Downtown

Parking Strategy

Olympia™

Project Overview

Downtown Olympia is growing. Historically Downtown has not been a major residential area, yet in recent years new residential and mixed-use projects are bringing new energy and activity and changing the nature of Downtown including around parking. Currently approximately 50% of the ground floor land use in Downtown is surface parking, which the City desires to see redeveloped into more active uses as part of its Downtown Strategy. To support the City's goals for Downtown parking will be consolidated overtime from primarily surface parking lots to parking garages with more active streets and public spaces. The Downtown Parking Strategy provides a framework to support the City's Downtown Strategy focused on a vibrant, livable, and thriving area (See Figure 1).

Figure 1: Downtown Parking Strategy Diagram

Guiding Principles

The guiding principles for the Downtown Parking Strategy are intended to inform and guide short- and long-term decision-making for the Downtown parking system and support other goals for Downtown and desired outcomes. The guiding principles address questions such as the role of the City in providing

and managing parking downtown, the role of the private sector, desired outcomes such as supporting local businesses, active and lively streets, and new housing. The guiding principles also address key management issues such as whether the system pays for itself. The guiding principles will allow the City to adapt to changing conditions over time and achieve long-term success in providing and managing parking in the Downtown.

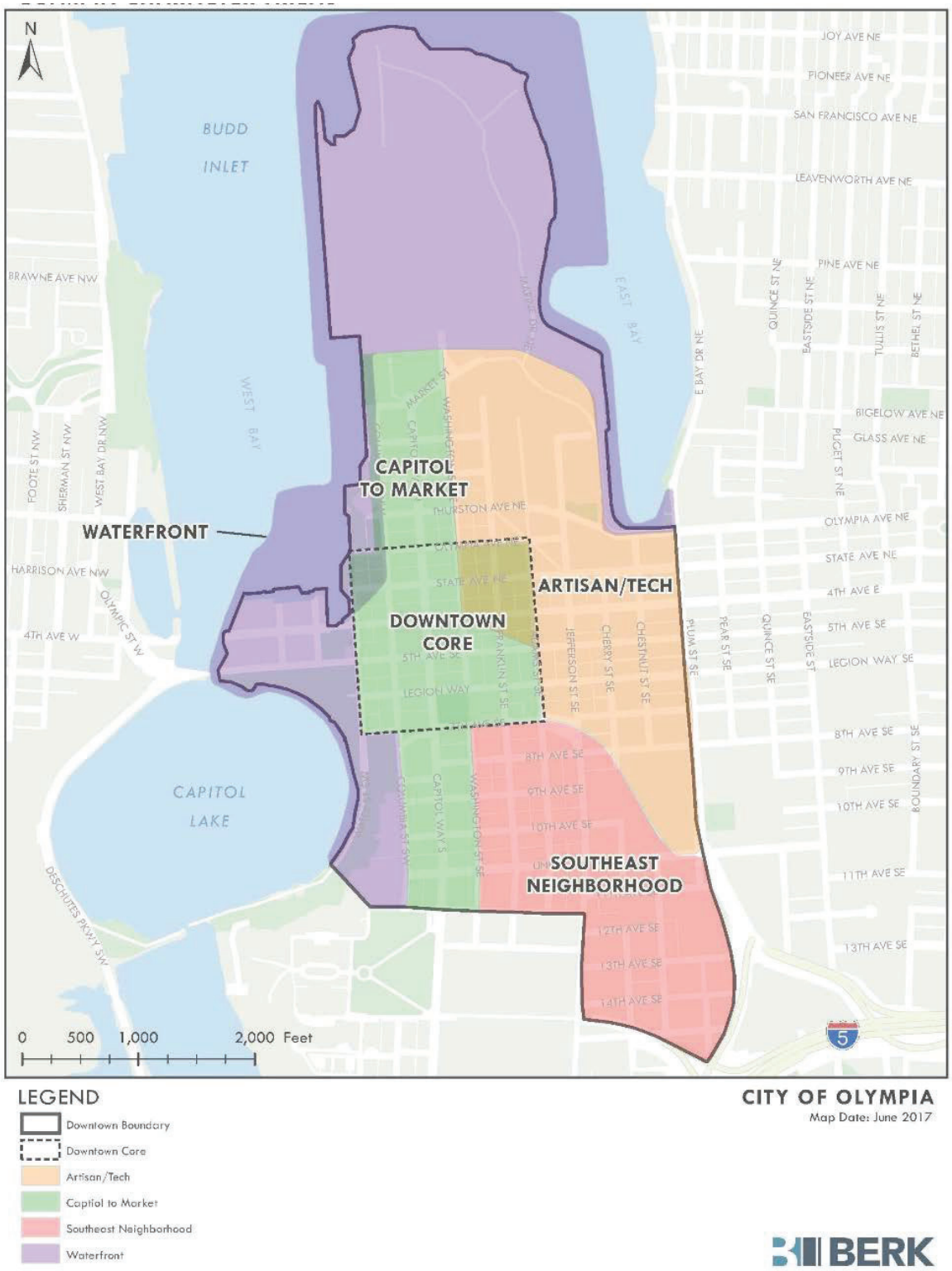
The City of Olympia's Downtown parking system:

1. Supports a **Vibrant and Attractive Downtown**.
2. Recognizes the value of on-Street parking to **Support Retail Uses in the Downtown Core.**
3. Is **Convenient and Intuitive** for short and long-term users.
4. **Compliments people's choices** to walk, bike, share a ride, or take the bus Downtown.
5. Encourages the **Efficient Use of Parking** to implement land use goals.
6. Is Financially Sound.
7. Is **Flexible, Adaptable, and Innovative** to meet changing needs and demands.

Study Area + Character Areas

The project study area and character areas from the Downtown Strategy are shown below in Figure 2. Parking data was collected for on and off-street facilities within the study area and data was further analyzed by character area. Parking strategies include overall strategies for the Downtown and strategies tailored to specific character areas.

Figure 2: Project Study Area + Downtown Character Areas



BERK, 2017; City of Olympia, 2017

What We Heard

The City provided several opportunities for public input during the development of the Downtown Parking Strategy including an advisory committee, an online survey, stakeholder interviews, and a public open house.

Advisory Committee

The advisory committee included representatives from key stakeholder groups in Downtown. The advisory committee met four times to review project deliverables and provide input and guidance on the Strategy. The following is a list of advisory committee members:

- Jill Barnes, Washington Center for the Performing Arts
- Todd Cutts, Olympia Downtown Association
- Bobbi Kerr, Parking and Business Improvement Area
- Phil Rollins, Archibald Sisters
- Jeff Trinin, Always Safe & Lock
- George Carter, WA Department of Enterprise Services
- Rebecca Brown, Bicycle, Pedestrian Advisory Committee

Online Survey

The City of Olympia conducted an online survey on parking in Downtown Olympia between January 24th through March 6th of 2017. A total of 2,623 responses were received.

The following summary provides question-by-question results to the survey, an analysis of the four open-ended questions, and takeaways from the overall results. A detailed summary of the survey results is available in Appendix B.

Survey Takeaways

The following are the major findings from the survey results:

- A desire for more signage and marketing around off-street lots was a common comment – many respondents aren't aware of the off-street facilities that are available, and when they're available.
- Walkability and feelings of safety may increase willingness to park further from destination.
- Pedestrian, bicycle, and transit investments are important to many respondents and they feel that addressing these priorities will create a greater desire to be downtown, offer alternatives to parking, and create a more inviting environment for those parking further from their destination.
- Many of the survey respondents would like to see a centrally-located garage in Olympia. Some respondents recognize the cost associated while others would like to see the garage and other lots in Downtown be provided for free. Many of those who would like a garage also specified that safety and security at the facility would be essential to the success of a Downtown parking garage.

