b>Private Service</b>	<b>165</b>	<b>501,931</b>
<b>Commercial</b>	<b>66</b>	<b>329,291</b>
<b>Public</b>	<b>19</b>	<b>296,883</b>
<b>Semi-Public</b>	<b>16</b>	<b>248,405</b>
<b>Utilities</b>	<b>3</b>	<b>79,958</b>
<b>Recreation</b>	<b>2</b>	<b>4,989</b>
<b>Vacant Floor Space</b>	<b>26</b>	<b>36,043</b>
<b>TOTAL</b>	<b>308</b>	<b>1,516,950</b>

As depicted in Table 6, a total of 308 units of land use occupying approximately 1,516,950 square feet of floor space were identified in the downtown area. The area is dominated by land uses in the private service category with 165 units or establishments occupying an estimated 501,931 square feet of floor space. The second largest category of land use was commercial with a total of 66 establishments identified occupying an estimated 329,291 square feet of floor space. Public uses at 19 units and 296,883 square feet of floor space and semi-public uses at 16 units and 248,405 square feet of floor space were the next largest categories of land use in the study area.

## PARKING DEMAND BY DEMAND RATIO

The parking demand for the Cookeville downtown area can be calculated by multiplying the square feet of building space by a "demand ratio" which is the number of spaces required per total square feet of generating land use such as residential, private service, or commercial. A demand ratio is specified in the Cookeville Zoning Code based on the type of land use. This ratio is based on the square feet of floor space with the exception of churches, for which it is based on the number of sanctuary seats. As depicted in Table 7, applying the demand ratio specified in the Zoning Code to the various categories of land use indicates a total parking demand of 5,371 spaces in the downtown area.

**TABLE 7  
PARKING DEMAND BY DEMAND RATIO**

<b>LAND USE CATEGORY</b>	<b>TOTAL SQUARE FEET OF FLOOR SPACE</b>	<b>DEMAND RATIO SPECIFIED BY ZONING CODE</b>	<b>TOTAL REQUIRED PARKING</b>
<b>SF Residential</b>	<b>11,629 (5 units)</b>	<b>3 per unit</b>	<b>15</b>
<b>MF Residential</b>	<b>7,821 (6 units)</b>	<b>1.25 per bedroom</b>	<b>15</b>
<b>Private Service</b>	<b>501,931</b>	<b>1 per 250 sq. ft.</b>	<b>2,008</b>
<b>Commercial</b>	<b>329,291</b>	<b>1 per 200 sq. ft.</b>	<b>1,646</b>
<b>Public</b>	<b>296,883</b>	<b>1 per 300 sq. ft.</b>	<b>990</b>
<b>Semi-Public (churches)</b>	<b>237,149 (1,950 seats)</b>	<b>1 per 3 seats</b>	<b>650 x .25 = 162*</b>
<b>Semi-Public (other)</b>	<b>11,256</b>	<b>1 per 300 sq. ft.</b>	<b>38</b>
<b>Utilities</b>	<b>79,958</b>	<b>1 per 250 sq. ft.</b>	<b>320</b>
<b>Recreation</b>	<b>4,989</b>	<b>1 per 150 sq. ft.</b>	<b>33</b>
<b>Vacant Floor Space</b>	<b>36,043</b>	<b>1 per 250 sq. ft.</b>	<b>144</b>
<b>TOTAL</b>	<b>1,516,950</b>		<b>5,371</b>

\*The Cookeville Zoning Code specifies that certain uses, such as churches, whose peak attendance is at night or on Sunday, are permitted to share parking with other uses that are closed at night or on Sunday. Since the majority of the parking for the churches identified in the downtown area is shared parking, the total parking requirement for churches was reduced by 75 percent.

## PARKING DEMAND BY SUB AREA

Parking areas must be conveniently located for potential users to achieve maximum utilization. Under the provisions of the Cookeville Zoning Code off-site parking should be located within 500 feet of the land use requiring parking. To more accurately assess the demand for parking in the study area an evaluation for each sub area was completed. The total floor space for each individual land use category was combined and an average requirement of 1 space per every 300 square feet of floor space was utilized. Adjustments to reflect shared parking for churches were made for the total square feet of floor space in each sub area. The results of this assessment are presented in Table 8.

