



Parking Technical Advisory Group

***New Location* 747 Market Street Room Number 248**

Meeting #124 – May 3, 2018 Notes

4:10 Meeting called to order by Co-Chairs

Steph Farber, one of the co-chairs, called the meeting to order. The attendees introduced themselves.

Rachel Lindahl from the City of Tacoma gave a brief update on some of the parking related items the City has been working on:

- Still testing LPR. Currently testing enforcement capacity in timed and outlying enforcement routes in the downtown area.
- Noted Parking Services manager, Eric Huseby, participated in recent DowntownOnTheGo Friday Forum. The conversation was focused around how development, parking policy and smart parking management encourages density and promotes accessibility to transportation options.
- Interest list of applying for Residential Parking Zones has grown to 14 applicants. 6 applications have been approved to move through the first round of considerations.

4:30 Review draft of Downtown Occupancy Results

From Rick Williams Consulting's recommendations, the group acknowledged the downtown has a large supply of on street parking and the occupancy pyramid can lose accuracy when it's applied to a vast area. Therefore the group agreed to consider dividing the area into smaller management districts. Establishing district boundaries would allow near-term implementation of smart parking strategies and streamline future decision making.

David Schroedel, a consultant, reviewed the peak hour results presented at the last meeting to discuss observations of where district boundaries would naturally occur.

Some Key Observations from the Group included:

- A higher concentration of residential units occurs in the area from S 7th St to S 11th street. Government employees are primary users of the unregulated stalls in this area and significantly contribute to the daytime parking population.
- Clear distinction of student parking users that occurs in the UWT area from 17th to 23rd.
- Higher concentration of block faces parked in excess of 85% just south of S 17th street. Compared to other downtown parking users, UWT students tend to be more willing to walk further for free commuter parking.
- UWT area has the highest number of unregulated stalls (899 out of 1,231 unregulated stalls in downtown)

After some discussion, the group generally agreed the downtown parking on-street system should be divided into 3 distinct management zones. This entails identifying a priority user in order to recalibrate the enforcement hours and reduce the number of unregulated stalls to better support the downtown land uses. However, the question was also raised on how to manage the parking in areas of vacant land.

In preparing to discuss these decisions in more detail, the group requested to view the peak occupancy results with an overlay of the existing time regulations. They would like to see if there is a relationship between unregulated stalls and parking blocks in excess of 85%. The geography of the pattern would support the direction on determining formal zone boundaries.

5:00 Continue Discussion on Stadium/St Helens Occupancy Review

With much anticipated change throughout the Stadium and St Helens area, Parking Services Staff educated the group on potential changes that could affect the on street parking system. These changes include long range planning policies, development projects, community feedback and improvements to the right of way. Part 1 focused on the long term plans and policies for the area to increase access to mobility resources and support population growth.

Part 2 continued the discussion within informing the group of the ongoing development projects and changes to the right of way that could affect the parking system in the future.

Changes discussed in the right of way within the scope of:

Decreases in on street stall inventory and capacity due to improvements for sight lines issues. The improvements include removing stalls that impact visibility within intersections, changing orientation of parking stalls from angled to parallel, cleaning up enforcement with curb painting and street redesign projects. The Link extension project could also impact parking inventory due to revisions being made for the track. Overall the area could potentially experience a reduction of 56 on street stalls due to bringing parking regulations up to enforcement code and large scale capital projects.

Some businesses have inquired to increase on street parking capacity by implementing 2 hour time regulations that are currently unregulated. Also to note, the existing Residential Parking Zones (RPZ) under the former Residential Parking Program (RPP) will be sun setting this October 2018. This change in program structure will free up an estimated amount of 105 stalls throughout the

stadium area that have historically been exclusive use to residents. However under the new RPP there are currently 4 RPZs under the consideration process. If approved an estimation of 292 On streets will be converted under the time regulations of '2 Hours or by permit only.'

City staff did acknowledge feedback received to date from the community requesting city staff to look into opportunities for improving S G St for sight line issues, parking capacity, safety improvement and mobility access. Currently the City has no plans approved for major changes.

Anticipated development that could create parking demand:

<u>Company</u>	<u>Site Address</u>	<u>Anticipated Development</u>
McMenamins Elks Lodge	565 Broadway	46 room hotel. Ballroom for events and live music. Outdoor gathering spaces and on site gardens.
RUSH Corporation	5 S G Street	Plans to develop multifamily site with assisted living uses
YWCA	408 Broadway	Design approved for residential and mixed services. Construction not funded.
Pillar Properties	415 St Helens Ave	Plans to develop 233 unit apartment complex
Encompass Properties	605 St Helens Ave	Plans to develop multifamily site

Members expressed interest in learning about the parking requirements for new developments under the existing zoning.

Overall the area will experience a decrease in on street parking inventory and a demand for transportation resources. Are there opportunities to regain some of the inventory that is lost?

5:30

Public Comment

The group moved to the public comment period with several people in the room.

Ben Ferguson (Ferguson Architecture, Jefferson Ave)- Expressed that the setup of the downtown parking system is helping small businesses thrive. He feels that parking controls should be implemented in other areas and the enforcement boundary should extend westward to assist the businesses on the hillside. Ben acknowledged the area is growing and needs more aggressive parking those controls.

Wade Neal (The Grand Cinema, Fawcett Ave) - Voiced that it would significantly help the businesses to have parking controls placed around Tacoma Ave and 6th and Fawcett. The businesses in the area are a mix of retail services and appointment

services that function on a 2 hour client demand. Wade would like to see parking controls that push the daytime employees to use the garages closer to the downtown core. They often experience employees taking advantage of the free parking and walking several blocks to their destination. However this usually ends up being the stalls closest to the small businesses and services.

Ron Patterson (Ansonia Representative, N 3rd Street)- Feels the lot at 121 N G St (Olympic Tent business) is not the highest and best use for the neighborhood. Sees it as the next candidate for being sold for residential development. Ron wants to know what the city can do to create more public private relationships with parking resources. Asked if off street public parking be a requirement to for new development that is in a walkable area such as Stadium?

The meeting was adjourned at 6PM with the next meeting on 6/28.

Attendance:

David Schroedel
Leilani Balais
Steph Farber
Joe Loran

Judi Hyman
James Sinding
John Meek
Rachel Lindahl