

## Parking Advisory Committee Meeting Notes: June 8, 2010

Members Present: Julie Krucek, Angela Bennink, Tammy Mattson, Tony DeCarlo, Linda Berry-Maraist, Jeff Bauman (Chair)

Members Absent: Sally Kvam, Judy Eagleson, Rick Cadwell, Craig Hammond, Dale Rudolph, Bill Austin

Staff Present: Alyse Nelson, Michael Bateman

Others Present: Becky Erickson, Ed Stern, Daniel Olson, Jerry Cooper, Adele Heinrich, Leila Arciero, Janetmarie Valeja, Dan Hudson, Thomas Mengert, Philip Swenson

Note: There were a few others in the audience who did not sign the attendance sheet

### Update Since Prior Meeting:

Jeff Bauman distributed copies of an anonymous letter pertaining to downtown parking, and a copy of the North Kitsap Herald editorial dated May 28, 2010.

Jeff distributed a handout entitled Parking Advisory Committee Topics for Consideration. Some of these issues have already been addressed, and the others are potential agenda items for future Committee meetings. Issues may be added to this list provided the proposed topic pertains to the purpose and geographic area covered by this Committee.

Jeff indicated that Committee member Judy Eagleson had requested to have her husband (Jeff Eagleson) take her place. The Committee concurred with this substitution.

Mayor Erickson gave an update regarding the proposed on-street parking along the west side of Jensen adjacent to the Bank of America. Final arrangements are being made with Kitsap Transit to slightly relocate the bus stop, and in the near future striping will be done to implement these additional parking spaces. At this point, the proposal for additional on-street parking along the east side of Jensen is "on hold" pending the possible relocation of the street-side mail drop box at the Post Office site after the new City Hall is in operation.

The Bank of America cannot have their parking lot available for unrestricted public parking. However, the branch manager indicated a willingness to make individual arrangements with nearby businesses if interested individuals wanted to pursue parking on a private-party-to-private-party basis.

### Current Parking Regulations/Standards for Downtown Poulsbo:

Alyse Nelson handed out excerpts from the Poulsbo Municipal Code pertaining to requirements for off-street parking and loading. She explained that when properties develop or expand, they are required to meet these requirements. Additional parking is not required, however, if expansion of an existing development is less than 50% of the current developed square footage. Alyse also noted that building height may be increased by ten feet if the development includes underbuilding parking. The handout provided by Alyse also identified parking ratios required for the various different land uses. There was brief discussion about the historical discrepancy between the Port of Poulsbo's total of 15 parking spaces versus the code

requirement for 1 parking space per 2 moorage slips (excluding guest moorage). This ratio requirement is common for parking at marinas.

#### Diagonal Parking along 3<sup>rd</sup> Avenue:

There was discussion of replacing parallel parking with diagonal parking along 3<sup>rd</sup> Avenue as a way to increase the number of on-street parking spaces. Michael Bateman used diagrams to illustrate the dimensions required for parallel versus diagonal parking. He also pointed out the widths required for travel lanes, fire lanes, sidewalks and bikeways, noting the additional constraint imposed by the bluff on the east side of 3<sup>rd</sup> Avenue. In this corridor there is adequate width to meet the minimum requirements of parallel parking on both sides of the street with sufficient additional right-of-way to accommodate a sidewalk on one side of the street. This allows for a 20-foot travel lane, which meets the fire lane requirement for emergency response. By shifting from parallel parking to diagonal parking, however, the additional “encroachment” into the travel lane by diagonally parked vehicles would require eliminating parallel parking on the opposite side of the street. In other words, parking more cars on one side of the street (diagonally) would be offset by the loss of parking on the other side of the street.

The Committee considered the concept of shortening the length of each parking space along 3<sup>rd</sup> Avenue . . . either by using standards for diagonally parked compact cars or by striping parallel spaces to the minimum 22-foot standard. With regard to designated parking for compact cars, Michael noted that in this location it would be very difficult to enforce. Furthermore, oversized vehicles would encroach into the fire lane thereby creating obstacles for emergency response. In terms of the 22-foot standard for parallel parking, Michael explained that it is more complicated than simply marking off 22-foot segments along the entire length of a street. Intersections, driveways and other roadside features must be taken into account with adequate room for sight distance and maneuverability. If mathematically there is a fraction of a 22-foot space left over when calculating the number of parking spaces between such roadside features, then this fraction of a parking space is used to slightly expand the length of the other parking spaces. Alternatively, 22-foot spacing could be implemented with the “dead space” at either end of the parking lane used for bicycle racks and/or motorcycle parking. Such use of the “dead space” may be desirable enhancements for the downtown area, but in and of themselves do not increase the number of vehicle parking spaces.

In light of this discussion, the Committee concluded that none of the options afforded any significant opportunity to increase parking along 3<sup>rd</sup> Avenue. The consensus of the Committee was to let engineering/planning staff, Mayor and Council decide matters of parallel versus diagonal parking, sidewalks, bike racks, motorcycle parking, and other such design parameters for the future configuration of 3<sup>rd</sup> Avenue.

#### Suggested Restriping of Anderson Parkway:

Due to time constraints at this evening’s meeting, this agenda topic was deferred to a future meeting.

#### Low Impact Development Concepts at Anderson Parkway:

Due to time constraints at this evening's meeting, this agenda topic was deferred to a future meeting.

**Citizen Comments:** During the course of the meeting, citizen input was included in the course of discussing each agenda item. Additional comments from citizens included the following.

The future of downtown Poulsbo hinges on the ability of the Port and the City to work more effectively together and build a large parking garage.

There should be a more effective way to utilize existing downtown parking to address the differing needs of shoppers, employees and boaters.

#### Next Steps:

The next Committee meeting will be on Tuesday, June 22<sup>nd</sup>, at 5:00 p.m. in the City Council chambers. The June 22<sup>nd</sup> agenda will be devoted exclusively to the topic of possibilities (and alternative funding concepts) for a downtown parking garage. It was suggested that Sons of Norway as well as Martha and Mary might have an interest in this subject. Jeff will invite their participation in the June 22<sup>nd</sup> meeting.