**TABLE 8  
PARKING DEMAND BY SUB AREA**

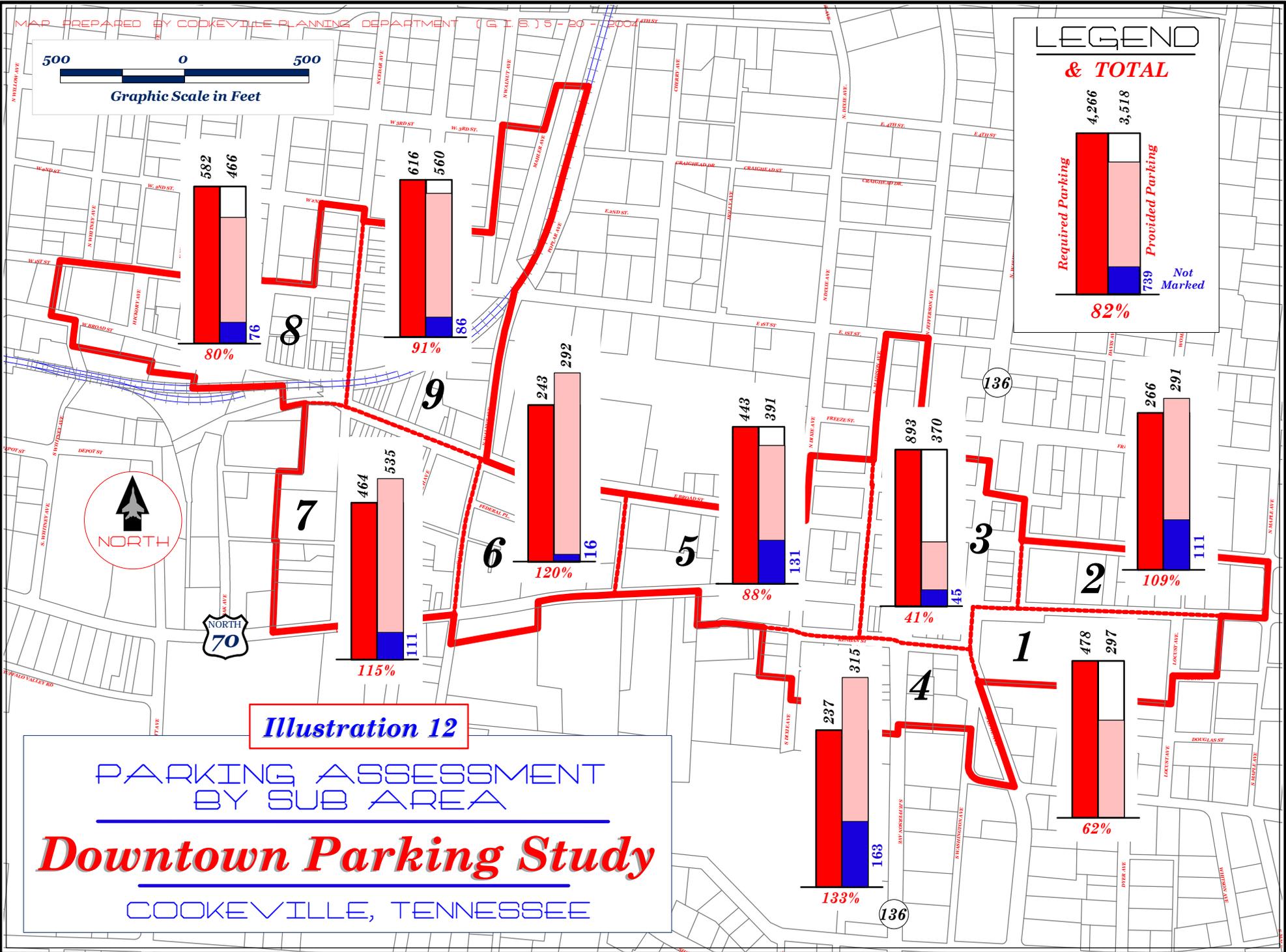
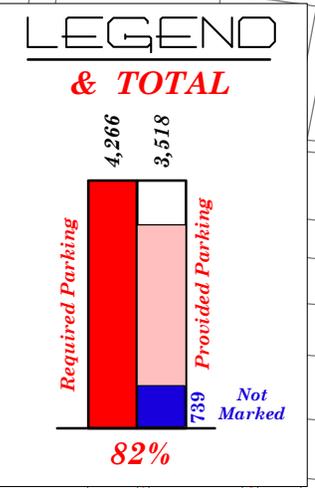
<b>SUB AREA</b>	<b>TOTAL SQUARE FEET OF FLOOR SPACE</b>	<b>REQUIRED PARKING</b>	<b>PARKING PROVIDED</b>	<b>OVER (UNDER) REQUIRED</b>
<b>Sub Area 1</b>	<b>143,256</b>	<b>478</b>	<b>297</b>	<b>(181)</b>
<b>Sub Area 2</b>	<b>79,691</b>	<b>266</b>	<b>291</b>	<b>25</b>
<b>Sub Area 3</b>	<b>277,166 – 9,146 = 268,020</b>	<b>893</b>	<b>370</b>	<b>(523)</b>
<b>Sub Area 4</b>	<b>74,380 – 3,396 = 70,984</b>	<b>237</b>	<b>315</b>	<b>78</b>
<b>Sub Area 5</b>	<b>218,617 – 85,587 = 133,030</b>	<b>443</b>	<b>391</b>	<b>(52)</b>
<b>Sub Area 6</b>	<b>193,625 – 120,773 = 72,852</b>	<b>243</b>	<b>292</b>	<b>39</b>
<b>Sub Area 7</b>	<b>139,092</b>	<b>464</b>	<b>535</b>	<b>71</b>
<b>Sub Area 8</b>	<b>177,507 – 2,923 = 174,584</b>	<b>582</b>	<b>466</b>	<b>(116)</b>
<b>Sub Area 9</b>	<b>213,616 – 15,324 = 198,292</b>	<b>616</b>	<b>560</b>	<b>(56)</b>
<b>TOTAL</b>	<b>1,516,950 - 237,149 = 1,279,801</b>	<b>4,266</b>	<b>3,518</b>	<b>(748)</b>