- Seventy-three percent of respondents typically find parking within an acceptable distance, only 10.6% of respondents find they are forced to park an unacceptable distance from their destination.
- Many respondents identified the DASH shuttle as a great resource, and some specified a desire for expanded services.
- Some commenters felt positively about the way the parking system is now, appreciate that prices are responsible, and feel that parking is available when they need it at a reasonable distance from their destination.
- Respondents stated they would like to see more shared parking with private businesses during closed business hours.
- Free and less expensive parking is desired by many respondents.

Stakeholder Interviews

As part of the Olympia Parking Strategy, BERK Consulting interviewed key stakeholders about their experiences and perceptions about parking Downtown, strategies to improve parking, and how parking can support the City's vision for Downtown. A total of 12 stakeholders were interviewed. They represented the business and non-profit communities that operate Downtown.

The stakeholders expressed consistent viewpoints for the potential of Downtown Olympia to grow and the need to pro-actively address parking in Downtown. Stakeholders also see a larger connection between the quality of Downtown Olympia and parking issues that occur. There is an interest in investing in Downtown to improve streetscapes and the parking/walking experience. Stakeholders also expressed an interest in more appealing through safety measures and cleanliness efforts. The following are the major themes from the interviews:

Vision for Downtown

Stakeholders see Olympia as a changing community, going from a City with a small-town feel to a City with an urban feel. As the City grows, there will be opportunities for development to support the overall experience of living in or visiting Downtown.

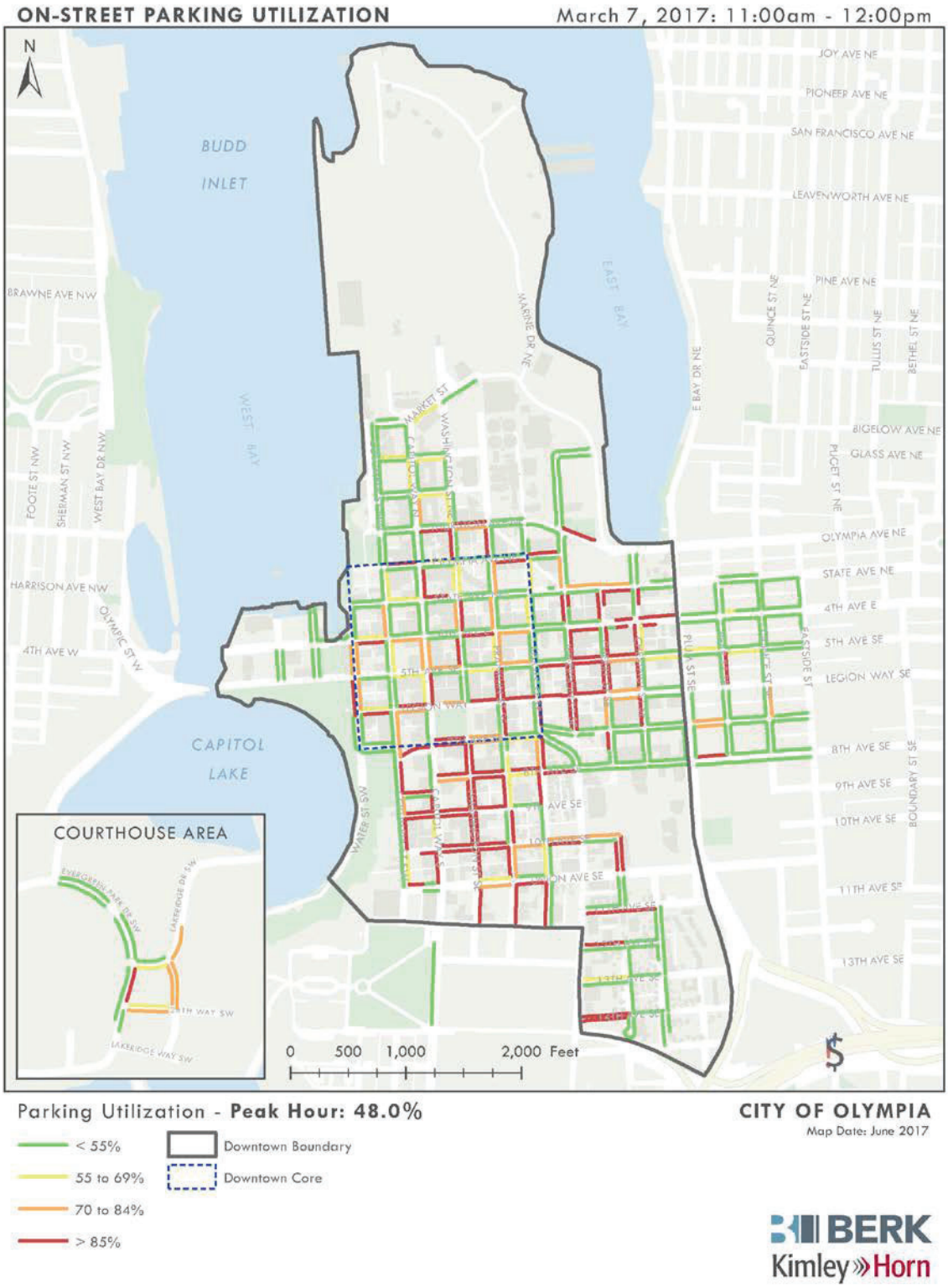
> "Downtown is the heart of the community, and should be encouraging and welcoming to the entire population."

Downtown Safety

Public safety and cleanliness was a concern for Downtown among those interviewed. Stakeholders expressed an interest in not letting the potential for growth take a focus away from providing for a safe and attractive Downtown, while also helping to provide services to those in need.

