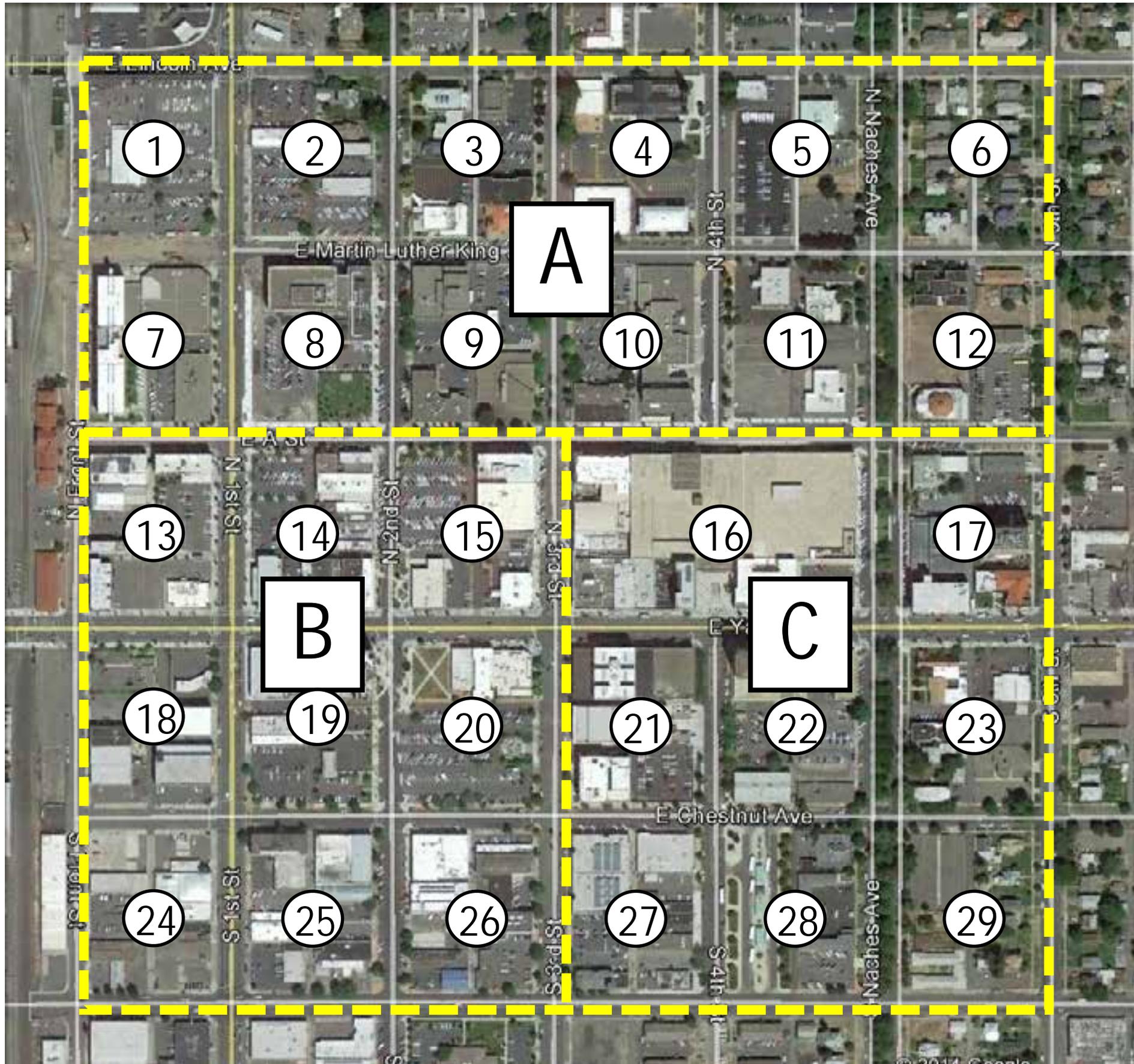


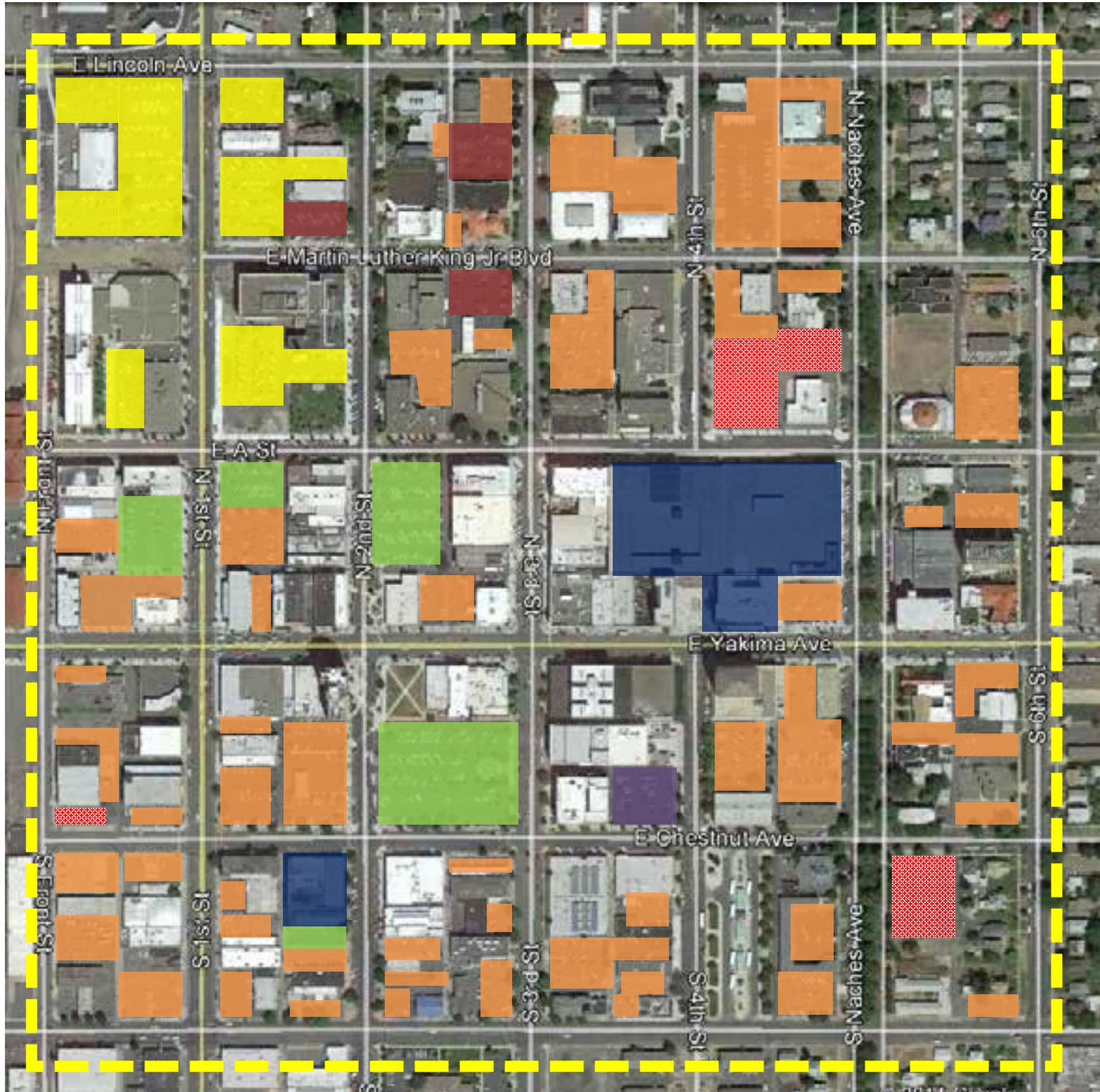
STUDY
AREA



STUDY AREA

SUB-AREAS
AND
BLOCK NUMBERS

Off-Street Inventory



-  County Employee/Business
622 Spaces
-  City Employee/Business
145 Spaces
-  Private Business Lot
2,068 Spaces
-  Free Parking Public Lot
428 Spaces
-  Structured Parking
402 Spaces
(Approximately 1,000 Closed/Unused)
-  Federal Courthouse Restricted
-  Closed Surface Lot