As indicated in Table 8, Sub Area 3, which includes the area around the Courthouse, has by far the largest parking shortage with over 500 spaces below the estimated demand. Sub Area 1, the area around the Justice Center, is indicated to have the next largest shortage of parking with an estimated deficit of 181 spaces. It is significant that these two areas are contiguous and combined they have an estimated parking shortage of over 700 spaces.

Sub Areas 8, 9 (the areas west of Walnut and north of Broad), and 5 (the area between Fleming and Madison Avenues) are also estimated to have parking deficits at 116, 56, and 52 spaces respectively. Sub Areas 8 and 9 are contiguous and combined they have a parking deficit of approximately 175 spaces. Parking in Sub Area 9 has been substantially improved in recent years with addition of parking as a part of the Town Centre development and the completion of a public parking area west of North Walnut Avenue.

The sub area parking demand analysis suggests that the parking supply in Sub Areas 2, 4, 6, and 7 meets or exceeds the current demand. It is significant to note that Sub Area 4 (area south of Reagan between Dixie and Lowe), which is indicated to have the largest surplus of parking, was located within a zoning district prior to 2003 in which the provision of off-street parking was required. Also it should be noted that the parking surplus indicated for Sub Area 7 is affected by the inclusion of a parking area located west of South Cedar Street that was constructed to serve a currently vacant industrial establishment not within the study area. Should this parking area, which contains an estimated 122 parking spaces, become no longer available for the establishments within Sub Area 7 this sub area would have a parking deficit.

The parking demand analysis by sub area indicates that demand exceeds supply in the downtown area as a whole by approximately 750 parking spaces. As depicted in Illustration 12, the actual parking shortage may be significantly higher when the estimated number of unmarked spaces is considered. For example, Sub Area 8 (area west of Cedar and north of Broad), with an estimated 178 unmarked spaces, may have a more significant parking problem than the 116 shortage indicated in the sub area analysis. Sub Area 4 (area south of Reagan between Dixie and Lowe), with more than half of its parking spaces unmarked, may not exceed the required number of parking spaces as much as is reflected in the analysis. When factoring parking demand and supply with the number of unmarked spaces, Sub Area 6 appears to be the sub area least likely to have a parking problem.



**Illustration 12**

PARKING ASSESSMENT BY SUB AREA

**Downtown Parking Study**

COOKEVILLE, TENNESSEE

## CONCLUSIONS

By applying a parking ratio to the square feet of existing land use and comparing the results with the available parking supply it is estimated that the downtown area has a parking deficit of between 750 and 1,850 parking spaces. The area in the vicinity of the Putnam County Courthouse and the Justice Center (Sub Areas 1 and 3) has the largest parking deficit in the study area. The sub areas in which the parking supply meets the demand were not, prior to 2002, located in a CBD zone, but in other zoning districts that required the provision of off-street parking. When the estimated number of unmarked parking spaces is considered the actual parking shortage for the study area may be greater than indicated by demand analysis.