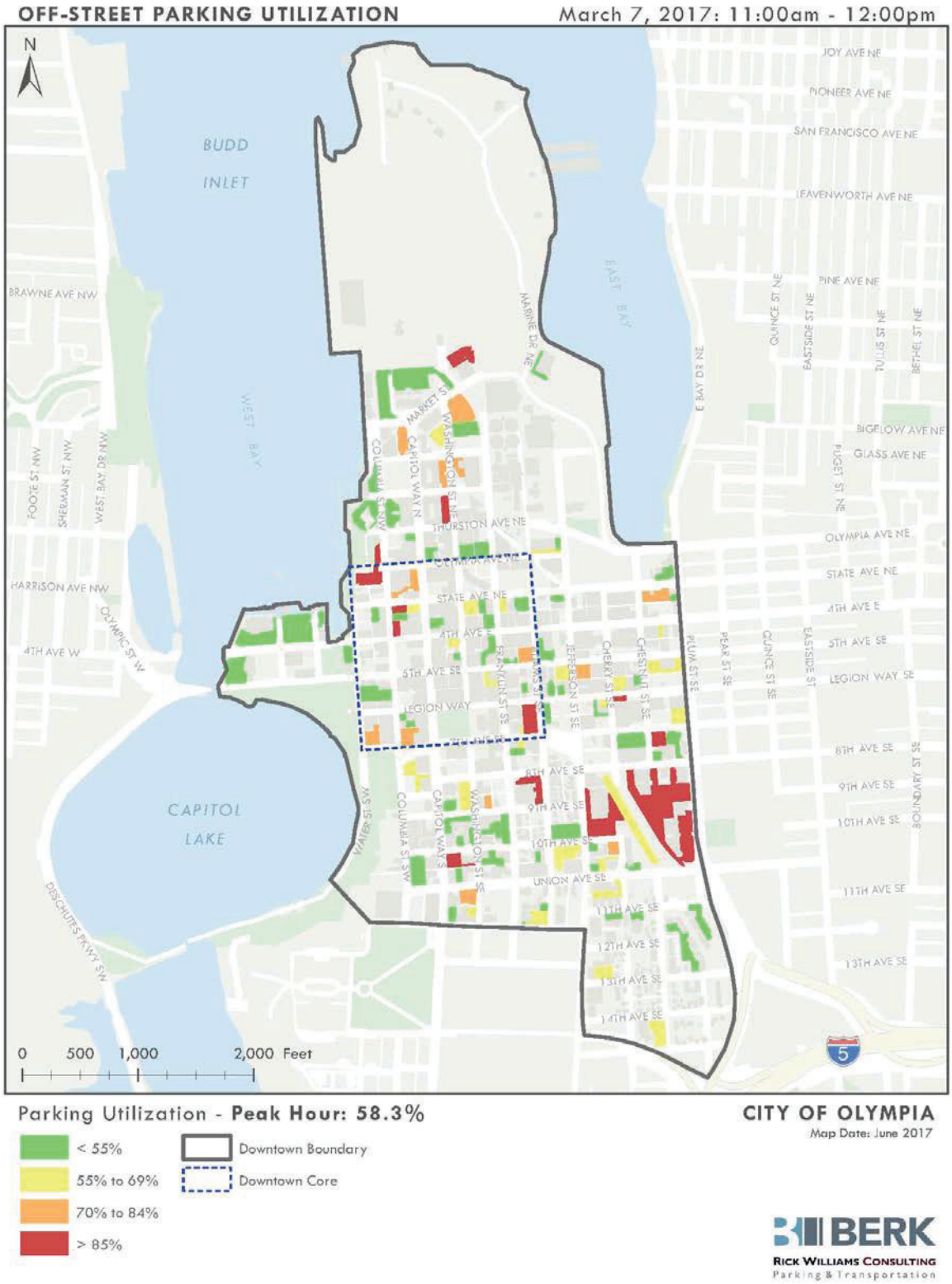
> "We need to deal with homelessness and mental health problems. We can't leave people behind or ignore problems in our community. I wouldn't keep my own business if I didn't know we could face these problems and solve them. We need to work diligently to make Olympia even more

Figure 4: On-Street Peak Occupancy



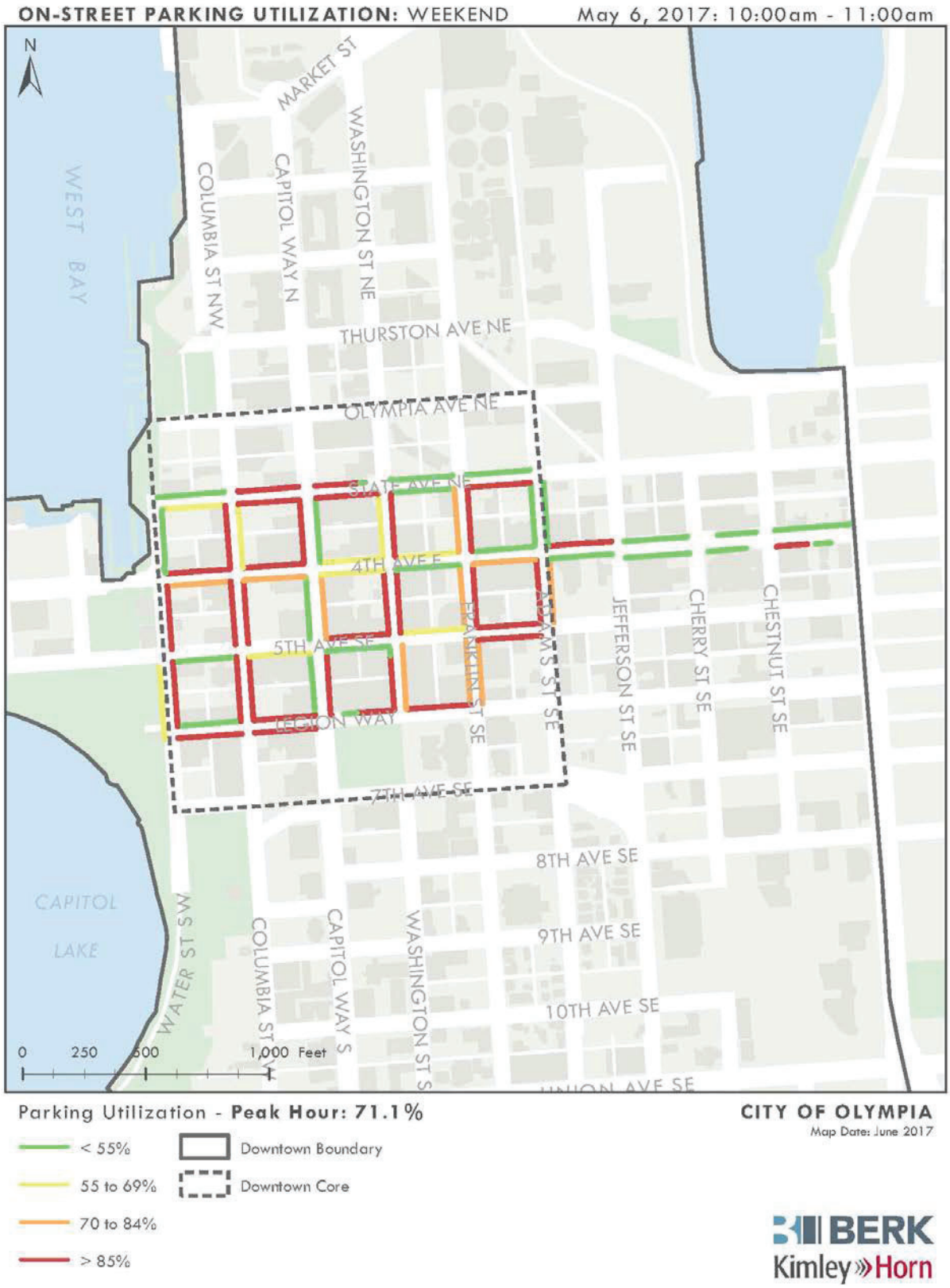
BERK, 2017; Kimley-Horn, 2017

Figure 6: Downtown Study Area Peak Occupancy



BERK, 2017; Rick Williams Consulting, 2017

Figure 8. On-Street Peak Weekend Occupancy



BERK, 2017; Kimley-Horn, 2017

Strategy Summary + Implementation Timeline

The proposed parking strategies for Downtown Olympia include short (1 year), mid (2-3 years), and long-term (3+ years) strategies to manage parking. Strategies identified as Phase I are the highest priority for implementation. The strategies were developed to address the challenges identified in the data collection findings and to promote best management practices.

Figure 11. Strategies Table

Strategy	Action	Purpose	Timeline	Costs and Revenues
1. Tools to Manage the Parking Program and Enforcement and Improve Customer Convenience	1.1: Implement the NuPark Parking Management System and License Plate Reader (LPR) system to improve enforcement and ongoing data collection to support parking management and implement Pay-by-Phone system-wide as part of this project.	Improve enforcement accuracy and regularly collect parking data in the Downtown to better evaluate the parking system. Increase staff efficiency. Offer online services to customers for permit renewals and citation appeals. Pay-by-phone will give customers a coin-less option for paying for parking at metered spaces and will allow the City to offer short-term daily or hourly parking at select City-owned parking lots.	Short-term – Phase I	▪ Cost: Purchase enterprise software solution and LPR (equipment already purchased). Ongoing software and maintenance costs of approximately $60,000 per year. ▪ Cost: Staff time associated with implementing the software and learning to use the new equipment. ▪ Revenue: Additional revenue expected from more efficient enforcement and the ability to implement demand-based pricing because of better data.
2. Improve On-Street Parking	2.1: Consider price increases to encourage turnover where the data supports a change in price. Prioritize short-term parking in the Downtown core and adjust pricing if necessary in order to manage to the 85% rule to ensure the right spot for the right person. Monitor pricing of on and off-street facilities to ensure on-street facilities are priced based on higher demand.	Ensure parking turnover of short-term on-street parking to support local businesses.	Short-term	▪ Cost: Staff time costs of continued and increased management and enforcement. ▪ Revenue: Increased revenues from price increases.