**Total Off-Street Parking =
3,665 Spaces**

On-Street Inventory



- No Parking Allowed
- - - - Under Construction
- · · · Restricted Parking
- · · · Residential
- No Time Limit – 143 Spaces
- Two Hour Parallel – 447 Spaces
- - - - Two Hour Angled – 334 Spaces
- One Hour Parallel – 17 Spaces
- - - - One Hour Angled – 40 Spaces
- 15 Minute – 12 Spaces

**Total On-Street Parking =
1,035 Spaces**

Total Parking Inventory

| | |
|-------------------------------------|----------------------|
| • On-Street Parking = | 1,035 Spaces |
| • <u>Off-Street Parking =</u> | <u>3,665 Spaces</u> |
| Total <u>ACTIVE</u> Supply = | *4,700 Spaces |

**NOTE: Does NOT include closed Yakima Mall parking spaces, Dragon Inn Garage, or Tower Building underground (Approximately 1,100+ spaces).*

Peak Occupancy Counts

Heat Map by Block

12:00pm Wednesday,
April 16th, 2014

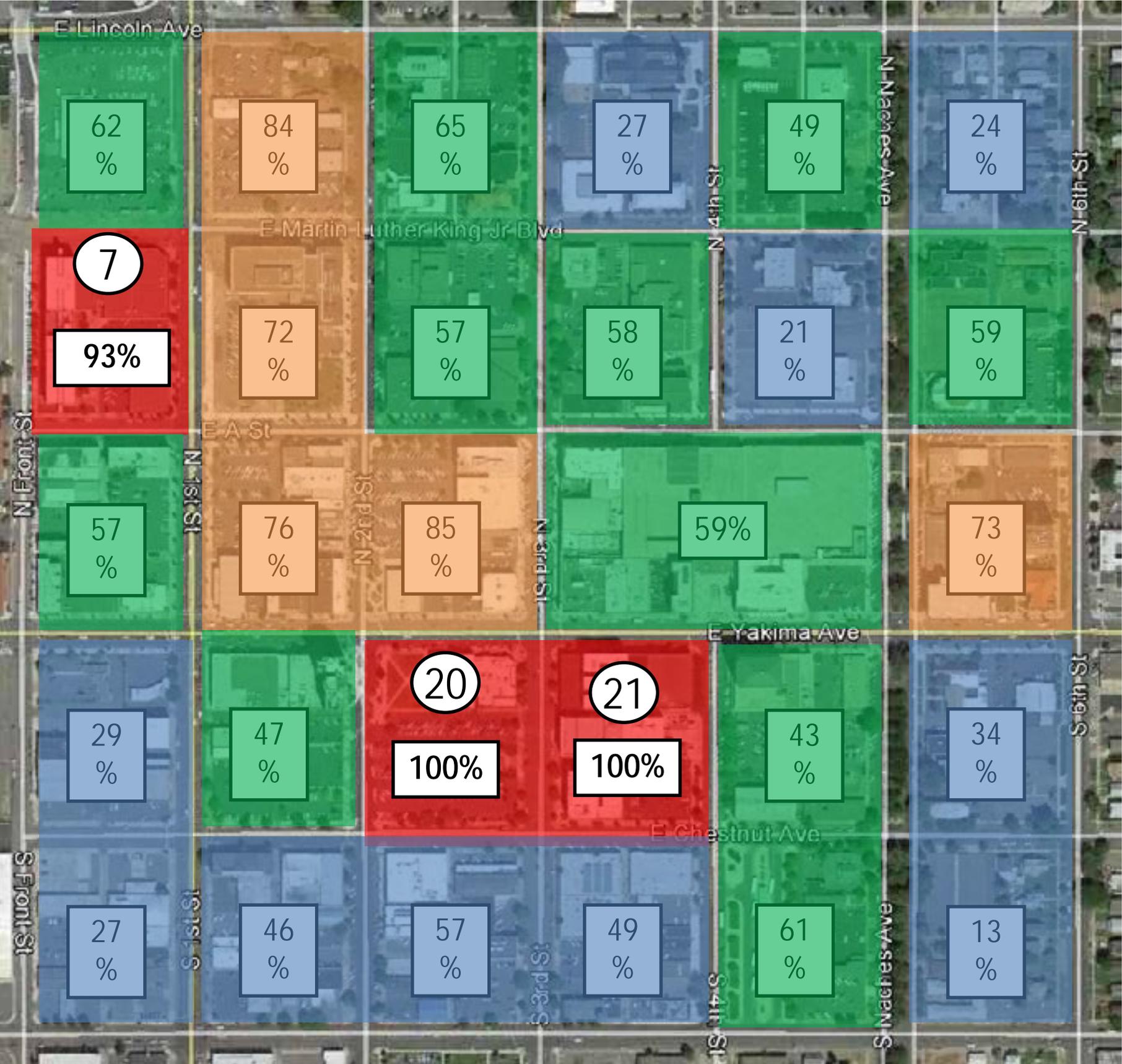
All Parking

 = 0% - 40%

 = 41% - 70%

 = 71% - 90%

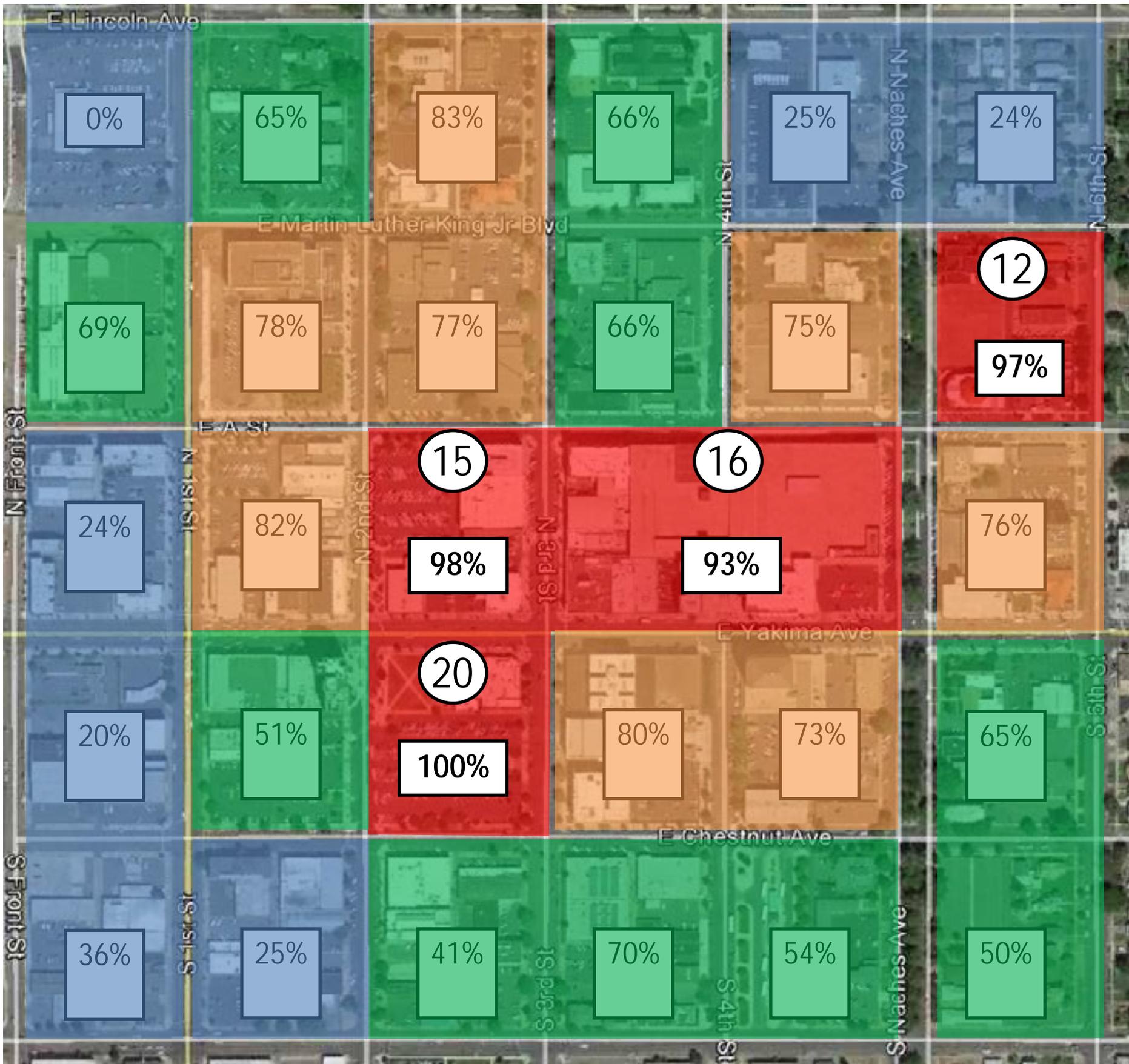
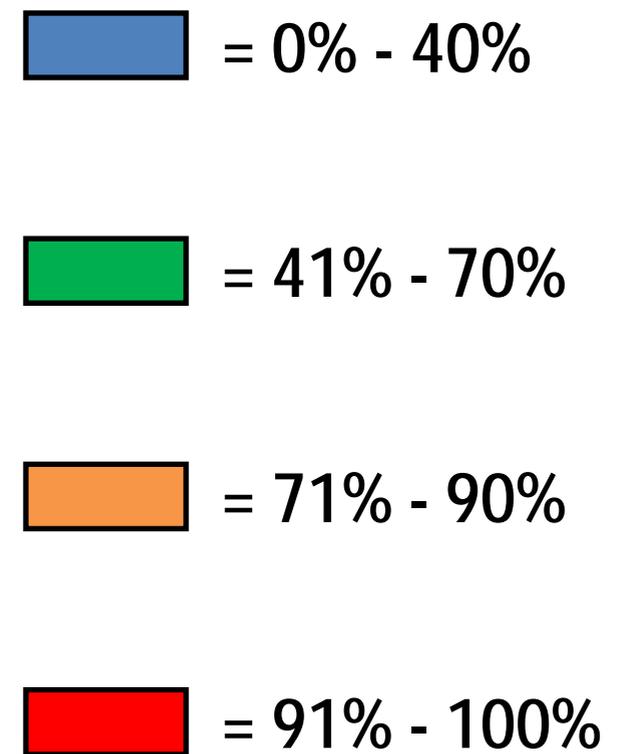
 = 91% - 100%



