

November 4, 2014

Tacoma Public Works is the City agency designated to address on-street parking issues. Due to the growth and development of the City, the current program for managing parking congestion in residential neighborhoods caused by non-resident parkers is no longer adequate. In order to develop a new program that addresses current needs, Public Works has initiated a community outreach program to gather input and guidance for the proposed policy.

The objective of the new program is to create a process to establish residential parking controls that give on-street parking priority to residents and their guests during periods of high occupancy, while maximizing the utilization of the parking resource for all users.

Residential Parking Program Feature- Support by Community Feedback	<i>Suggested Administrative Procedure to Deliver Supported Program Feature</i>	<i>Reason for/or Purpose of Suggested Administrative Procedure (from Industry Best Practice Experience)</i>
Community-driven Program		
Initiated by the community	Neighborhood group contacts Public Works, describes a particular neighborhood on-street parking congestion problem and requests a review. (S8-1) Public Works evaluates and suggests alternate parking control options, up to and including consideration of a Residential Parking Permit Zone. (S8-2 & S8-3)	<ul style="list-style-type: none"> - Community initiation of a request for parking controls demonstrates their recognition a potential problem and the associated need for some increase in City parking controls - Permits Public Works to work with neighborhood to identify parking control alternates that address the perceived problem but do not require the creation of a Permit Zone
Meets pre-established levels of parking density and frequency of occurrence	To qualify for Permit Zone control, a residential parking area must meet or exceed the following parking density thresholds: <ul style="list-style-type: none"> - Parking occupancy must exceed 75% - The duration of the high parking occupancy must be for at least 3 continuous hours and occur with some regularity (daily, weekly, with some scheduled frequency) 	<ul style="list-style-type: none"> - An occupancy less than 75% provides more than 2-3 open spaces per block face (i.e. not a parking space availability issue) - Residential parking permit zones are designed to address the influence of “parking magnets” that draw non-resident vehicles into a residential neighborhood on a regular, long durations basis

Tacoma Public Works
Residential Parking Program Project

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	<ul style="list-style-type: none"> - In general, the high parking density should be present in a minimum area of 10 contiguous block faces, for Residential Permit consideration - 35% of the parked vehicles must be from outside of the identified zone area 	<ul style="list-style-type: none"> - Regular parking space availability within one block of a residence is generally not considered a parking congestion problem in most residential communities. - A Residential Permit system is designed to discourage non-resident vehicles from parking in a residential area. If the parking congestion is not caused by non-resident vehicles, a Residential Permit will not address the cause of the parking congestion.
Seeks public input into zone boundaries and parking controls	<p>After verifying the existence of Permit Zone occupancy and duration thresholds, Public Works will request a petition from at least 60% of the residential units within the potential zone boundaries requesting a zone verification and design study. This process will include the requirement for a nominal application/petition fee that will be refunded if a Residential Zone is established. (S8-3)</p> <p>Based on the study results, Public Works will convene a community meeting to review the study results, recommended zone boundaries and parking restrictions. Impacted residents and neighborhood parking generators will be invited. Feedback on the proposed zone/controls will be actively accepted. (S8-4 & S9-1)</p>	<ul style="list-style-type: none"> - Confirms neighborhood support for the concept of Permit zone control - Provides an open, formal opportunity for all interested users of the parking resource to express needs and concerns and react to preliminary control proposals.
Requires residential agreement to final boundaries and controls	Based on input received from the community meeting, Public Works will refine the Zone control proposal and communicate it to the zone residents. (S9-2)	

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	60% of the proposed zone residential units must formally vote to accept the control plan. Once accepted, Public Works will initiate the issuance of permits and the installation of the new parking control signs. (S9-3 & S9-4)	<ul style="list-style-type: none"> - Confirms a significant level of neighborhood support for the Permit zone program and its associated costs and controls - Continues the process of community involvement in the final parking control program
Requires residential status test for permit issuance	Permits will be limited to those who can demonstrate that they are residents of recognized residential units within the zone boundaries. In addition to residency, the permit applicant must demonstrate that the vehicle registration matches the applicant's residential address or that the applicant is an out of state non-resident or active military personnel. (S4)	
Right-of-Way Optimization with Residential Priority		
Provides parking controls for high occupancy periods	<p>In general, vehicles registered in the residential permit program will be exempted from posted parking regulations. (S7-1)</p> <p>In addition, parking restrictions will be limited only to those periods associated with occupancy events used to establish the zone.</p> <p>Non-permit vehicles will generally be permitted to use vacant spaces within the posted parking limits. (perhaps with time limits: for example 2 hours except with Zone XX Permits)</p>	<p>Designed to give parking space priority to residential permit holders, while permitting non-permitted vehicles to use available spaces with established limitations</p> <p>Maximizes the use of the available parking, but provides space turnover for the spaces used by non-permit holders</p>
Recognizes the need to accommodate guests and service vehicles	<p>Guests, service vehicles and non-resident vehicles may park in available spaces without a guest permit within the posted time limits.</p> <p>There is no limit to the number of guest permits issued to a qualified residential unit. (S5-1 & S7-2.a)</p>	<p>Establishing a nominal cost and daily expiration provides a deterrent to abuse without unduly limiting guest access</p>

