

DISCUSSION The Commission discussed the timing of parking in lots and on streets, enforcement of current parking; distribution of downtown parking lots to downtown vendors; better identification of downtown lots.

The Commission came to an initial consensus that they did not feel at liberty to legislate employee parking downtown and that topic should be left to the business owners and managers to address.

GARL Invited public input.

RICH SCOTT Stated that he is a member of the Pioneer Hill Association. Opined that it is necessary for more than one parking stall per unit. Suggested that the Commission recommend a parking structure to the City Council. Answered questions regarding his ability to find parking in front of his own home and the possibility of instituting a parking permit program in his neighborhood.

EVAN LAUBACH Opined that addressing the single issue of residential development downtown is not going to affect downtown parking as much as other downtown developments have. Expressed a concern that the City may be encouraging a bias or a 'singling-out' of a particular developer. Suggested allowing flexibility in size of parking stalls and opined that City of Pullman parking stall standards are significantly larger than in other cities. Answered questions regarding the Paradise Street parking lot and the difficulty in getting it developed. Opined that the Spot Shop parking was intended for downtown business and employee parking and suggested a permit program for that use to reduce park-and-ride activity there by WSU students and staff.

MIKE YATES Stated that he is opposed to any kind of code change in the downtown. Opined that the downtown needs more business and more clients from outside the downtown as well as downtown residents. Recommended assigning or hiring a city advocate to lead a more comprehensive effort. Stated that he spoke with John Shaheen from WSU and presented some ideas about variable parking periods and short-term parking permits for downtown lots.

JUSTIN ROGERS Stated that he owns a substantial site at Paradise and High Street as well as some businesses downtown. Suggested a big emphasis on the general overview. Suggested a third party to make downtown Pullman be the best. Opined downtown Pullman should be 'run like a business' with a business plan for short and long-term solutions. Opined that a code amendment would be a bad idea.

DISCUSSION The Commission discussed using the information they had to make the most informed decision and acknowledged that the changes could be

undone or modified in the future if need be.

TODD BUTLER
610 SE High Street
Pullman, WA 99163

Stated that the Comprehensive Plan states that major residential development is envisioned in specific zones in and around Pullman. Stated that a code change would not be discriminating against development or property but rather against a certain type of development.

JO MARK
1165 S Grand Ave. #30
Pullman, WA 99163

Asked for clarification of the number of lanes necessary or the amount of parking required on either side of SR270. Suggested construction of a bicycle parking lot or parking options and offering bicycle lanes. Suggested small buses to provide transportation in downtown and for the closest outlying areas. Opined that empty and abandoned buildings in downtown be eliminated through purchase and development by the City. Suggested that new downtown developments be encouraged to provide bicycle parking.

DWAYNE DeTEMPLE
425 SE High Street
Pullman, WA 99163

Opined that downtown Pullman could be a lively place without residential development.

DICKINSON

Answered questions regarding the 10-unit cut-off proposed by staff; the statistics that show that there are about 1.3 bedrooms per downtown dwelling unit; the utilization of spaces within public parking lots through use of a paid parking permit system.

ALEX HAMMOND
1110 NE Indiana Street
Pullman, WA 99163

Stated that he lives within a private permit system on College Hill. Opined that the Comprehensive Plan does not envision C2 Downtown Business District as an arena for significant residential development. Opined that the Commission does not have to solve the future or plan for the next 40 years, but rather to solve a very specific issue of accommodating residential development downtown. Suggested that the zoning code for large residential development downtown should be the same for similar development in other zones in town. Opined that extensive residential parking will take parking away from businesses and that parking should be protected as much as possible for downtown commercial purposes.

JIM HILL
550 SE High Street
Pullman, WA 99163

Complimented Commission for the workshop and Dickinson for the documents he had put together. Opined the Dickinson memorandum is an excellent piece for the Commission to work with. Suggested that topics the Commission should address include: limited handicap parking in the downtown area; management of current parking spaces; and creating designated park-and-ride lots outside of the downtown district.

ALAINA ROBERTSON Stated that she is a WSU student and she lives on College Hill. She is also a real estate agent and sold a 48-unit multi-family building in Old Issaquah. Explained that in Issaquah she lives near the library and there is a nearby 2-level parking structure used for commercial purposes during the day and residential parking in the evenings. Suggested making extra parking spaces available for purchase or rental or allowing off-site parking for residential development. Opined that on-street parking permit enforcement on College Hill leaves much to be desired; if parking permits are implemented downtown then enforcement will need to be a focus.