Peak Occupancy Counts Heat Map by Block

12:00pm Wednesday,
April 16th, 2014

Public Parking Only

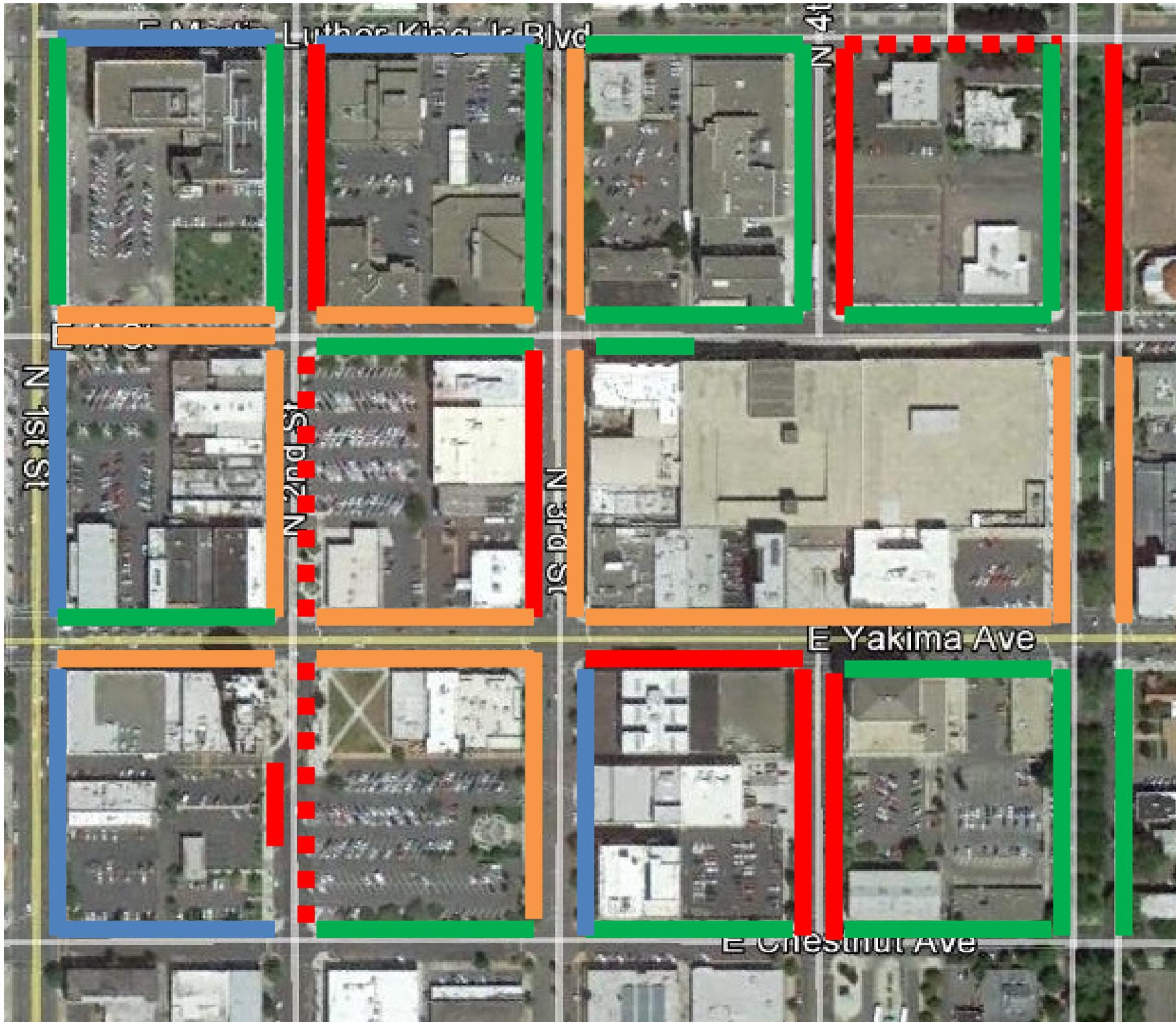


Peak Occupancy Counts

Core Study Area

On-Street

12:00pm Wednesday,
April 16th, 2014



 = 0% - 40%

 = 41% - 70%

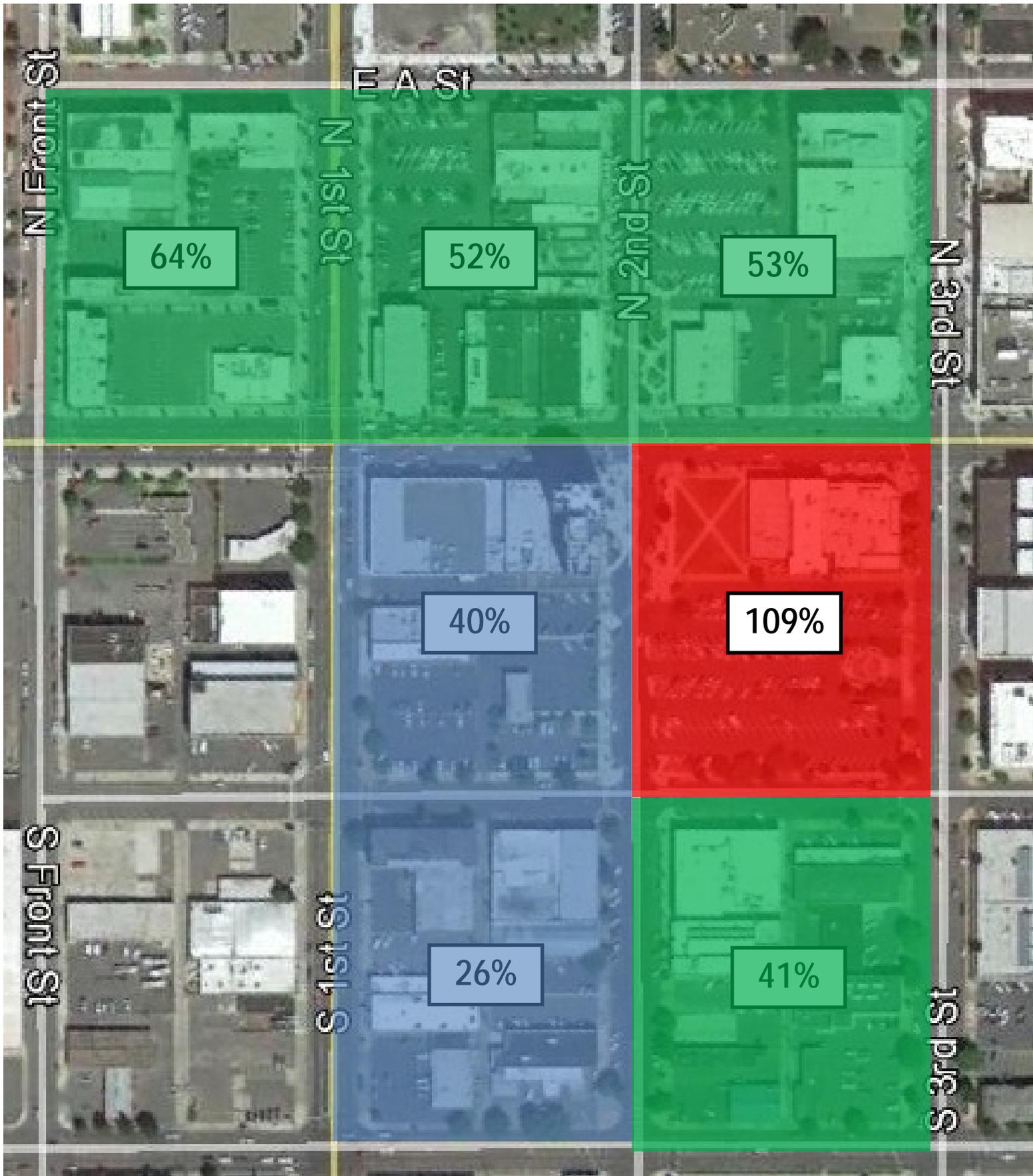
 = 71% - 90%

 = 91% -
100%

 No Parking
Allowed

Evening Peak Occupancy Counts Blocks Near Block #20

8:00pm Friday, April 18th, 2014



 = 0% - 40%

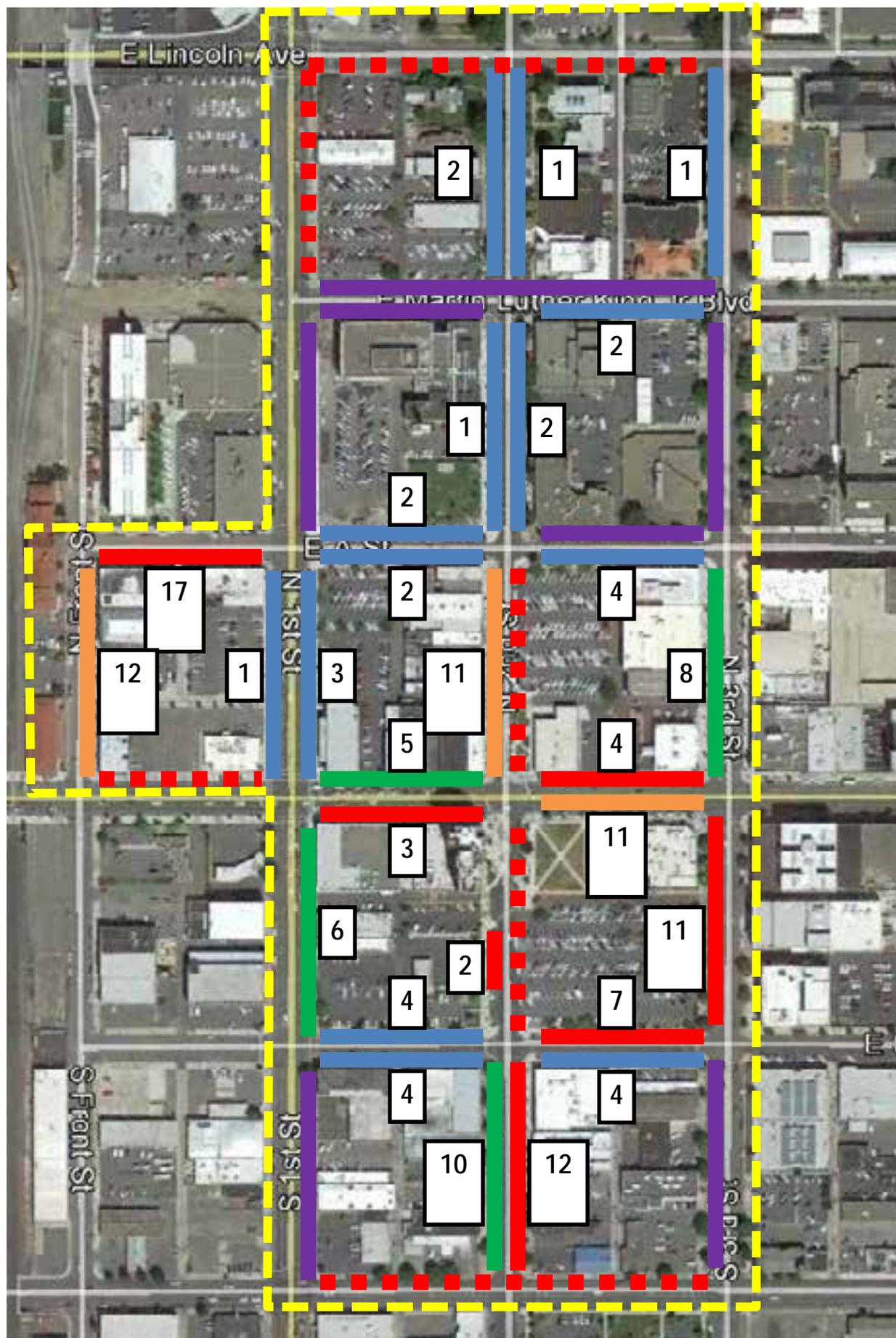
 = 41% - 70%

 = 71% - 90%

 = 91% - 100%

Peak Occupancy Counts On-Street

8:00pm Friday Evening,
April 18th, 2014



 = 0 Cars Parked

 = 1% - 40%

 = 41% - 70%

 = 71% - 90%

 = 91% - 100%

 = Number of Cars Parked

 = No Parking Allowed

Existing Parking Adequacy

| | Number of Spaces |
|--|------------------|
| Total <u>Active</u> Parking Supply = | 4,700 |
| <u>Effective</u> Parking Supply (90%) = | 4,230 |
| Adjusted Observed Occupancy = | 2,369 (50.4%) |
| <hr/> | |
| Current Effective Parking Surplus = | 1,861 |

NOTES: Active Parking Supply Does NOT Include Closed Spaces in Mall Garage (1,000+ Spaces); Or Dragon Inn Garage (70+ Spaces);

Future Build Out Parking Adequacy

Existing Building Vacancies in Study Area = 147,859 Square Feet

| | |
|------------------------------|--------------|
| Current Parking Surplus = | 1,861 |
| <u>Office Only Build-out</u> | <u>-562</u> |
| Remaining Surplus | 1,299 |

| | |
|-----------------------------|--------------|
| Current Parking Surplus = | 1,861 |
| <u>Retail Mix Build-out</u> | <u>-560</u> |
| Remaining Surplus | 1,301 |