	2.2: Implement paid parking and enforcement on Saturdays between 9AM and 5 PM in the Downtown core.	Ensure parking turnover of short-term, on-street parking on Saturdays to support local businesses and increase the use of off-street parking for longer-term parking users and employees.	Mid-term	▪ Cost: Costs of hiring an additional enforcement officer and costs to have enforcement on Saturdays. No additional equipment costs associated with implementing paid parking on Saturday. Salary and benefit costs for additional enforcement officer is estimated at $70,000. ▪ Revenue: Increased revenues from paid parking and enforcement on Saturdays.
	2.3: Convert 9-hour meters in the Downtown core (as shown in the data collection summary) to short-term visitor parking. There are currently 61 9-hour meters in the core.	Expand short-term parking in the Downtown core to increase access to local businesses through creating more turnover.	Short-term – Phase I	▪ Cost: Minimal costs to the City. To change existing meters from long-term to short-term parking restrictions and upgrade to coin meters and/or a phone payment system.
	2.4: Collect data and monitor parking demand to analyze the impacts of 15 minutes of free parking, when time limits and enforcement are in effect, free holiday parking	To ensure that parking management efforts are meeting the objectives of the Downtown Parking Strategy to improve parking demand management, sustain parking revenues to support Downtown, and allocate management resources to times of higher parking demand.	Short to Mid-Term	▪ Costs: Staff costs to update the Municipal Code and updating parking signage. ▪ Revenues: Increased revenues from eliminating 15 minutes of free parking and free holiday parking and decreased revenue from beginning paid parking an hour later at 9am.
3. Reinvigorate Off-Street Parking	3.1: Develop a signage and wayfinding plan by character area to better identify off-street parking facilities, including City-owned facilities in the Downtown Core. The plan should be integrated with a wayfinding and public art program for Downtown.	Improve the user experience and better identify where parking is available, particularly off-street.	Mid-term	▪ Cost: Costs associated with design and deployment of a coordinated wayfinding and signage. ▪ Cost: Staff costs of planning and coordinating with Parks, Arts & Recreation.

	3.2: Design and manage a voluntary City-led shared parking program that has common branding, signage, and accessible information on available short and long-term parking. Pursue partnerships with community organizations such as the Olympia Downtown Association.	Off-street parking facilities are underutilized and a shared parking program would increase the efficiency of existing off-street parking.	Short-term – Phase I: Pilot Program around the WA Center area	▪ Cost: Staff time associated with coordinating and managing the program. ▪ Cost: Staff time and additional costs associated with incentivizing participation in the shared parking program. Duties may be combined with parking supervisor position initially. ▪ Cost: Maintenance costs for private facilities may be included in the program management and funded by new parking revenues.
	3.3: Conduct a feasibility study to determine whether to consolidate parking resources in a City-owned parking garage(s). Pursue partnerships with the private sector to fund new parking garages for public and private parking.	The City owns existing surface parking lots that could be leveraged to support a public parking garage and reduce surface parking over-time.	Mid- to long-term	▪ Cost: Staff time associated with coordinating the financing and development of a garage. ▪ Cost: Design, permitting, and construction of a facility(ies) plus ongoing operations and maintenance costs.
	3.4: Consider the use of service agreements and partnerships with private developers for the use of city-owned land (existing surface parking lots). The City provides land at no cost in exchange for constructing public parking in a private development.	The City can leverage the value of the land it owns to consolidate parking in parking garages in partnership with the private sector, which would also support the redevelopment of surface parking lots throughout Downtown.	Mid-term	▪ Cost: Staff time associated with coordinating partnerships and the value of City-owned land.
	3.5: Revaluate parking requirements for new non-residential development to ensure the standards are appropriate for a Downtown.	Requiring more parking than is necessary increases the costs of new development. Parking requirements should be right-sized.	Mid-term	▪ Costs: Staff time to update the Unified Development Code.

	3.6: Examine possible building or development code revisions to require or encourage EV charging infrastructure.	Plan for the future increased use of electric vehicles to help achieve the the City's green house gas emission goals.	Mid-term	▪ Costs: Staff time to update the City's Unified Development Code.
	3.7: Look for opportunities to partner with EV charging providers and introduce fast chargers in the public setting, including at on-street parking stalls for short-term/visitor use.	Plan for the future increased use of electric vehicles to help achieve the City's green house gas emission goals.	Mid-term	▪ Cost: Staff time to coordinate partnerships. Installation costs will be privately funded.
	3.8: Consider allowing parking validation through local businesses.	Incentivize customers to come shop Downtown while managing the parking system.	Mid-term	▪ Cost: May be funded by the Downtown Merchants or Downtown Olympia Association. Requires the City to have a system for enforcement officers to verify validation at public facilities.
4. Improve Access to Downtown	4.1: Improve pedestrian and bicycle connections to and from Downtown to reduce future parking demand.	Improving access to Downtown through biking and walking reduces parking demand and traffic in Downtown and supports a vibrant and healthy Downtown.	Long-term	▪ Cost: Staff time associated with planning safe connections. ▪ Cost: Capital costs associated with investing in new infrastructure for pedestrian and bicycle connections. ▪ Cost: Acquisition costs associated with purchasing land for building connections and trails.