GARL Closed public input.

BREAK 8:58 p.m. to 9:06 p.m.

GARL Reconvened the meeting.

DICKINSON Answered questions regarding parking stall design standards for the City of Pullman.

DISCUSSION The Commission discussed the viability of a parking requirement only when ten or more dwelling units are to be established on a given property. Anderson suggested levying the requirement on all residential development downtown, not just on developments of 10 or more units. Shannon opined that developers may determine ways to circumvent the requirements. Ronniger stated that downtown businesses are dependent upon downtown residents as much as other clientele. Opined that the market dictates who will live in a downtown development. Utzman opined that staff's proposal is a good plan. Stated that she trusts staff's judgment and professional knowledge. Gruen stated that he is sympathetic to Pioneer Hill residents and acknowledged that any decision the Commission makes is not going to make everyone happy. Expressed concerns about enforcement and improved signage for parking lots. Suggested considering changes to the allowable duration of parking and parking for downtown employees through a permit system. Crow opined that a parking requirement is necessary and stated that she is willing to support staff recommendations.

DICKINSON Answered questions regarding the legality of implementing a fee as proposed by staff.

DISCUSSION A quick poll of the Commission revealed that three would support staff suggestion no. 1 with four opposed and having differing opinions

about how it could be revised.

Garl opined that applying a standard for developments over a certain size sends a message to developers about the appropriate scale for downtown. Strongly recommended approving staff proposal and utilizing either eight or 10 units as the breaking point. Gruen argued that there is still no standard for the appearance of new developments involving parking.

DICKINSON

Suggested that the Commission answer the question: Is there a need for an off-street parking requirement for downtown residences?

GARL

Asked the Commission to respond to the question posed by Dickinson. Anderson, Crow, Garl, Shannon and Utzman all agreed that there was a need for an off-street parking requirement for dwellings in downtown Pullman. Gruen and Ronniger dissented.

GARL

Stated that since there was a majority of Commission members agreeing there was a need for an off-street parking standard, the next question was at what level of development should the requirement be imposed. A majority of Commission members agreed that 10 dwellings was an acceptable threshold.

RECOMMENDATIONS

A majority of the Commission members agreed to the following recommendations:

- Amend the zoning code regulations for the C2 Central Business District as follows:
 - 1) apply parking requirements only when 10 or more dwelling units are to be established on a given property;
 - 2) when parking is required, allow the parking requirement to be satisfied through a variety of means, such as on- or off-site parking at one space per dwelling unit, submittal of a parking fee to the city, or utilization of public parking lot spaces with Council approval;
 - 3) when parking is required under Item 2) above, the developer shall apply for a conditional use permit through the Board of Adjustment to show how the project would meet certain design standards to protect the historic character of the downtown
- Provide better code enforcement of existing parking regulations in the downtown area
- Review the effectiveness and enforcement of the current on-street residential parking permit system currently in place on College Hill
- Consider an on-street parking permit system for Pioneer Hill neighborhoods, as circumstances warrant, or if residents request such a program

- More clearly identify existing downtown parking lots through enhanced signage, widely disseminated maps, and other appropriate means
- Explore the development of a parking structure(s) downtown with the assistance of outside funding such as grants or loans; possible relocation or association with a centralized transit stop may enhance such funding applications
- Review all on- and off-street public parking spaces downtown related to time limits, sufficiency of accessible parking, and other related factors; the 12-hour limit currently assigned to the “Spot Shop” public parking lot should be given special attention in this regard
- Consider the establishment of park and ride parking lots outside the C2 downtown area
- Provide more bicycle racks downtown, such as in the Pine Street Plaza, to facilitate use of bicycle transportation in the central business district
- For downtown employees, consider the establishment of parking spaces designated for these individuals, or arrange for a parking permit system for employees

UPCOMING MEETINGS

Utzman stated unavailability for the March 26, 2008 meeting.
Crow stated unavailability for the April 23, 2008 meeting.
No known unavailability for the May 28, 2008 meeting.

NEW BUSINESS

Garl informed the Commission members of the Planning Association of Washington meeting to be held April 30th and May 1st in Chelan; explained that historically the City has been willing to at least assist with the registration cost.

Dickinson stated there was a Planning Commission Short Course in Asotin on Tuesday, March 18, 2008, beginning at 6:30 pm.

MOTION

Crow moved to adjourn the meeting. Shannon seconded and the meeting was adjourned at 10:36 pm.

ATTEST:

Chair

Planning Director

Secretary