



Parking Technical Advisory Group

728 St. Helens; Room 16

Meeting #109 – December 1, 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 noted that he was optimistic that his Parking Services team would be moving into a new space on the Pacific Avenue side of Park Plaza North before the end of the year.

4:30 Mixed Use Center Parking Discussion

David Schroedel, a consultant, began by reminding the group of the residential parking program that had been put in place. It was designed to not reserve a place for residents, but rather to give them priority in finding a space on their street. The outline of the system:

- 2hr or by permit [with other alternatives available if appropriate]
- Starting price is \$60/yr for the first 2 vehicles
- 60% of the residents must agree to form the zone [based on doors, not properties]
- The area must exceed 75% on-street occupancy
- 35% of the parked vehicles must be from outside the zone [precluding higher density residential from triggering a zone simply due to high demand inside the zone]
- Minimum zone size if 4 block faces or 1,100 linear feet of curb [precluding single homes or micro zones]

[DS] continued by talking about what was being seen in MUCs around the City. He reminded the group of some of the highlights that Economic Development Director Ricardo Noguera had discussed at October's meeting. When it came to evaluating new parking challenges he saw the greatest potential in the following districts:

- 6th Avenue Business District
- Lincoln Business District
- Proctor Business District
- Stadium Business District

With these in mind, he suggested starting from the point of examining exclusively residential blocks within the Stadium Business District. With a map and Google Streetview, the PTAG

looked at those blocks with the MUC where the current uses transitioned from either commercial or mixed to exclusively residential. A key example discussed was at N. 2nd and Tacoma Ave where the restaurant Shake Shake Shake is on one corner, but moving northwest on Tacoma Ave, the uses become exclusively residential across the street.

Some of the concerns expressed by the PTAG about allowing exclusively residential block faces to create a residential permit parking program included:

- Impact on businesses adjacent to the zone
- Potential complexity of where zones begin and end
- Lack of consistency with land use zoning designations [C zones vs. MUC zones]
- Lack of consistency of application within a land use zoning designation [not everyone in MUC zones has the same rules]
- Defining outside parkers becomes more challenging for determining qualification for zone designation
- If the uses change, what happens to the zone?
 - o Need an exit strategy to remove the zone [renewal, sunset, who directs?]

discussed the success of the Restricted Permit Parking Program designed to support the residential areas that have influxes of outside parkers. He noted that it did not address parking issues in mixed use centers [MUCs] where both residential (often times higher density residential) and non-residential uses are expected to co-exist. Over the next few months, the PTAG would be approaching the issue of how to balance competing needs in a mixed use environment.

In developing both the downtown parking principles and the residential parking principles, there was a great deal of discussion around who was the priority user and how to make the system work best for them. In the MUCs the priority user is likely not so clear-cut, particularly as the MUCs vary widely in type, current use, potential for growth, and neighborhood vision. [DS] suggested PTAG members visit some of the MUCs before next meeting.

5:30 Public Comment/St. Helens Discussion

The Baroque Salon and the property owner returned from last month's public comment to discuss feedback they had gathered from nearby businesses regarding their proposal to install paystations near 6th & St. Helens. They reported feedback was generally positive, but she was not able to reach everyone.

[EH] had also gathered some on-street parking data for the group to discuss. The area was generally parked up, though Broadway from 6th to 7th had far less demand and far more stalls than the other block faces. Similarly, S. 7th Street, where paystations are currently installed, also showed lower demand.

The PTAG generally felt that moving straight to paystations from unregulated might be too extreme and generally preferred an interim move to 2hr time limits first to see if it would solve the parking issues.

The PTAG agreed to take the issue up at the next meeting for a final decision.

The meeting was adjourned at 6:10PM with the next meeting on 1/5.