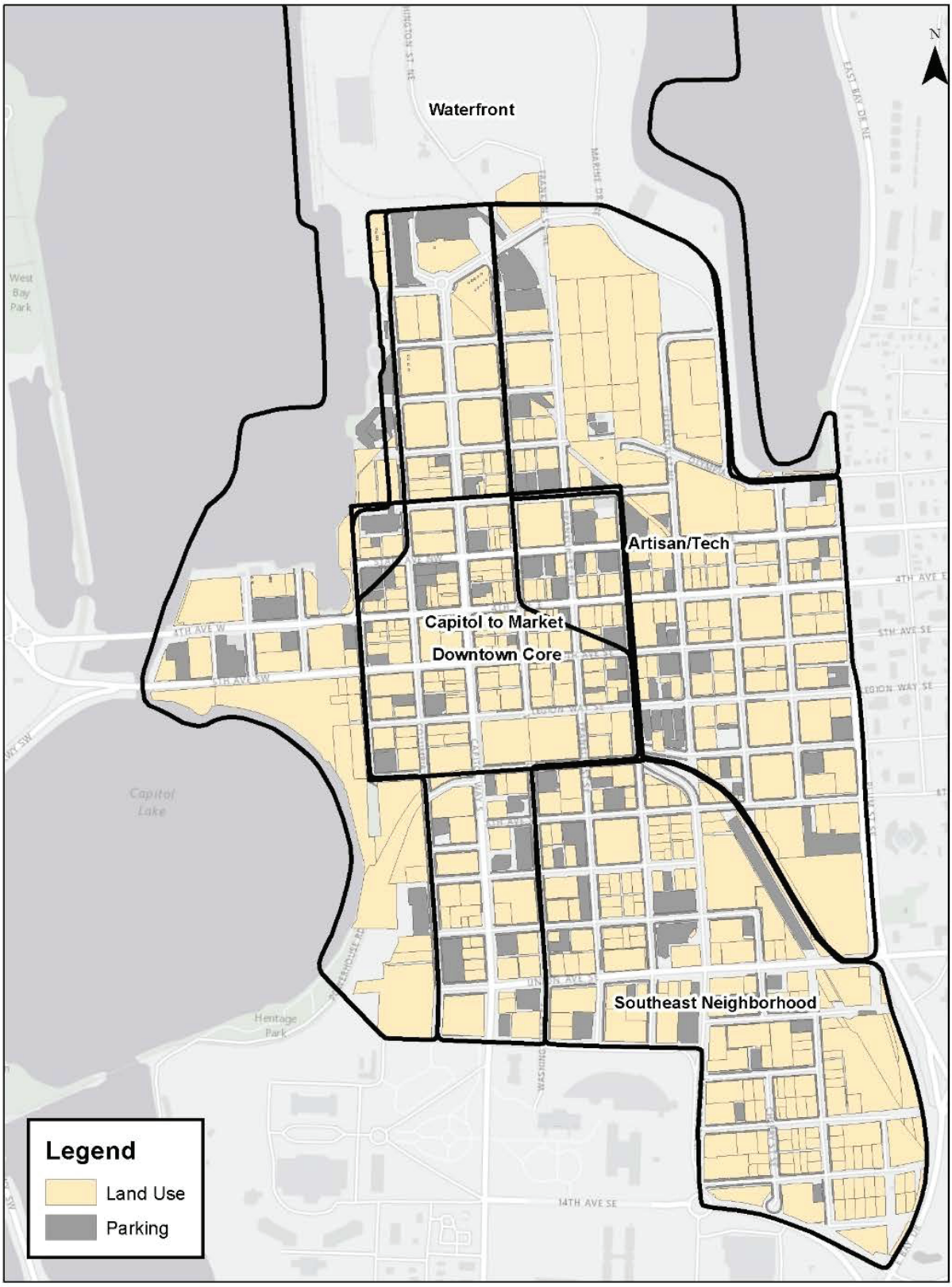
	4.2: Expand secure bike parking Downtown using a systematic, data-driven approach. Evaluate the need for more secure parking and the locations where there is high demand.	Provide a more reliable and safe option for bicycle storage to support the use of alternative modes of transportation.	Mid-term	▪ Cost: Consultant or staff costs associated with collecting data on the inventory and location of bike parking in Downtown. ▪ Cost: Cost of purchase and installation of new bike lockers. ▪ Revenue: New revenues associated with bicycle lockers, replacing the revenues from vehicle stalls that would be converted.
	4.3: Encourage carsharing in public and private parking facilities.	To reduce demand for parking the City should support carsharing vehicles in Downtown.	Mid-term	▪ Cost: Staff time to update the Municipal Code to allow carsharing vehicles to park on-street, and to allow the provision of carsharing in lieu of providing on-site parking in new developments.
	4.4: Collaborate with local and regional transit agencies to improve service to and from Downtown.	Transit access reduces parking demand and traffic Downtown and increases pedestrian activity in support of the goals of the Downtown Strategy.	Mid to Long-term	▪ Cost: Minimal staff costs associated with coordinating with local and regional transit agencies.
	4.5: Implement street and public space improvements from the Downtown Strategy to improve pedestrian comfort, mobility, and compliance with the Americans with Disabilities Act (ADA) focusing on the Downtown Core.	The street improvements in the Downtown Strategy will enhance the experience for pedestrians walking from their parking location to their destination.	Mid to Long-term	▪ Cost: Capital costs to the City associated with investments in street infrastructure. ▪ Revenue: Removal of on-street parking will reduce parking revenue.
	4.6: For Downtown street projects, explore alternatives that provide angled parking.	Increase the amount of on-street parking availabe in Downtown.	Ongoing	▪ Cost: Minimal cost if part of an already planned project. May involving restriping of existing streets for minor projects.

	4.7: Implement a program that will give free bus passes to low to moderate income Downtown employees through a commute trip reduction (CTR) task force with members from the City, major employers, transit agencies, community organizations, and other interested stakeholders.	Free bus ridership options could encourage greater use of transit and less demand for long-term employee parking in Downtown.	Short-term – Phase I	▪ Cost: Cost to the City or employers of subsidizing bus passes for free to Downtown employees. Cost of $3,000 per month, or $3,600 a year to provide around 100 free passes.
5. Residential and Employee Parking	5.1: Convert current residential and employee on-street permits to temporary access permits with a monthly fee.	As Downtown continues to develop the demand for short-term parking will increase and is necessary to support local businesses and a thriving Downtown. Longer-term employee and residential parking should be located off-street or in areas that do not require short-term- parking.	Short-term	▪ Cost: Costs include staff time to administer the program with more frequent payment periods.
	5.2: Provide residential and employee off-street parking options through the shared parking program in order to provide predictability.	Connecting residents and employees with shared parking options helps put the right user in the right spot.	Short-term	▪ Cost: Staff time to educate and manage the shared parking system.
	5.3 Implement a Downtown employee parking education program	Provide education and outreach to downtown businesses and employees about appropriate all-day parking options and the importance of leaving short-term parking open for customers.	Short-term – **Phase I**	▪ Cost: Staff time to develop educational program and cost for print and/or web materials
	5.4: Increase the price of on-street residential and 9-hour meter permits to incentivize the use of off-street parking options. On-street permit costs should be consistent with the hourly and daily rates.	Since off-street parking is underutilized increasing the price of an on-street permit will incentivize the use of off-street parking and reduce demand for on-street parking by residents and employees.	Mid-term	▪ Cost: Staff time may be required to update City ordinances, which would likely be offset by increased revenue to manage the program.

	5.5: Establish parking user priorities based on the ground floor land use along the street frontage for on-street parking. Retail and restaurant uses should have short-term parking while residential uses may have longer-term parking for residents.	To minimize parking conflicts and ensure that there is available parking to support ground floor businesses and to prioritize residential parking in areas with ground floor residential uses.	Short-term	▪ Cost: Minimal cost to the City. ▪ Cost: May require staff time and a change to the municipal code.
	5.6: Review the boundaries, time limits, and enforcement of the residential parking zones in the SE Neighborhood Character Area to minimize parking impacts on residential streets from non-residential use.	The residential permit program in the SE Neighborhood is intended to limit non-residential parking use and prioritize parking for local residents.	Mid-term	▪ Cost: Staff time to review the boundaries, time limits, and enforcement policies and conduct neighborhood outreach. ▪ Cost: Implementation costs may include staff time to update the Municipal Code and increased enforcement.
6. Arts, Culture, and Entertainment Uses	6.1: Develop shared use parking agreements to support major entertainment and culture events focused in the Downtown core including disabled parking stalls.	Arts, culture, and entertainment uses have unique challenges such as very high demand for parking, but only for a brief period. Concerns around safety and security on Downtown streets also limits parking options that customers are willing to use.	Mid to long-term	▪ Cost: Staff costs associated with coordinating with event hosts and venues.
7. Improve Disabled Parking Management	7.1: Work with other departments on achieving Downtown Strategy goals around safety, lighting, and cleanliness in Downtown Olympia to ensure that the parking system is clean and safe.	Address the concerns of Downtown residents, employees, and visitors around their parking experience.	Short to mid-term	▪ Cost: Staff time associated with planning and coordinating actions around the Olympia Downtown Strategy. ▪ Cost: Possible third-party planning firm to assist in development of an Action Plan.

