



Olympia Municipal Code

Downtown Residential Parking Exemption Area
Chapter 18.38 – Parking and Loading
Figure 38-2

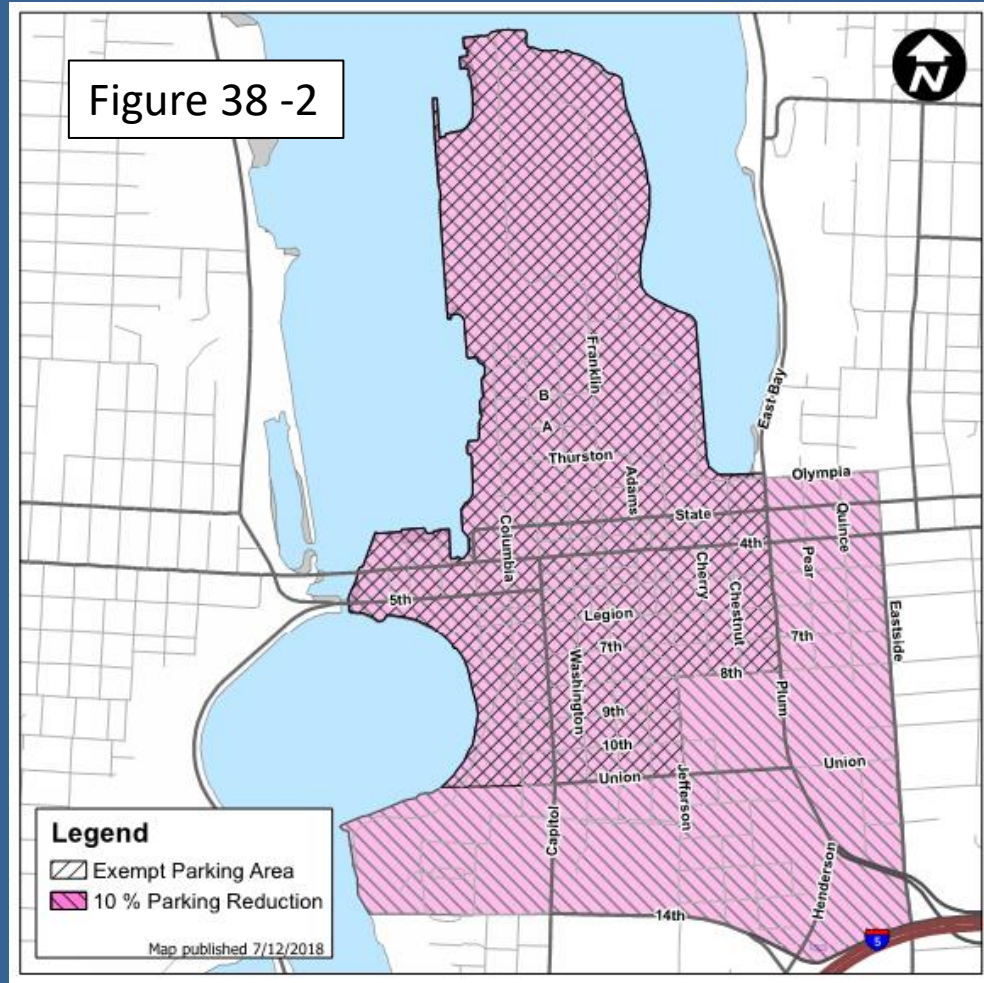
LUEC Referral

February 2022

Refer to the Planning Commission a recommendation to make all of the area within the boundary shown within Figure 38-2 of the OMC exempt from minimum residential parking requirements.

The proposal was originally supported by the LUEC in March 2021 – but with a request for additional data.

Existing Boundaries



The pink shaded area of the map shows the outer boundary of the residential parking exemption area.

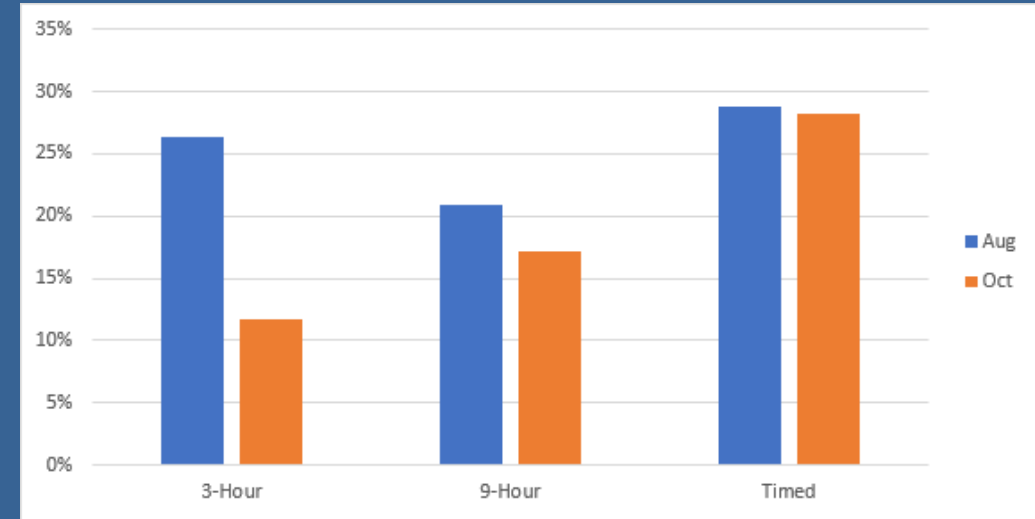
- Singular hatched area – 10% reduction
- Cross hatched area – 100% reduction allowed

Parking Demand

To establish a baseline, staff surveyed the neighborhood within the Downtown planning boundary but mostly outside the residential parking exemption area in August and October.

Challenges:

- While this data shows relatively low parking demand in the proposed area, the impact of COVID-19 on commercial activity should be considered.
- Recent surveys of existing exemption area do not sufficiently encompass new apartments and/or do not go far enough back in time to illustrate the impact of the added housing.



Percentage of available parking spaces

Residential Parking Requirements

| | Automobile Parking per Unit | Long Term Bicycle | Short Term Bicycle |
|----------------------|--|--------------------------|----------------------------------|
| Single Family | 2 | 0 | 0 |
| ADU | 0 | 0 | 0 |
| Duplex | 2 | 0 | 0 |
| Apartment | 1.5 | 1 per unit | 1 per 10 units, 2 minimum |
| Studio Apt. | 1 | 0 | 1 per 10 units, 2 minimum |

Most common residential standard parking requirements in city code (outside of exempt area).

Recent changes (state & city)

Market Rate Housing

When located within $\frac{1}{4}$ mile of transit stop with service at least four times/hour for twelve or more hours per day = 0.75 spaces per unit

Seniors or People with Disabilities

When located within $\frac{1}{4}$ mile of transit stop with service at least four times/hour for twelve or more hours per day = None for the units. Staff and visitor parking may be required at a ratio of one (1) space per every four units.

Very Low Income & Extremely Low Income

When located within $\frac{1}{4}$ mile of transit stop with service at least two times/hour for twelve or more hours per day = 0.75 spaces per unit

Next Steps – TENTATIVE DATES

Public Hearing

July 18 – 6:30 p.m.

Council Decision

TBD – Autumn of 2022 likely



Thank You

Joyce Phillips, AICP | Principal Planner
Community Planning and Development
jphillip@ci.olympia.wa.us