



## **Parking Technical Advisory Group**

**728 St. Helens; Room 16**

**Meeting #84 – May 1st, 2014, Notes**

**4:10**

### **Meeting called to order by Co-Chairs**

Steph Farber, one of the co-chairs, called the meeting to order.

**The PTAG approved the 4/17/14 meeting notes.**

City of Tacoma staff gave an update on some of the things they had been working on:

- Improving lighting in the parking garages to improve the sense of safety.
- Planned presentation to the City Council's Infrastructure, Planning & Sustainability Committee on 5/14 at 4:30PM. PTAG members are welcome to attend.
- Reviewing occupancy numbers from the changes in the UWT area. These changes were the shortening of time limits to 90mins and keeping the regulations active later into the evening until 8PM rather than 6PM. These changes have freed up stalls at key times of the day and on weekends. Anecdotally, the businesses are supportive of the changes with at least one business hoping the evening restrictions can be extended to the area without paystations on Market Street.
  - The PTAG asked about deployment of A-board signs to help market the time changes to 8PM. The City is still evaluating this option.

**4:30**

### **Discussion: Residential Parking Zones**

The PTAG continued its discussion on residential parking. Bill Timmer, a consultant to the City, went through some updates to the standards with the group. The key issues updated were to allow anyone with a residence to purchase a permit rather than just those with a primary residence. There were some minor updates to the process to apply for and/or expand a parking permit zone.

Next [BT] went into a discussion of sunsetting the current residential permit parking system. The group recognized that this issue could be one of the more contentious pieces of the program – due in large part to the feeling that something is being taken away from current residents. This process is proposed to begin now with communications to the public about objectives of the program and failures of the current program.

Staff presented a draft letter to current permit holders. The task force recommended some minor modifications focused on softening the language and making clear next steps.

The next steps after the letter involved public meetings to gather input and feedback from the public. City staff expected to conduct these meetings near already interested groups or near areas where there is significant use of the existing residential permit system.

The discussion of how to handle various existing parking permit areas that might be ineligible under a new system led to a discussion of land use zones where residential parking permits would be allowed. The zones considered for a residential parking permit program were as follows:

- R1: One Family Dwelling
- R2: One Family Dwelling
- R2-SRD: One Family Dwelling
- R3: Two Family Dwelling
- R4: Multiple Family Dwelling
- R4L: Low Density Multiple Family
- R5: Multiple Family Dwelling Dist.
- HMR-SRD: Historic Mixed Residential – Special Review District
- RCX: Residential Commercial Mixed Use
- WR: Warehouse Residential [Downtown]
- NRX: Neighborhood Residential Mixed Use
- URX: Urban Residential Mixed Use
- NCX: Neighborhood Commercial Mixed Use

The task force quickly agreed that the R# zones made sense for residential permit programs if other conditions warranted since these areas were first and foremost residential in nature. This also included the HMR-SRD zone since it is a mix of residential, not a mix of commercial/residential use types.

The residential permit eligible areas also included the R4 & R5 zones that are multifamily zones with the recognition that multifamily zones could result in congested on-street parking simply by the number of residences – but this wouldn't trigger permit conditions as the minimum of 35% of the parkers from outside the area wouldn't be triggered.

Looking at the mixed commercial/residential use zones was more challenging to determine the preferred use and if residential users should take priority. One way to more closely examine this is by looking in more detail at where retail and restaurant uses are allowed – one of the key user groups the downtown parking system is trying to protect.

Zoning	Restaurants	Retail	Other Information	PTAG Residential Permit?
NRX: Neighborhood Residential Mixed Use	Prohibited	Prohibited	Focused on retaining residential structures	<b>Yes</b>
URX: Urban Residential Mixed Use	Prohibited	Prohibited	Focused on medium density residential as transition between commercial & single family homes	<b>Yes</b>
RCX: Residential Commercial Mixed Use	Allowed	Allowed	Commercial uses should be small in nature up to 25% of any development	<b>No</b>
WR: Warehouse Residential [Downtown]	Allowed	Allowed	Industrial uses encouraged	<b>No</b>
NCX: Neighborhood Commercial Mixed Use	Allowed	Allowed	Common in neighborhood business districts	<b>No</b>

**The meeting was adjourned at 6:10 with the next meeting tentatively not until July 17th.**

PTAG members were asked to consider attending a public meeting on any of the dates TBD with the hope of hearing from residents about their thoughts on the proposed system.