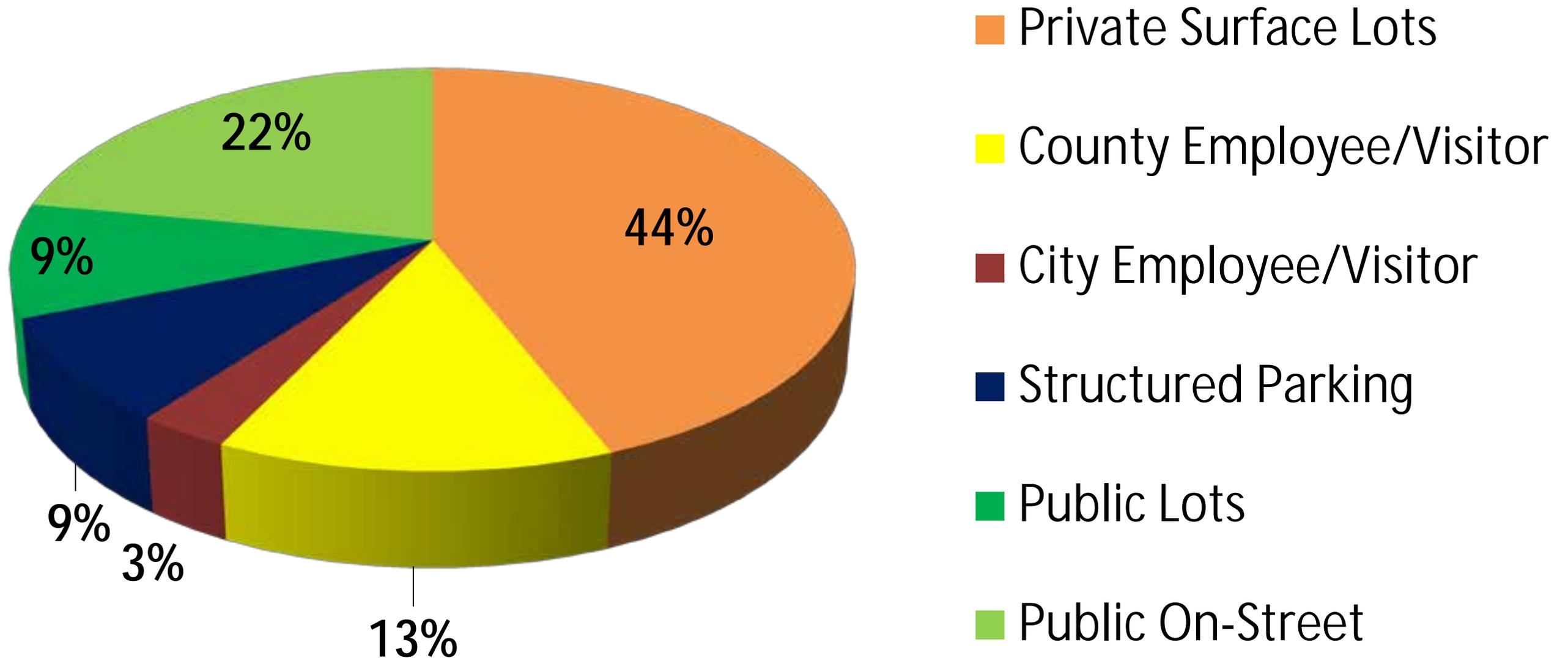
| | |
|------------------------------|--------------|
| Current Parking Surplus = | 1,861 |
| <u>Retail/Restaurant Mix</u> | <u>-668</u> |
| Remaining Surplus | 1,193 |

Current Parking Allocation

Active Parking Supply

Private Lots and Structured Parking = 53% of Total Active supply

Public Parking = 31% of Total Active Supply

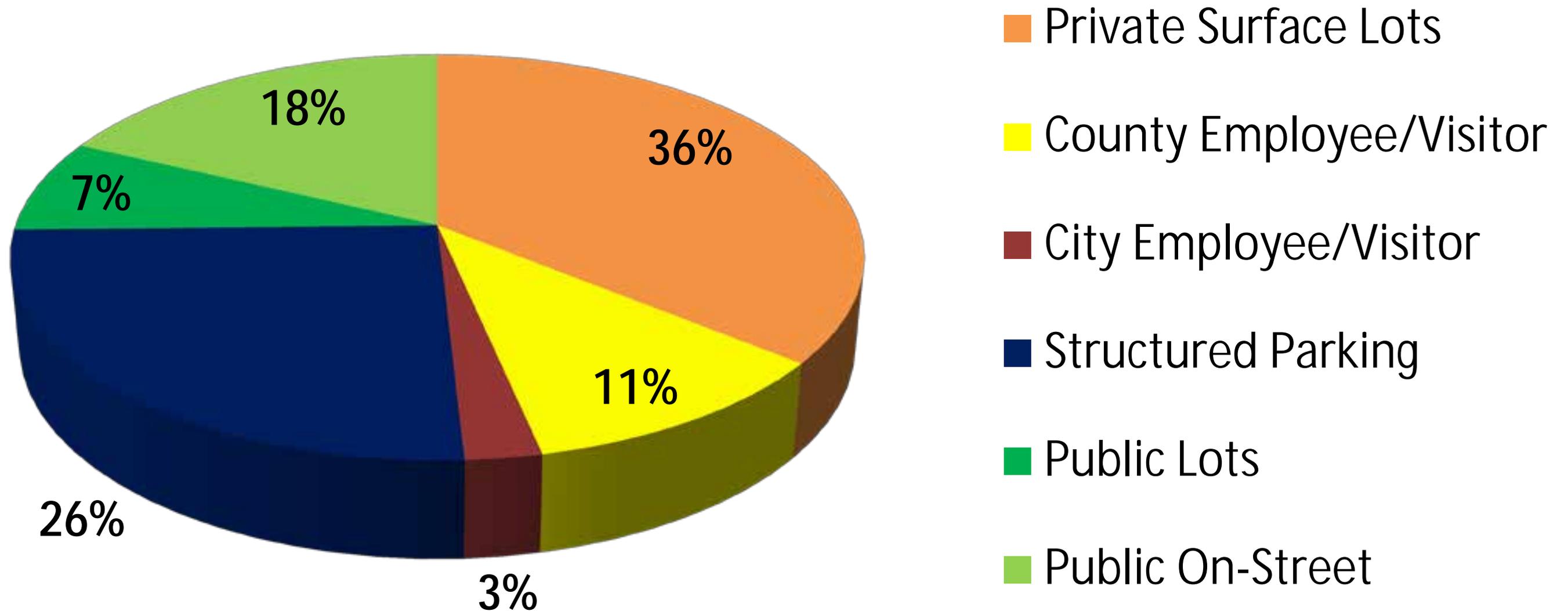


Potential Parking Allocation

Total Parking Supply With Mall and Dragon Inn Garages

Private Lots and Structured Parking = 62% of Total Supply

Public Parking = 25% of Total Supply



Results of Dragon Inn Garage Evaluation

- Recommended Repairs Cost Range:

| | |
|---|------------------|
| Basic Repairs and Upgrades = | \$423,500 |
| New Elevator/Stair Tower = | \$200,000 |
| Optional Exterior Signage & Accent Lighting = | \$ 16,000 |
| <u>Phase I Environmental Assessment =</u> | <u>\$ 5,000</u> |
| TOTAL ESTIMATED COST FOR IMPROVEMENTS | \$644,500 |

NOTE: Even after restoration, garage is not well suited for customer parking -
Unless attendant assisted or valet parked;

Garage more suited for permit/employee parking;

Costs only include basic façade repairs and finishes, and do not necessarily include full historic restoration costs.

