



CITY OF PULLMAN

Public Works and Planning Departments

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MEMORANDUM

TO: Pullman Planning Commission

FROM: Pete Dickinson, Planning Director *PD*

FOR: Meeting of February 13, 2008

SUBJECT: Downtown Parking

DATE: February 8, 2008

In order to assist in the formulation of definitive recommendations to the City Council regarding downtown parking, you decided at your last meeting to conduct a workshop on February 13. This upcoming workshop will involve an informal discussion of pertinent issues and possible solutions. Planning staff has invited various stakeholders to participate in the event, including downtown merchants, Chamber of Commerce staff, Pioneer Hill Association members, real estate developers, design professionals, and WSU officials.

To aid in the discussion at the workshop, staff offers below a list identifying many of the options for downtown parking that have been considered by the Commission, staff, or others to date. Appropriate resolution of this matter may involve implementation of one option, or several options in combination. A minimum expectation of the Commission is that, by early March, it will provide the Council with a recommendation on the specific question of whether the city should impose an off-street parking requirement for residential uses in the central business district, and if so, what that requirement should be.

- take no action
- create a comprehensive downtown plan

- revise zoning code to require:
 - 1 off-street parking space per residence
 - 1 off-street parking space per bedroom
 - 1 off-street parking space for every two bedrooms
 - off-street parking at the site of the housing or a fee in lieu of the parking that would be used by the city for future parking improvements downtown
- establish design standards for parking facilities in the downtown area
- impose an off-street parking requirement only when a developer applies for a conditional use permit to increase housing density over the standard amount (this ability to request an increase in housing density [to a maximum of twice the standard number of dwelling units] is already provided for in the zoning code)
- separate the downtown into specific precincts that would have different off-street parking requirements (e.g., no parking required in the central core, some parking required in outer portions of downtown)
- revise the zoning code to allow parking for residential uses on the ground floor of a structure (perhaps requiring conditional use permit approval for this arrangement)
- adjust the time restrictions on existing city parking lots
- allow for limited private use of public parking lots through a public approval process involving the Board of Adjustment or City Council
- provide better identification of existing parking opportunities downtown
- create an impact fee zone or taxing district to help fund downtown parking improvements
- create on-street parking permit zones within the downtown or adjacent residential areas to better control parking on the street
- provide enhanced enforcement of existing parking regulations
- utilize nearby WSU parking lots for parking vehicles of long-term downtown users (e.g., employees)
- allow developers to acquire one or more public parking lots downtown so they can redevelop them into higher capacity parking facilities
- adjust city transit operations to better facilitate use of downtown without the need for a personal vehicle
- employ parking reduction strategies, involving such actions as charging motorists directly for parking facility use, and providing incentives for ride-sharing and transit use

As a reminder, staff furnishes below the points regarding downtown parking that have been agreed upon by the Planning Commission over the past year. At your meeting of August 22, 2007, you reached consensus on the following statements:

- parking for residential uses in the central business district is a potential future problem that should be addressed in some fashion today
- the Commission would cautiously approach the creation of any new parking regulations, but it would consider recommending minimal parking requirements in order to set certain expectations for residential development downtown
- the Commission might be receptive to allowing the use of the ground floor of downtown structures for residential parking
- the Commission will defer action on all of these measures until after the City Council has addressed its 2007 goal regarding downtown issues to ensure it is proceeding in accordance with Council direction

At your meeting of November 28, 2007, you reached consensus on the following recommendations to the Council:

1. Provide better code enforcement of existing downtown parking regulations.
2. More clearly identify parking opportunities downtown.
3. Explore permit parking for downtown residents in central business district parking lots.
4. If parking is required for downtown residential uses, then design standards for that parking should be developed.

Planning staff anticipates another Commission meeting this month (to be held most likely on your regular meeting date [February 27]) to continue your deliberations regarding this subject.