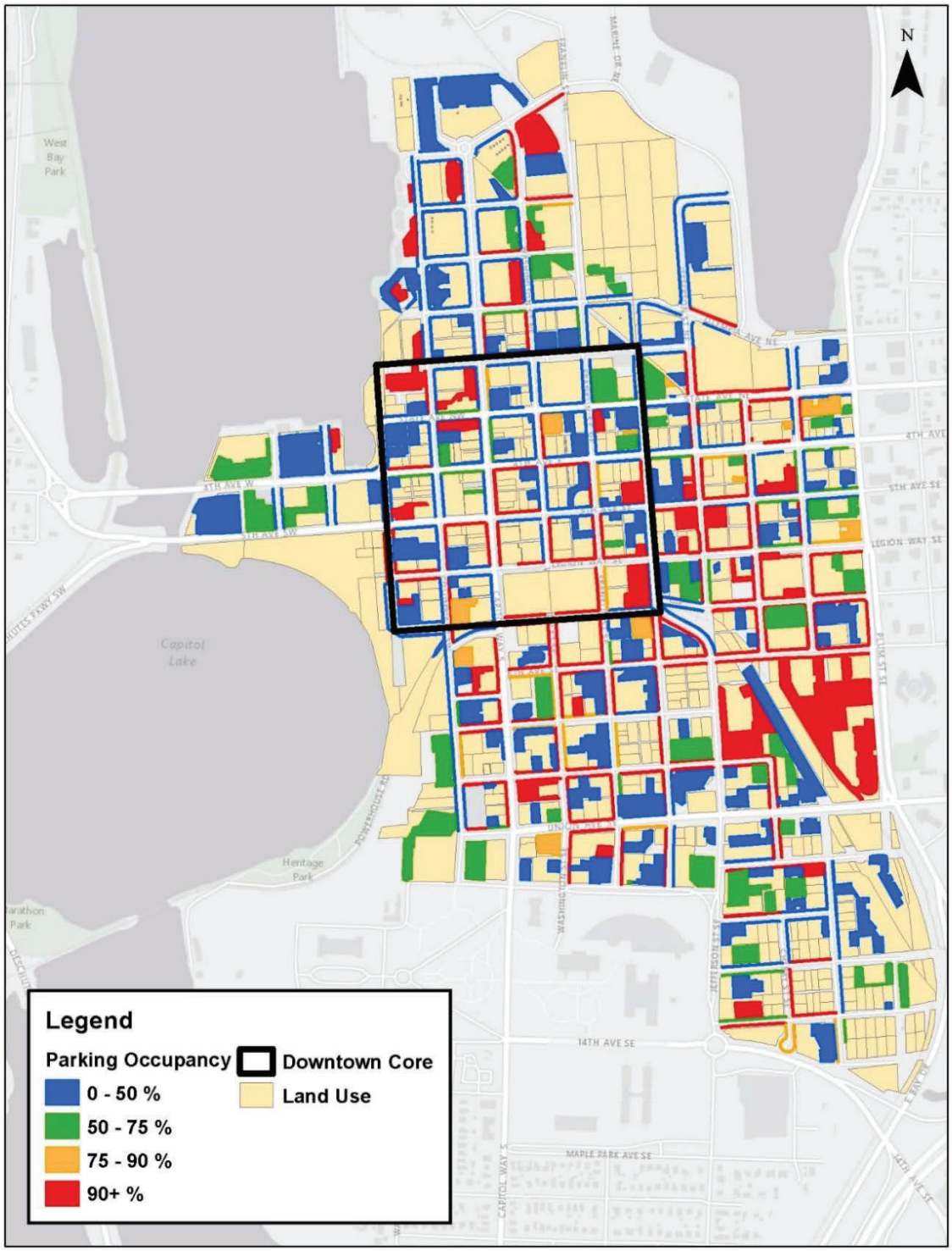
	7.2: Confirm that all City-owned off-street facilities are compliant with ADA parking requirements. Consider extending the number of disabled parking stalls to the City-owned surface lots and make available for public parking.	Provide additional parking opportunities for those vehicles legally parking in disabled stalls.	Short-term	▪ Cost: Cost associated with painting, signage, and maintenance of new disabled stalls. ▪ Revenue: Reduction in revenue from converting leased lot stalls to disabled parking stalls.
	7.3: Restrict disabled parking to the 4-hour limit allowed by statelaw for on-street parking.	Ensure that disabled parking stalls have turnover and are available throughout the day.	Short-term	▪ Cost: Staff time to implement the City ordinance.
	7.4: Review the number and locations of on-street disabled stalls and ensure high demand areas, such as the core, have sufficient disabled parking stalls. Routinely collect data on the occupancy, duration, and turnover of disabled parking stalls.	Maintain data on the supply and demand for disabled stalls, particularly in the core. Direct disabled users to appropriate stalls to minimize conflicts between those needing short-term versus long-term parking.	Ongoing	▪ Cost: Staff time associated with inventory, data collection efforts, and education.
	7.5: Work with State representative to implement reforms that would result in reduced handicap placard misuse.	Ensure that the state laws aren't preventing local parking systems from functioning or adding a burden to the system.	Long-term	▪ Cost: Staff time associated with research on best practices and coordinating with State staff and representatives.

Figure 20. Study Area



Kimley-Horn, 2017; City of Olympia 2017

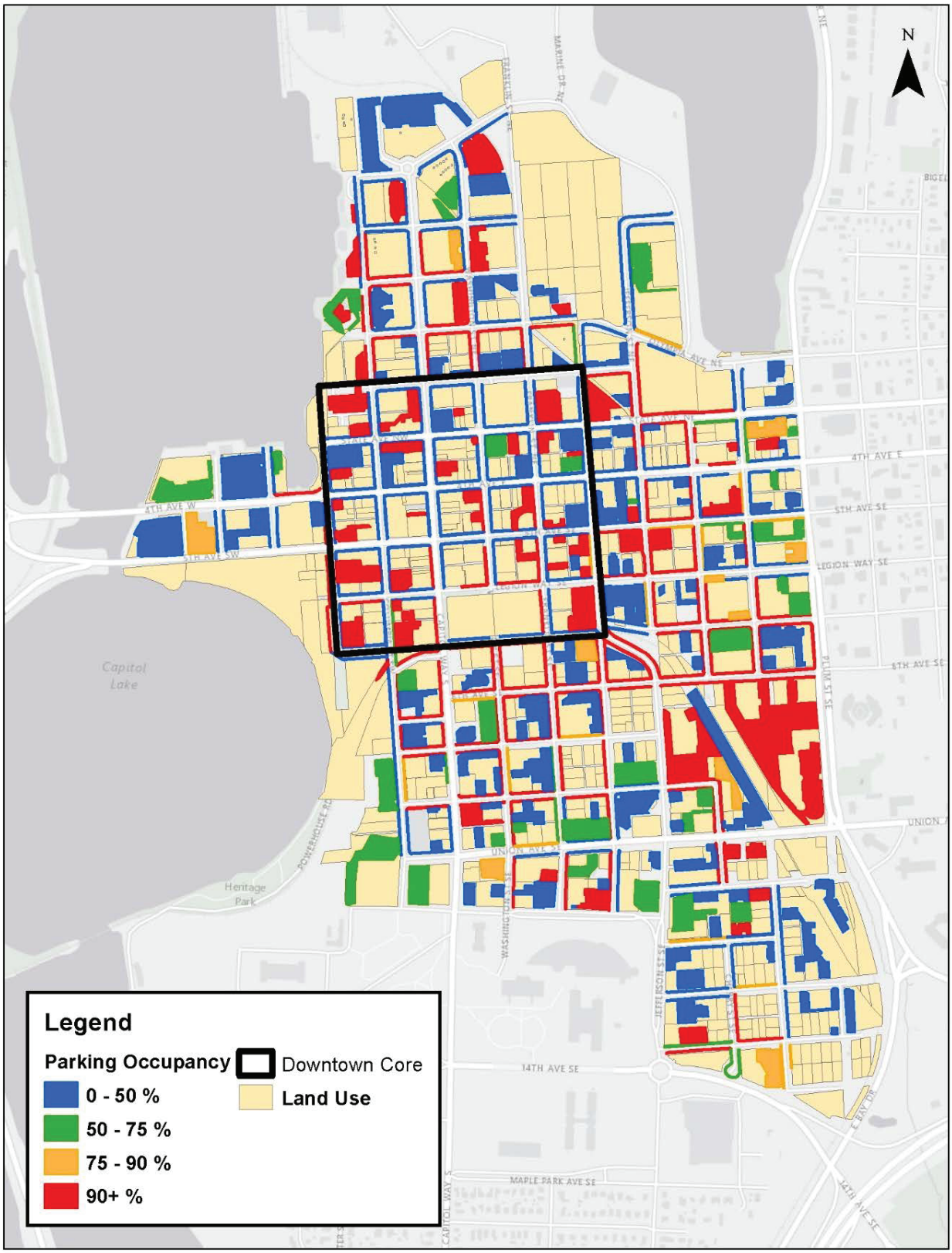
Figure 21. Existing Peak Hour Parking Results (11am)