Results of Yakima Mall Garage Evaluation

- Recommended Repairs Cost Range:

| | |
|---|-------------------|
| Basic Repairs and Upgrades = | \$ 915,875 |
| <u>Construct New 3rd St. Speed Ramp Access =</u> | <u>\$ 560,000</u> |
| TOTAL ESTIMATED COST FOR IMPROVEMENTS | \$1,475,875 |

- Optional Repairs:

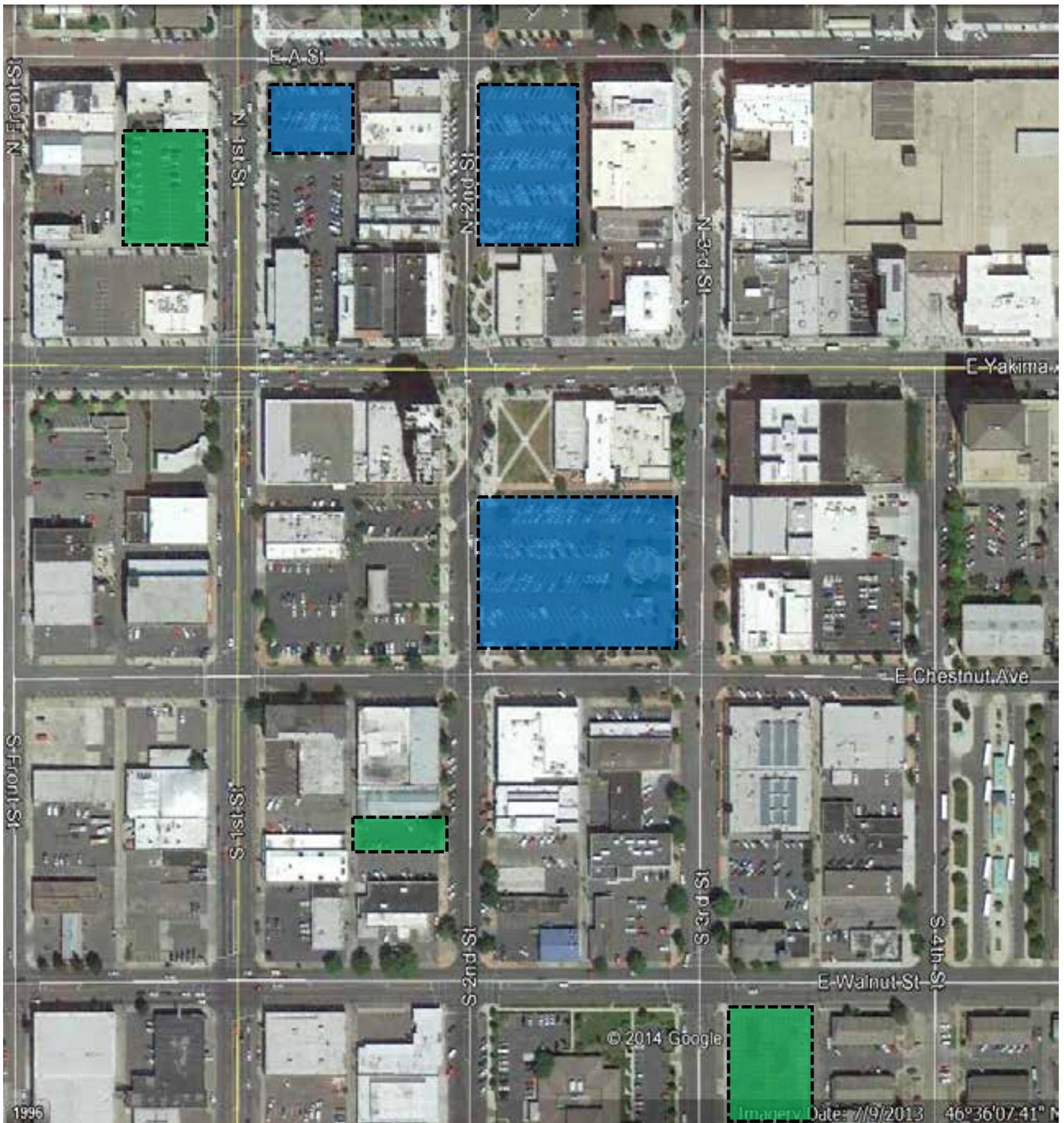
Remove & Replace Rooftop Decking Over JC Penny = \$1,460,000
(If Not Repaired, This Rooftop Area Should be Closed Off Permanently for Parking)

Yakima Mall Garage New 3rd St. Access



Primary Recommendations – Immediate/Short-Term

- Revise Time Limits in the Primary Public Lots Down to Two or Three Hours Maximum to Provide More Short-Term Customer Parking
- Work With Owners of Existing Private Lots to Allow General Public Parking, Especially After 5:00pm
- Convert Under-used Public Lots Into No Time Limit/Employee Parking: (Lot #5 Along 1st Street; Lot at 3rd & Walnut; Smaller Lot on 3rd Street)
- Designate Staff Person to Oversee and Manage Parking:
 - One Point of Contact for Planning & Management
 - Enforcement Personnel Under Direction of Parking Manager
 - Change Ordinance to Allow for Administrative Decision-Making Authority



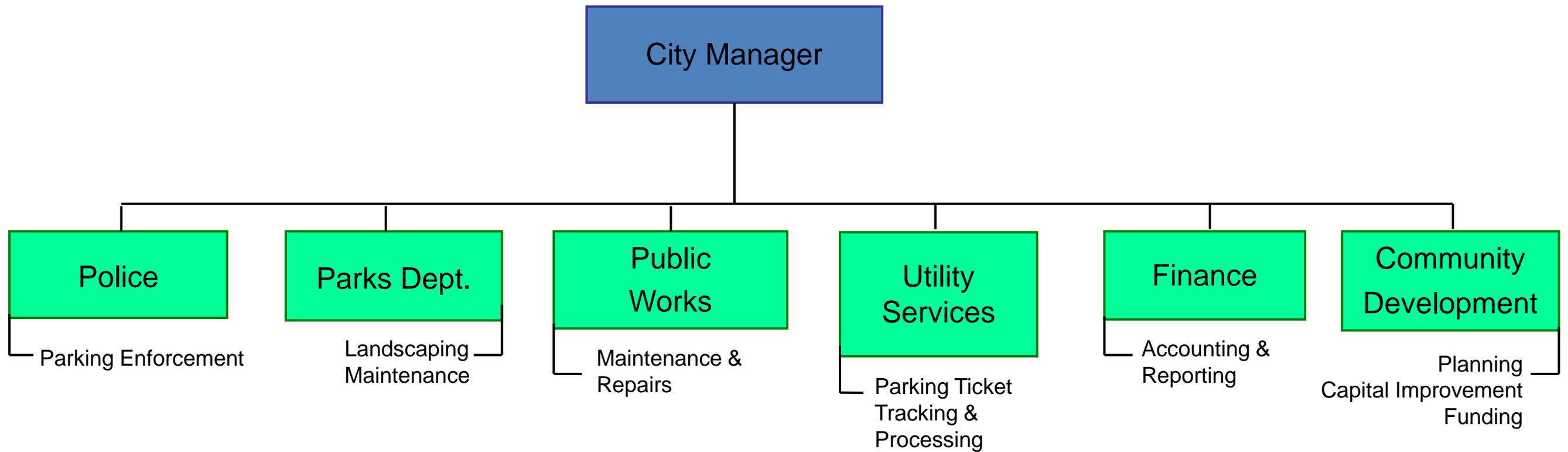
Re-allocate Public Parking Lots

Change From 4 Hour to Short-term Customer Parking (2 or 3 Hour Time Limit)

