



## **Parking Advisory Committee Meeting Agenda**

### **Tuesday, September 09, 2025, 5:00 PM**

### **Council Chambers, 616 NE 4th AVE**

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*NOTE: The City welcomes public meeting citizen participation. TTY Relay Service: 711. In compliance with the ADA, if you need special assistance to participate in a meeting, contact the City Clerk's office at (360) 834-6864, 72 hours prior to the meeting so reasonable accommodations can be made (28 CFR 35.102-35.104 ADA Title 1)*

**To participate and view the meeting** (able to public comment)

- go to <https://us06web.zoom.us/j/87956203461>

### **CALL TO ORDER**

### **ROLL CALL**

### **MINUTES**

1. [Approval of the Minutes from May 13, 2025 Parking Advisory Committee Meeting](#)

### **MEETING ITEMS**

2. [Downtown Parklet Discussion](#)  
[Presenter: James Carothers, Engineering Manager](#)  
[Time Estimate: 20 minutes](#)
3. [Downtown Parking Revision Discussion](#)  
[Presenter: James Carothers, Engineering Manager](#)  
[Time Estimate: 20 minutes](#)

### **CLOSE OF MEETING**



**Parking Advisory Committee Meeting Minutes -  
Draft  
Tuesday, May 13, 2025, 5:00 PM  
Council Chambers, 616 NE 4th AVE**

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**CALL TO ORDER**

Vice Chair Keller called the meeting to order at 5:00 p.m.

**ROLL CALL**

Present: Committee Members Joe Keller, Justin Lottig, Kelsi Morris and Kristen Yoshimura

Staff: Sydney Baker, James Carothers and Chris Lopez

Absent: Committee Members Brie Marais, Jodi Vaughan and Curt Warner

**MINUTES**

1. Approval of the Minutes from January 13, 2025 Parking Advisory Committee Meeting

**It was moved by Lottig, and seconded by Yoshimura, to approve the January 13, 2025 Parking Advisory Committee Meeting Minutes. The motion carried unanimously.**

**MEETING ITEMS**

2. NE Cedar Street Parking Time Limit Change Request  
Presenter: James Carothers, Engineering Manager

**It was moved by Yoshimura, and seconded by Lottig, to change the two-hour parking spaces on NE Cedar Street to three-hour parking spaces. The motion carried unanimously.**

**CLOSE OF MEETING**

The meeting ended at 5:05 p.m.

# Outdoor Seating

Parklet/Parkette, Street Eateries & Parking lots

Request for reimplementation





# Parklets

Item 2.

Temporary seating platforms, placed flush with the curb, create an extension of the sidewalk by replacing one or two parking spaces with a small, new park.



Outdoor seating, whether in sidewalk cafes, parklets or street eateries, increases the use of a city's public space, expands business activity and can add vitality to an area.



# Examples

Item 2.





# Examples

Item 2.



# Examples

Item 2.





# Downtown Camas

Camas staff approved permits for these outdoor areas to help increase seating capacity and provide flexible operating space for downtown businesses to remain open under the set of statewide restrictions imposed in response to the spread of the COVID19 virus.

- Temporary permits were issued for one year
- As COVID continued permits were extended
- Aug 2022 Mayor Hogan rescinded permits and areas were dismantled Oct 31
- Mesa and Feast 316 requested City staff to allow reimplementatation



# Downtown Subarea Plan Goals

“DT-3.5: Create a parklet program that converts downtown curbside parking spaces into community seating spaces for businesses and residents.”

“DT-3.7: Support and incentivize business and property owners to incorporate outdoor patios, seating areas, planters, and other landscape features that contribute to an inviting and dynamic streetscape.”



# City of Wenatchee

- Only allowed in the Central Business District
- Maximum of 2 parklets per block
- Limited to 1 per side of the street
- Size generally capped at 40 feet
- Clear pedestrian access/ADA accessibility



*Streatery in Wenatchee. Photo credit: Stephen Neuenschwander*



# City of Vancouver

- Up to 50 parking spaces allowed in Downtown & Uptown
- Per block face:
  - Max 2 parallel or 3 angled parking spaces
  - Exceptions allowed for special circumstances
- Clear pedestrian access/ADA accessibility



*Highly visible streetery in Vancouver, WA. Photo credit: City of Vancouver*