Kimley-Horn, 2017; City of Olympia, 2017

Below are Figure 22 and Kimley-Horn, 2017; City of Olympia, 2017

Figure 26. Existing Peak Hour Parking Results (11am) with Parking Management



Kimley-Horn, 2017; City of Olympia, 2017

Scenario 3: Market Study 10-Year Planning Horizon with the Columbia Site Garage

Scenario 3 evaluates the same developments analyzed in Scenario 2, but also includes a new parking garage (Columbia Garage) located on the southwest corner of State Ave and Columbia St. It was assumed that the Columbia Garage would be 355 spaces, would be available for public parking, and would have a rate of $60 per month. The parking management strategies presented in Scenario 1 are continued under this scenario. The following are the results and findings of this scenario.

As shown in Figure 32, with the inclusion of a new garage, the on-street parking occupancy decreased substantially to 65% (as compared to 71% from Scenario 2). This is because with readily available public off-street parking, and the on-street parking regulations as described in Scenario 1, that people are opting to park in the new garage. This increases the public off-street parking occupancy to 73%, a 5% increase from 68% in Scenario 2.

Figure 32. Scenario 3 Parking Occupancies by Facility Type

Parking Type	Supply	Met Demand	Surplus/Deficit	% Occupied
On-Street	2,321	1,477	844	64%
Public Off-Street	2,013	1,477	536	73%
Private Off-Street	9,227	5,810	3,417	63%
Study Area	13,561	8,764	4,797	65%

Kimley-Horn, 2017; City of Olympia, 2017

Figure 33, which summarizes the results for each sub-area, indicates that due to the new garage, more people can park in the Core. The parking demand does not change between Scenario 2 and Scenario 3, it remains 2,320 spaces. However, under Scenario 3, because of the garage, the Core can park more vehicles as indicated by the increase in Met Demand and the number of vehicles from other areas parking in the Core. The garage allows for 396 vehicles to park from other areas to within the Core. In Scenario 2, this was only 17 vehicles.

Figure 33. Scenario 3 Parking Results by Area

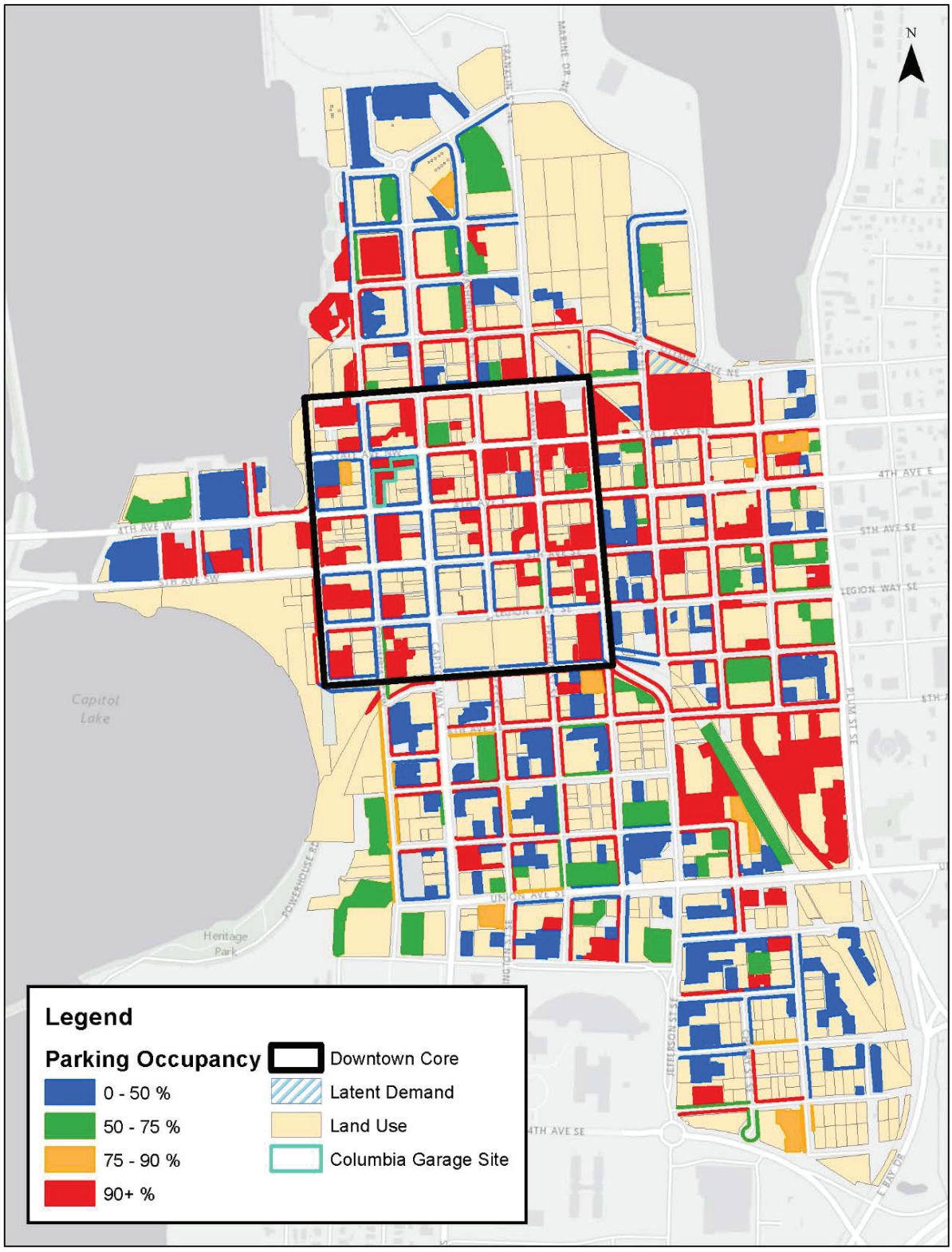
Area	Supply	Demand	Met Demand	Surplus/ Deficit	% Occupied	# Vehicles from Other Areas	# Vehicles to Other Areas
Waterfront	1,559	520	894	1,039	57%	375	-
Capitol to Market	4,770	3,590	2,967	1,180	62%	-	624

Area	Supply	Demand	Met Demand	Surplus/ Deficit	% Occupied	# Vehicles from Other Areas	# Vehicles to Other Areas
Artisan/Tech	4,618	3,657	3,469	961	75%	-	188
Southeast Neighborhood	3,322	1,656	1,843	1,666	55%	187	-
Downtown Core	2,653	2,320	2,324	296	88%	396	-

Kimley-Horn, 2017; City of Olympia, 2017

Figure 34 illustrates the parking occupancies throughout the Study Area and within the Core.

