

Resolution to the Olympia Planning Commission

The purpose of this resolution is to urge the Olympia Planning Commission's March 20th hearing be delayed until such time that a thorough analysis of the proposed amendments to the residential parking requirement code can be performed and then disseminated at least 30 days before the hearing.

Whereas, the Olympia Comprehensive Plan PL11.5 places this caveat on parking reductions:

"...reduce parking space requirements but avoid significant overflow into residential areas; support parking structures, especially downtown and in urban corridors; designate streets for on-street parking where safe."

Whereas, the city did not meet its stated public outreach commitment made in its application for the Commerce Department grant (see below) and thus did not build a stronger understanding of the need for their recommendations, particularly by surrounding neighborhoods.

"We anticipate conducting an especially high level of public outreach around the reduction of parking requirements (Objective One) so that we can build stronger understanding of why this is an important step for meeting housing, land use, transportation and climate adaption goals along with address concerns about parking impacts to surrounding neighborhoods." – Olympia HAPI Application 10/7/21

Whereas, a city commissioned survey in Portland found that despite robust and extensive transit alternatives, 72% of residents in new apartment buildings owned cars and the Census' 2021 American Community Survey (ACS) showed that nationally 79% of those living in apartments had one or more vehicles and **90% of those living in apartments in Washington state** had one or more vehicle (1 ton or less),

Whereas, Olympia, lacking a transit system comparable to Portland, and

- is more likely to have a greater car ownership rate than Portland and be closer to the Washington average, and
- lower income individuals are more likely to have multiple part-time jobs and work in the service industry and Olympia's definition of "frequent transit routes" and the level of service of our current transit system is inadequate to meet their needs in terms of hours, days of operation and frequency,

Whereas, no data has been presented demonstrating that the proposal would "avoid significant overflow into residential areas",

- there is no provision proposed for managing such significant parking overflows when they do occur, and
- there is no process for a neighborhood to appeal the impact of a zero-parking policy in terms of analysis or remediation,

Whereas, there is no provision requiring developers to pass savings from reduced construction cost on to future renters,

Whereas, the City's commitment to "robust" public engagement has not happened,

Whereas, the Olympia Planning Commission instructed staff to make significant changes to the draft proposal shared with the Recognized Neighborhood Associations with the result that it changed it from a "reduction" to the complete "elimination" of minimum parking requirements for multi-family units with 3 or more units, and

- the significant changes were not presented until March 13, 2023, just seven days before the Planning Commission hearing on March 20th,
- no supporting documentation for the changes and its effects on overflow to neighborhoods were presented, and
- there is inadequate time and information for RNAs to evaluate and inform their members,

Therefore, we adopt this resolution requesting the March 20th hearing be delayed until such time that the parking impact analysis can be performed and disseminated at least 30 days before the hearing.

Approved by unanimous vote on 3-16-23