



## **Parking Technical Advisory Group**

**728 St. Helens; Room 16**

**Meeting #107 – October 7, 2016, Notes**

### **4:10 Meeting called to order by Co-Chairs**

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

Eric Huseby from the City of Tacoma gave an overview of some of the things the City has been working on recently.

- The Restricted Parking Program was moving forward and was headed to Council on Tuesday. He noted that some business owners were concerned about the impacts but after further discussion, understood that these restrictions were less than those currently in place. However, 26<sup>th</sup> & Alder and 6<sup>th</sup> Ave both had potential concerns around expansion of restricted areas. The North Slope Historic District was supportive of getting the new rules in place.
- The License Plate Recognition system contract is close. Once selected, the vendor will present to PTAG on what's coming and elements of the system that make sense for Tacoma.
- The Parking Services group's new space was under construction on the Pacific Avenue side of Park Plaza North.

Judi Hyman, one of the co-chairs, gave an update on the Transportation Commission. She noted that there was a lot of discussion on the North 21<sup>st</sup> Street corridor west of Proctor. This area has large old high power line towers. The current proposal is to change these to more modern and less land consumptive monopoles. By reducing the footprint in the right-of-way, the City will be able to integrate more multi-modal features. There is no parking on this section and none is proposed.

### **4:40 Public Comment**

Two members of the public were present for public comment so the co-chairs moved it up on the agenda.

Both commenters were from Union Salon on Opera Alley. While their employees had off-street parking passes, they were concerned about their clients' ability to find parking. Their comments can be summarized as follows:

- The surrounding time limits (2hrs & 90mins) conflict with how long some clients use their services.
  - It is not uncommon for clients to spend 3-5hrs on site.
  - They hear from clients about the lack of time for services and the time to extend their stay downtown and visit other businesses.
  - While parking availability is plentiful, the lack of time makes it useless.
  - Currently, most clients park on S. 7<sup>th</sup> St. and on Court C/Opera Alley; a few park on Broadway.
- They suggested finding ways to extend the time on-street.
  - Either simply extend the limits, or
  - Allow reloading of metered time without needing to move the vehicle.
  - When PTAG members suggested that this would first be filled by other long-term parkers, like employees of surrounding businesses, they suggested that more should be done to move employees onto transit and suggested Boulder, CO as a model.
- The PTAG suggested some locations of longer term parking that either their clients or the business might be able to coordinate parking with.

#### **5:00 Discussion: Mixed Use Centers [MUC]**

Ricardo Noguera, Community & Economic Development Director for the City of Tacoma, gave an overview of development activity in the various mixed use centers throughout Tacoma. The projects included:

- 6<sup>th</sup> Ave: The Mark mixed use multi-story development @ 6<sup>th</sup> & Alder
- Narrows: Some vacant sites, but limited activity
- Proctor: Proctor Station II is coming. The district is ripe for additional regulation of parking.
- McKinley: Police substation project is coming, but lots of existing capacity.
- South Tacoma Way: Lots of investment by the auto dealers in coordination with public works project, but no real mixed use development.
- Lincoln: Streetscape plan is public investment. There could be parking challenges around 38<sup>th</sup>-39<sup>th</sup>, G-Thompson.
- Stadium: Lots of development coming, already constrained parking, need to install paystations.
- James Center & other Community Centers have some development, but with off-street parking.

[JH] wanted to brainstorm some ideas about how the system would work. Some of the ideas around the mixed use centers:

- 2hrs standard, w/ ~1/3 of block longer parking
- Provide long term parking around perimeter of MUC [w/ transit access in]
- Newer buildings have off-street parking already
- Should we mimic Portland?
- Need more public transportation if we want to reduce cars (& parking demand) in MUCs
- Who will future priority users be?
- Need to stay ahead of known developments.

**The meeting was adjourned at 6:10PM with the next meeting on 11/3.**