Figure 34. Scenario 3 – Peak Hour Parking Results (11am)



Kimley-Horn, 2017; City of Olympia, 2017

Scenario 5: Market Study 20-Year Planning Horizon with Columbia Site Garage

Scenario 5 evaluates the same developments and assumptions analyzed in Scenario 4, however it also includes the Columbia Garage, located on the southwest corner of State Ave and Columbia St. As with Scenario 3, this scenario assumed that the Columbia Garage would be 355 spaces, would be available for public parking, and would have a rate of $60 per month. These developments were incorporated into the Park+ model to evaluate their impacts on the parking system. The following are the results and findings of this scenario.

As shown in Figure 39, with the inclusion of a new garage, the public off-street parking facilities can absorb more vehicles. Within the Core, as shown in Figure 40, the parking occupancy decreases from 92% to 83% indicating that the new garage alleviates some demand in this area. However, the parking demands in the Core are still high and vehicles within the Core are looking outside of the Core to find available parking. Parking management strategies outside of the Core may have to be considered as part of a longer-term management approach to help further distribute demands.

Figure 39. Scenario 5 Parking Occupancies by Facility Type

	Supply	Met Demand	Surplus/Deficit	% Occupied
On-Street	2,321	1,809	512	78%
Public Off-Street	1,947	1,476	471	76%
Private Off-Street	10,257	6,633	3,624	65%
Study Area	14,525	9,918	4,607	68%

Kimley-Horn, 2017; City of Olympia, 2017

Figure 40. Scenario 5 Parking Results by Area

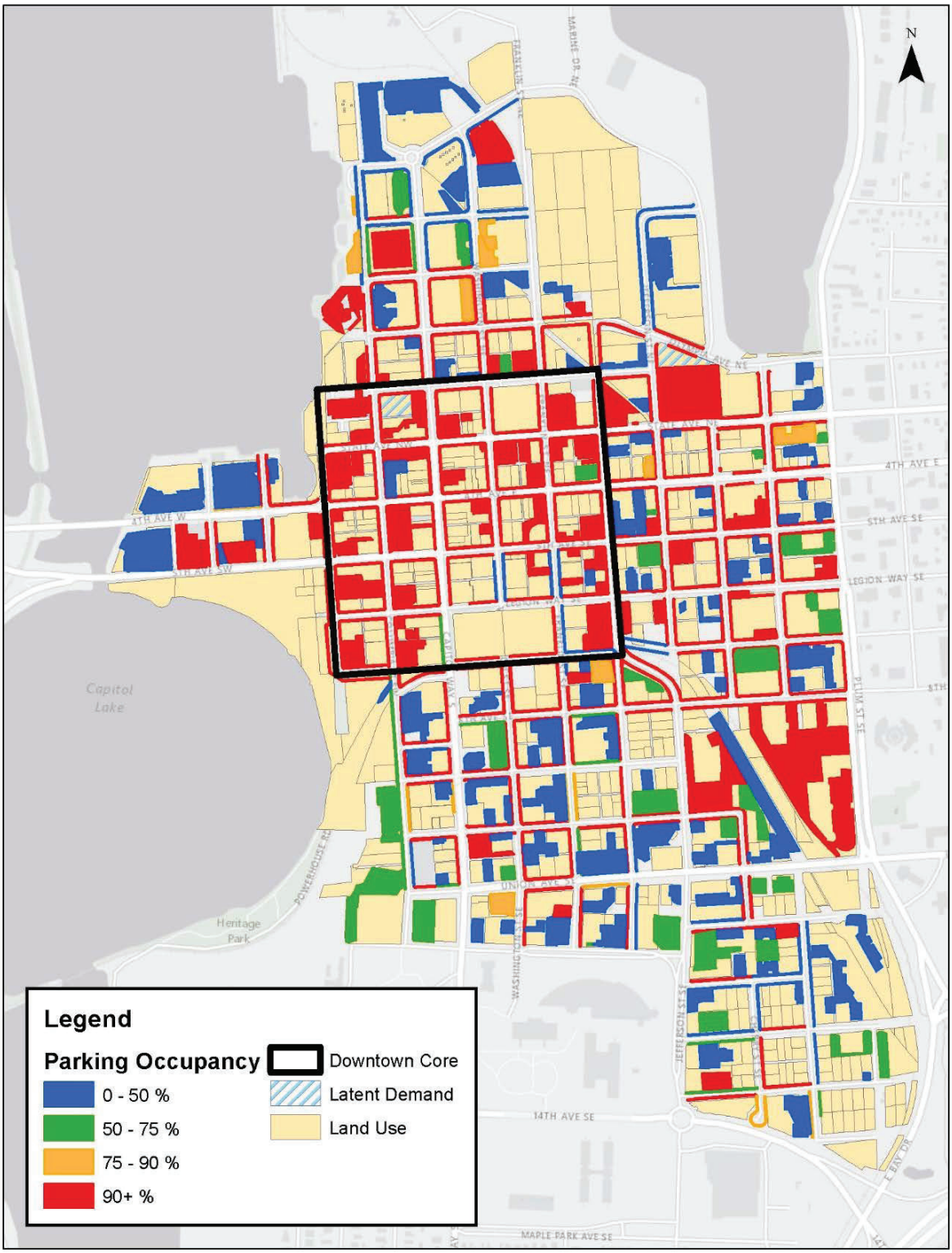
Area	Supply	Demand	Met Demand	Surplus/ Deficit	% Occupied	# Vehicles from Other Areas	# Vehicles to Other Areas
Waterfront	1,750	640	1,022	1,110	58%	383	-
Capitol to Market	5,716	4,567	4,053	1,149	71%	-	514
Artisan/Tech	5,291	4,662	4,210	629	80%	60	452

Area	Supply	Demand	Met Demand	Surplus/ Deficit	% Occupied	# Vehicles from Other Areas	# Vehicles to Other Areas
Southeast Neighborhood	3,322	1,656	1,854	1,666	50%	197	-
Downtown Core	3,599	3,417	2,971	182	83%	-	466

Kimley-Horn, 2017; City of Olympia, 2017

Figure 41 illustrates the parking occupancies throughout the Study Area and within the Core.

Figure 41. Scenario 5 – Peak Hour Parking Results (11am)



Kimley-Horn, 2017; City of Olympia, 2017

Conclusions

The following findings are based on the analysis performed using the Park+ model and the associated assumptions.

Immediate Planning Horizon

- The implementation of parking management strategies will distribute some of the parking demands from the on-street facilities to the off-street. This will improve access to surrounding destinations since there is greater availability of desired parking.
- By incorporating the Parking Management Strategies within the Downtown Core of Olympia the Study Area is operating at 59%. It allows more availability for vehicles from other areas to park within the core.

10-Year Planning Horizon

- The parking demands created by the 10-year developments can be accommodated by the parking system, however, the parking within the Core will start to reach effective capacity, which could lead to frustrations for new users to the study area and particularly the Core.
- The addition of the Columbia Garage in the 10-year planning horizon will alleviate the demands in the Core. Coupled with the parking management strategies, the garage allows people to move from the on-street facilities to the off-street facilities, thus creating more availability in the on-street system.

20-Year Planning Horizon

- Over the course of the next 20 years, the new developments within the Study Area begin to push the Downtown Core over the effective capacity (85-90%). This is assuming 100% shared parking, increase in on-street parking rates and converting 9-Hour meters to 3-Hour meters within the core.
- Adding in the Columbia Site Garage to the Market-Study 20-Year Planning developments and incorporating the Parking Management Strategies the Downtown Core drops below the 85-90% threshold. With the occupancy reductions in the Downtown Core, the Columbia Site Garage at the peak hour is operating at 100% occupancy.