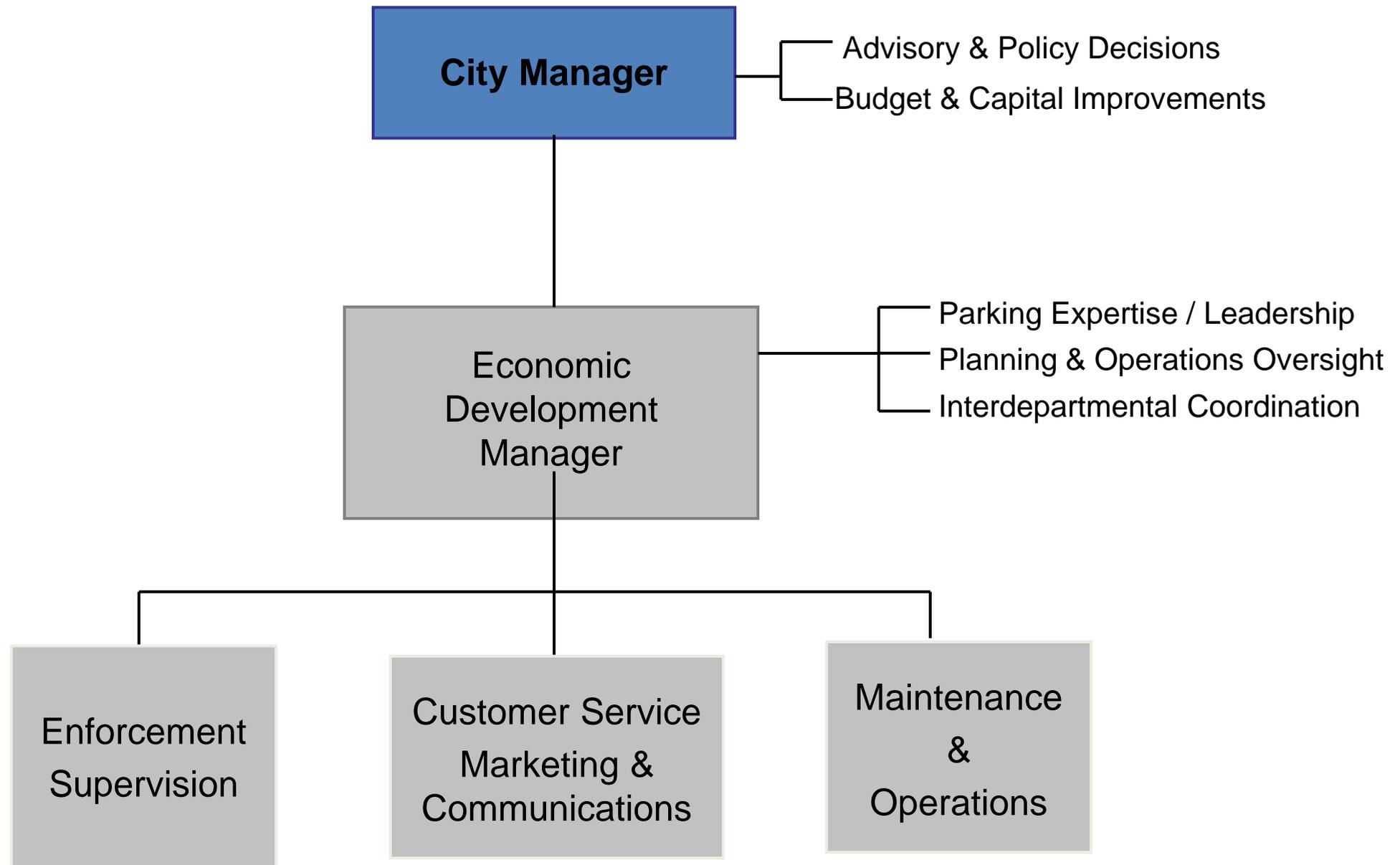
Change From 4 Hour to 8 Hour Employee Parking

City Initiate Public Lot Improvements to Include Lighting, Line Striping, Security and Pedestrian Improvements

Parking System General Organizational Overview Chart



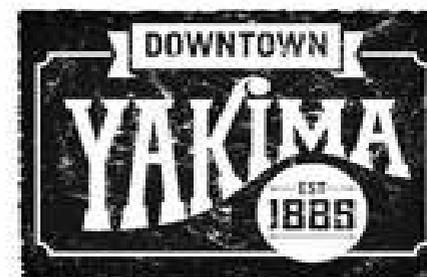
Possible Parking Organizational Model





Yakima Plaza Option Y-a

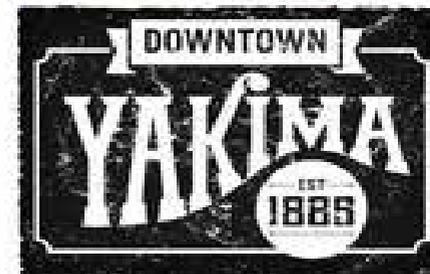
| Public Parking Spaces Available | Today | Option Y-a |
|---------------------------------|------------|------------|
| On Site Parking | 196 | 54 |
| Directly Adjacent Parking | 41 | 124 |
| Within One Block of Plaza | <u>186</u> | <u>238</u> |
| Total Spaces | 417 | 416 |





Yakima Plaza Option Y-b

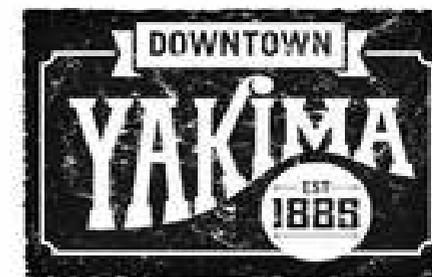
| Public Parking Spaces Available | Today | Option Y-b |
|---------------------------------|------------|------------|
| On Site Parking | 196 | 0 |
| Directly Adjacent Parking | 41 | 128 |
| Within One Block of Plaza | 186 | 238 |
| Total Spaces | 417 | 366 |





Yakima Plaza Option U-a

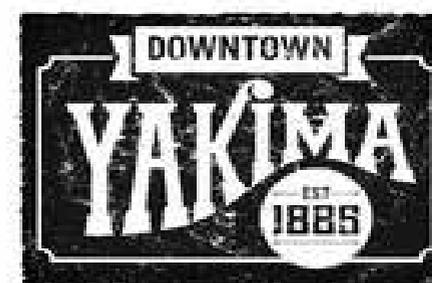
| Public Parking Spaces Available | Today | Option U-a |
|---------------------------------|------------|------------|
| On Site Parking | 196 | 66 |
| Directly Adjacent Parking | 41 | 119 |
| Within One Block of Plaza | 186 | 238 |
| Total Spaces | 417 | 423 |





Yakima Plaza Option U-b

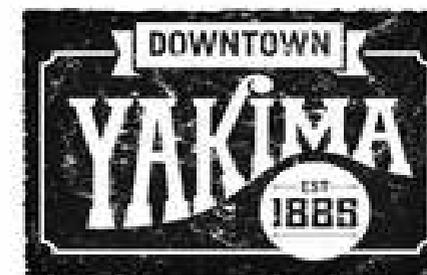
| Public Parking Spaces Available | Today | Option U-b |
|---------------------------------|------------|------------|
| On Site Parking | 196 | 36 |
| Directly Adjacent Parking | 41 | 120 |
| Within One Block of Plaza | <u>186</u> | <u>238</u> |
| Total Spaces | 417 | 394 |





Yakima Plaza Option N

| Public Parking Spaces Available | Today | Option N |
|---------------------------------|------------|------------|
| On Site Parking | 121 | 0 |
| Directly Adjacent Parking | 29 | 37 |
| Within One Block of Plaza | 156 | 171 |
| Total Spaces | 306 | 208 |



Primary Recommendations – Short-Term

- Finalize Physical Plan to Increase On-Street Parking
- Develop Plan for Parking-Related Physical, Cosmetic, Safety & Security Improvements for all Existing Public Lots
- Develop Multi-tiered Special Event Parking Plan:
 - Capitol Theatre/Hop Festival/Other Major Events
- Start to Develop Parking Marketing and Communications Plan
 - Branding/Marketing
 - Signage/Wayfinding
 - Parking Map/Website

