



CITY OF PULLMAN

Public Works and Planning Departments

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MEMORANDUM

TO: Mayor Johnson and Pullman City Council

FROM: Pete Dickinson, Planning Director *PD*

FOR: Meeting of March 4, 2008

SUBJECT: Downtown Parking

DATE: February 28, 2008

At the City Council meeting of December 4, 2007, planning staff stated that the Planning Commission had reached consensus on four recommendations pertaining to the subject of downtown parking. These recommendations promoted enhanced enforcement of parking regulations, better identification of parking opportunities downtown, exploration of a parking permit system for downtown residents, and establishment of design standards if an off-street parking regulation is imposed for residential uses in the central business district. After receiving this information, the Council asked the Planning Commission to provide more definitive recommendations on the topic by March of 2008. This memorandum documents the Commission's efforts to comply with the Council's request.

On January 23, the Planning Commission devoted a portion of its meeting to the subject of downtown parking. At that time, the Commission accepted public comment and briefly discussed relevant issues. (Please see Attachment "A," 1/23/08 Commission Meeting Minutes [Excerpt], for a more detailed account of this session.)

The Commission called a special meeting on February 13 to conduct a workshop about parking in the central business district with various stakeholders, such as Pioneer Hill residents, downtown merchants, officials from the Chamber of Commerce and WSU, real estate developers, and design professionals. Many in attendance agreed this workshop was a success in bringing together interested parties for a thorough discussion of issues and possible solutions. Many valuable ideas were raised, and all parties in attendance seemed to gain a better understanding of the different perspectives involved. (For a summary of the proceedings, please refer to Attachment "B," 2/13/08 Commission

Meeting Minutes.)

On February 27, the Planning Commission held another meeting to address this subject. In preparation for this meeting, planning staff presented the following analysis in a memorandum to the Commission:

For planning staff, the discussion at the February 13 workshop served to clarify the basic issue, namely: parking for residential uses downtown is a potential future problem that should be addressed at the present time. As noted in previous meetings, the City Council has requested that the Planning Commission provide specific recommendations related to this matter by March. A minimum expectation of the Commission is to provide a suggestion to the Council regarding whether or not an off-street parking requirement should be imposed for downtown residential uses. In order to accomplish this task set forth by the Council, planning staff is asking the Commission to make its final recommendations at the upcoming meeting of February 27.

At the February 13 meeting, participants expressed interest in developing certain principles as a guide to formulate your recommendations. In planning staff's view, these principles are already contained in various portions of the existing Comprehensive Plan. Statements from the plan that directly correspond to the subject are presented in the attached document entitled, "Provisions of the Pullman Comprehensive Plan Related to Downtown Parking" [Attachment "C"].

Following a review of these Comprehensive Plan objectives and pertinent information gathered by the Planning Commission to date, planning staff believes that a change to the zoning code parking standards is warranted for residential uses in the downtown area. During Commission meetings over the past few months, some good suggestions have been offered about improving management of parking in the central business district (through such means as enhanced enforcement and amending the hourly restrictions for public parking), but these administrative modifications would not likely resolve parking issues associated with large scale residential development in the C2 [Central Business] district. Another proposal—the concept of developing more parking facilities downtown (e.g., parking structures)—has considerable merit as a longer term solution, but it would not address the current concern.

In planning staff's view, new zoning code standards are needed to ensure that major residential developments downtown do not create undue parking congestion in the central business district or adjacent residential neighborhoods. As envisioned, the standards would not apply to smaller projects, allowing developers of these ventures the freedom to establish off-street parking in accordance with

market forces. In those instances when parking would be required, considerable flexibility would be permitted in addressing the need. Finally, some form of design standards would be applied to help retain the historic character of the downtown area.

In accordance with this analysis, planning staff presented its recommendation on the matter at the Commission meeting of February 27. This recommendation involved the following amendments to the C2 district regulations of the zoning code: 1) require parking only when 10 or more dwellings are established on a property; 2) when parking is mandated, allow for a variety of means to conform to the parking requirements, such as providing parking at one space per dwelling on- or off-site, furnishing a fee to the city for future downtown parking improvements in lieu of providing parking, and utilizing spaces within public parking lots through a permit system upon authorization by the City Council; and 3) if an existing structure is proposed to be fully or partially demolished to accommodate required parking, then the developer must apply for a conditional use permit through the Board of Adjustment to ensure conformance with certain design standards formulated to protect the traditional storefront character of the downtown.