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	<p>The first 10 guest permits are included with the permit. (S7-2a)</p> <p>Generally, additional permits will be available at \$1.00 per permit. There may be some administrative restrictions associated with certain classes of residential units. (S7-2a)</p> <p>Guest permits are valid for 24 hours and must display a start time and date. (S7-2b)</p> <p>An administrative procedure will be established to issue guest permits to qualified residential units that don't register a vehicle in the zone program. (S7-2c)</p>	
Creates incentives to moderate the number of permits issued within a zone	<p>The permit fee structure will be established at a program cost recovery rate.</p> <p>There will be no limit on the number of permits issued to a qualified residential unit.</p> <p>The first two permits issued to a qualified residential unit will be of equal cost. Subsequent permits will be available at an increasing fee per permit issued (S5-2 & S6)</p>	<ul style="list-style-type: none"> - Supports the sustainability of a City service program - Recognizes the diverse nature of some residential living arrangements - Creates an incentive to consider alternate travel modes
Supports Compliance & Discourages Abuse		
Parking signs clearly communicate parking restrictions	Public Works has the responsibility to install and maintain parking regulation signs that communicate the approved control plan	Clear messaging of parking regulations supports voluntary compliance
Permits are associated with a particular vehicle and non-transferrable	Permits will be issued to a particular license plate, with confirmation that the vehicle registration matches the applicant's residential address or that the applicant is an out of state non-resident or active military personnel.	Minimizes Permit abuse and supports efficient enforcement
Permits issued for a finite	Permits will expire on an annual basis, generally	Regular renewal keeps permit holder information

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period and require renewal	on a specific month for a specific zone	current and reduces abuse Scheduled zone expiration dates normalize City renewal workload
Enforcement is regular and visible	Public Works will conduct enforcement from 8a to 10p. TPD responsible for enforcement between 10p and 8a.	Promotes a culture of voluntary compliance Regular enforcement in residential neighborhoods will include life safety and expired tab violations.
Promotes Program Sustainability		
Permit application and renewal process is easy	On-line and mail-in application process, in addition to in-person application	
Existing zones can be expanded with resident approval	Request by 60% of the residential units on a block face contiguous to an existing zone will be included in the zone upon verification of parking density and duration (S10-1 & 2)	
Zone boundaries and parking controls may be periodically re-assessed for compliance with program objectives	Public Works can reduce or discontinue a zone if <ul style="list-style-type: none"> - 45% of the qualified residential units request discontinuance of the zone (S11-1) - Less than 50% of the qualified residential units apply for a zone permit in two consecutive years (S11-2) 	
Provided program services are balanced against the cost to provide the services	Public Works will establish program permit fees to reflect community expectations for services and enforcement consistency	

Reference to May 1 PTAG PowerPoint (Slide No.- Point No.)

Zoning Classifications eligible for Residential Zone Permit Consideration

- 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.
- URX: Townhomes
- HMR-SRD: Historical MU Residential-Special Review District

Considerations for Existing Residential Permit Holders- Expedited Review

For current zones that meet Program guidelines

- With a community request, City develops and communicates suggested boundaries, Permit enforcement days/hours and non-permit vehicle parking restrictions
- Residents vote
 - a. If approved: City implements
 - b. If fails: City reviews for alternate parking control strategy

For current zones that do not meet Program guidelines

- With community request, City suggests possible zone combinations for the petition process
- If petition process is successful
 - a. City develops and communicates suggested boundaries, Permit enforcement days/hours and non-permit vehicle parking restrictions
 - b. Residents vote
 - If approved: City implements
 - If fails: City reviews for alternate parking control strategy
- If petition fails: City reviews for alternate parking control strategy

For current zones that cannot be expanded for zoning or physical constraint reasons

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- With a community request, City identifies and implements alternate parking control strategies
- If alternate controls fail to provide residential parking priority, City considers an exception process to implement a smaller permit parking area