## **FUTURE PARKING CONSIDERATIONS**

The demand for and supply of parking in a downtown area changes over time due to various factors. Several factors that can be expected to significantly affect the future parking demand and supply in the Cookeville downtown area include the following:

**Change of Use:** Changes in the use of properties can create fluctuations in parking demand in the future. For example a general office typically generates less demand for parking than a retail establishment.

**New development and redevelopment:** New construction or the redevelopment of existing properties can increase the demand for parking and can reduce the amount of existing parking.

**Thoroughfare improvements:** Street improvements, such as the construction of additional traffic lanes, can result in a reduction of on-street parking spaces.

**Zoning amendments:** Amendments to the Zoning Code, such as changes in the requirements for off-street parking, expansion of the area zoned as CBD, or rezoning of areas currently within the CBD to something other than CBD, can affect the parking supply in the downtown.

## SUMMARY

This study was completed for the purpose of providing an inventory and analysis of the parking supply in the Cookeville Downtown area. Major findings derived from this study are presented in this section.

### MAJOR FINDINGS

- A total of 3,518 parking spaces were identified in the downtown area to serve land uses occupying over 1.5 million square feet of floor space.
- The parking supply is almost equally divided between publicly provided and privately provided spaces (1,710 spaces and 1,808 spaces respectively).
- Maximum use of the parking supply is currently not achieved because nearly one-third of the total spaces (1,119 of 3,518 spaces) consist of spaces that are not surfaced and/or are not marked.
- A total of 11 spaces have some kind of physical restriction (used as a dumpster location or blocked by utility pole) limiting their use.
- ADA requirements for accessible parking spaces are not met for the study area as a whole.
- Demand ratio analysis indicates that parking demand exceeds parking supply for the downtown area as a whole.
- Sub Areas 1 (Justice Center), 3 (Courthouse/Square), 5 (area between Fleming and Madison), 8 (area north of Depot west of Cedar), and 9 (area around the Town Centre) have parking shortages, while in Sub Areas 2 (area north of Spring between Staley and Maple), 4 (area south of Reagan between Dixie and Lowe), 6 (area around City Hall and Federal Courthouse/Post Office), and 7 (area south of Broad between Cedar and Walnut) the parking supply meets or exceeds demand.
- Land use changes, new development or redevelopment, street improvements, zoning amendments and other factors will affect the future parking supply and demand in the downtown area.

## **SUGGESTIONS FOR ADDITIONAL ANALYSES**

The demand ratio analysis completed as a part of this study indicates that there is a significant shortage of parking in the downtown area; however, the actual affect of this shortage was not evaluated. Downtowns are unique areas; typically with a mixture of land uses not usually found in any one contiguous area elsewhere in a municipality. Due to this uniqueness, the following additional studies or analyses should be completed to more thoroughly access the parking supply and demand.

- Complete a study on the utilization of the existing parking supply, including occupancy at peak hours.
- Complete a study on parking duration, including parking in spaces with restricted time limits.
- Complete a survey of motorists parking in the downtown area to determine parking duration, trip purpose, walking distance, trip frequency, and type of parking facility utilized.
- Complete a survey of downtown merchants and business owners to determine perceived parking problems and recommended courses of action.

## OPTIONS FOR IMPROVEMENTS

While additional analyses are suggested to better evaluate the actual affect of the parking shortage in the downtown area, certain measures should be considered as soon as feasible to address the shortage. The following options have been successfully utilized to address the availability of parking in the downtown areas of other municipalities:

- Pave and/or stripe existing parking areas that are currently not paved and/or are not striped.
- Re-stripe existing parking areas to increase the number of spaces.
- Improve signage to better identify the location of available parking.
- Improve enforcement of existing time-restricted public parking.
- Increase the number of time-restricted public parking spaces.
- Install parking meters.
- Construct additional public surface parking areas.
- Construct a public parking garage.
- Implement a transit system to shuttle downtown visitors and customers at remote parking areas to and from the downtown.
- Require the provision of off-street parking for all new development in the downtown area.
- Solicit cooperation from downtown business owners to encourage employees to park at more remote locations.
- Require new developments in the downtown area, which cannot or choose to not provide off-street parking, pay an in-lieu of fee that would be utilized to pay for the provision of additional public parking.
- Establish a Downtown Improvement District in which downtown property owners are assessed a fee or a tax to pay for parking improvements.