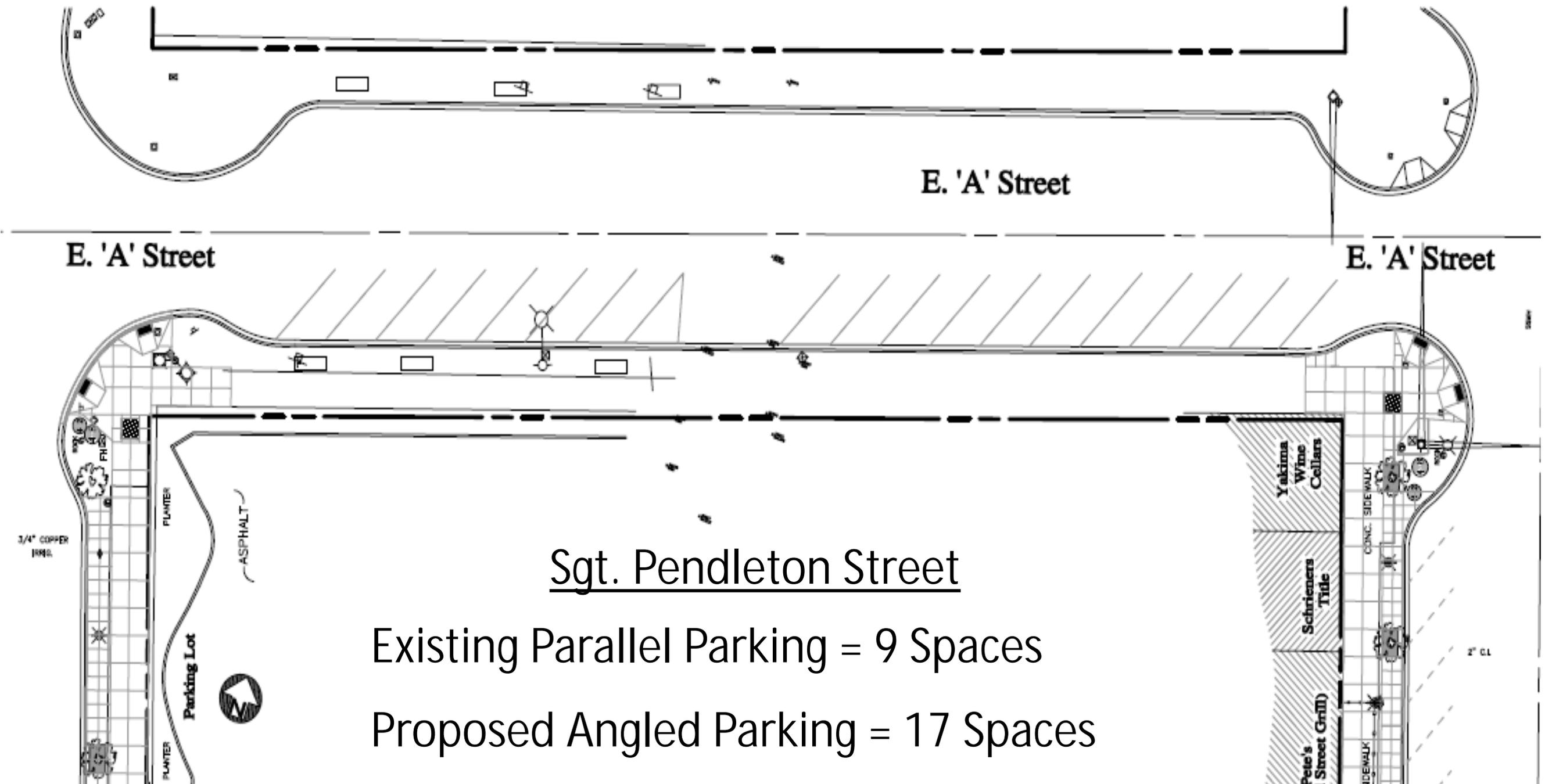
Options to Increase On-Street Parking



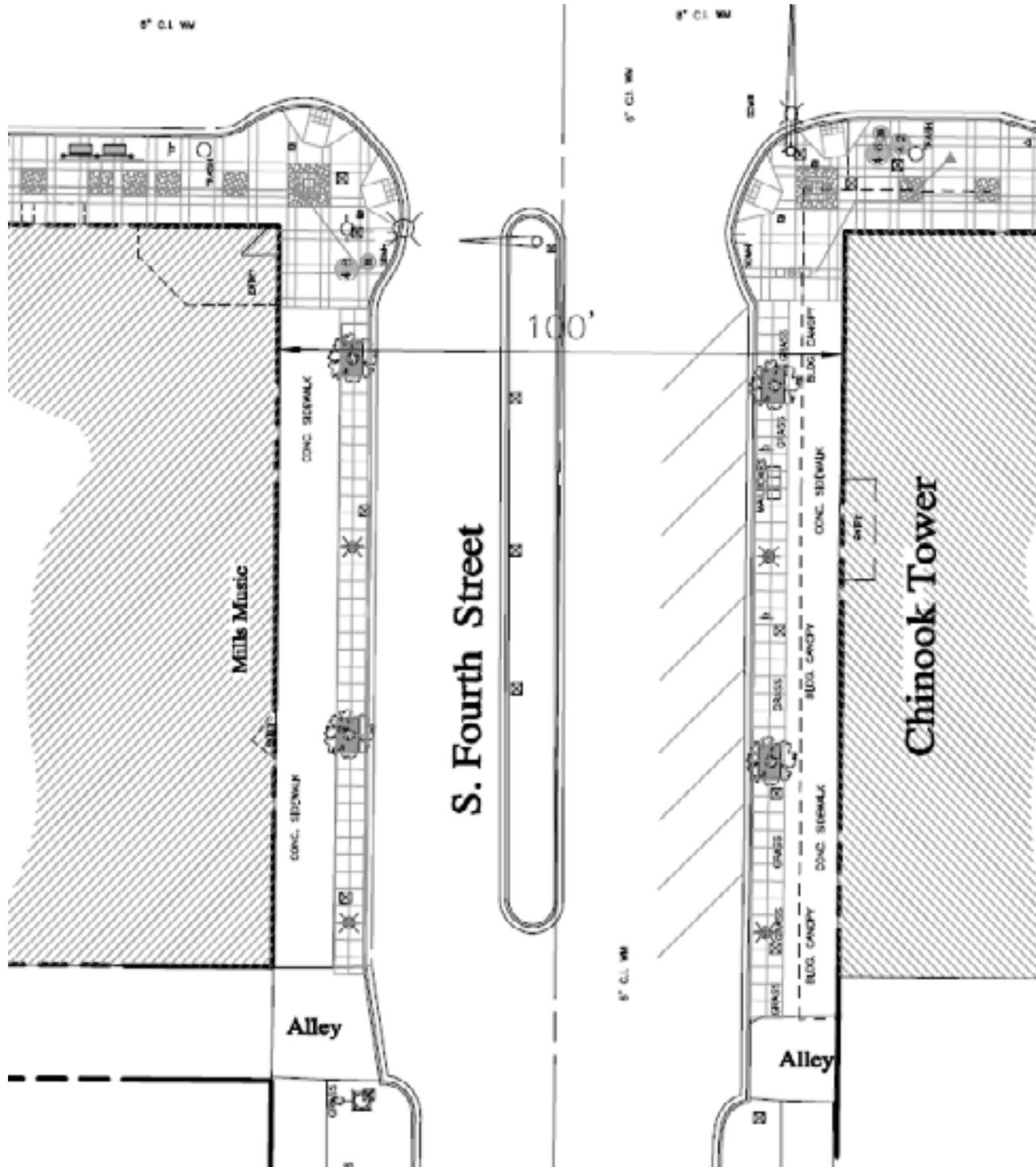
Reduce Travel Lanes and Add Angled Parking Where Feasible

Estimated Net Gain = 155 Spaces

Options to Increase On-Street Parking



Options to Increase On-Street Parking



South 4th Street

Existing Parallel Parking = 4 Spaces

Proposed Angled Parking = 8 Spaces

Primary Recommendations – Ongoing/Mid-Term

- Develop Strategies to Improve Consistency of Parking Enforcement
 - Develop Performance Metrics
 - Consider Tiered Fine Structure for Repeat Violators
 - Evaluate Current Enforcement Technology
- Implement Parking-Related Repairs, Cosmetic Improvements, Safety and Security Improvements to Existing Public Lots
- Implement Enhanced Safety & Security Plan for Public Lots and Employee Lots
- Implement Parking Marketing & Communication Strategy
- Implement Special Event Parking Plan

Primary Recommendations – Long-Term

- Monetize the Public Parking System to help Pay for Required Physical Improvements and New Public Parking Facilities
- Implement Plan to Renovate and Open Yakima Mall and Dragon Inn Garages
- Implement TDM Strategies to Reduce Parking Demand as Recommended in Downtown Master Plan
- Continue to Refine Parking Management Plan and Marketing Strategies
- Continue Benchmarking, Monitoring and Ongoing Planning
 - Perform Detailed Parking Study After Five (5) Years