To provide further justification for these suggestions, planning staff presented several additional remarks. It reminded the Commission that its parking study revealed very few downtown properties that are likely to be developed with apartments in the foreseeable future, thus lessening the need for extreme parking control measures. Staff commented that the dominant concern expressed thus far about downtown parking related to major residential developments (in the range of 25 to 50 dwellings per parcel), pointing out that a 2007 proposal to establish nine dwelling units at the northeast corner of Paradise and Daniel Streets received little criticism. Staff opined that there is a “self-selection” process that occurs regarding residences with limited parking in the central business district—potential tenants with multiple vehicles will most often pass over downtown dwellings in favor of apartments elsewhere in the city that offer more convenient parking options. Finally, staff stated that a significant factor in devising its recommendation was an interest in discouraging motor vehicle use in the central city.

Following presentation of the staff report, the Planning Commission solicited public input. The following individuals (categorized for purposes of summarizing their comments below) provided remarks to the Commission:

Residents of Adjacent Neighborhoods

Rich Scott, 360 SE High Street

Todd Butler, 610 SE High Street

Jo Mark, 1165 S. Grand Avenue

Duane DeTemple, 425 SE High Street

Alex Hammond, 1110 NE Indiana Street
Jim Hill, 550 SE High Street
Elena Robertson, College Hill resident

Members of the Real Estate Development Community

Evan Laubach, 248 NW Sunrise Drive
Mike Yates, 107 S. Grand Avenue
Justin Rogers, 2355 NW Ridge Line Drive

The comments made by residents of neighborhoods adjacent to the downtown are summarized as follows:

- residential neighborhoods need protection from significant development of dwelling units downtown and resulting parking impacts
- the predominant opinion offered was that off-street parking for each downtown dwelling should be provided at a rate of one space per bedroom, but one Pioneer Hill resident expressed general support for planning staff's recommendation
- the city should consider the creation of a parking commission for further study of this matter
- an on-street parking permit program for Pioneer Hill could be useful, but such a program is also a "hassle" for affected residents
- there is a need in the downtown area for more bike routes and bike racks
- the existing College Hill on-street parking permit system would benefit from more consistent enforcement

The statements presented by members of the development community are summarized as follows:

- there is a need for a comprehensive review of land use and transportation matters in the downtown area, as opposed to addressing a narrow range of issues related to downtown parking
- imposing any additional zoning code regulations will inhibit downtown redevelopment and revitalization
- if a parking requirement is recommended, some flexibility in the size/configuration of parking stalls should be allowed

At the meeting, neighborhood residents and developers alike expressed support for establishing a parking structure(s) in the downtown area.

In addition to the above-described oral comments, the following documents were presented for consideration at the Planning Commission meeting or shortly thereafter:

- Memo from Rich and Donna Scott, dated 2/26/08 (Attachment "D")
- Document from Pioneer Hill Association entitled, "Pullman Downtown C-2 Parking," dated 2/27/08 (Attachment "E")
- Letter from Evan Laubach, dated 2/27/08 (Attachment "F")
- Letter from Mike Yates, dated 2/27/08 (Attachment "G")
- Email message from Mike Yates, dated 2/28/08 (Attachment "H")

After accepting public input at its February 27 meeting, the Planning Commission discussed the matter. Most of the Commission members stated that an off-street parking requirement for downtown residences, in concert with other actions, should be pursued. Two members of the Commission expressed interest in further study of the subject prior to making a formal recommendation, noting their concern that the imposition of an off-street parking requirement for apartments in the central business district would likely curtail downtown revitalization. In the end, a majority of the Commission agreed upon a series of recommendations for the Council's consideration. These recommendations are presented in Attachment "I."

The Council is requested to review the Planning Commission's recommendations regarding downtown parking and provide appropriate direction to the Commission and/or staff.

ATTACHMENTS

- "A" 1/23/08 Planning Commission Meeting Minutes (Excerpt)
- "B" 2/13/08 Planning Commission Meeting Minutes
- "C" Provisions of the Pullman Comprehensive Plan Related to Downtown Parking
- "D" Memo from Rich and Donna Scott, dated 2/26/08
- "E" "Pullman Downtown C-2 Parking" from Pioneer Hill Association, dated 2/27/08
- "F" Letter from Evan Laubach, dated 2/27/08
- "G" Letter from Mike Yates, dated 2/27/08
- "H" Email message from Mike Yates, dated 2/28/08
- "I" Planning Commission Downtown Parking Recommendations

REGULAR BUSINESS
Conduct discussion
regarding parking in the
downtown area.

Dickinson stated that at its November 28, 2007 regular meeting, the Commission reached consensus on four recommendations pertaining to parking in the central business district. On December 4, 2007, the City Council conducted a discussion regarding the Planning Commission's recommendations. At the conclusion of its discussion, the Council stated its interest in obtaining more definitive recommendations from the Commission on this topic, including an assessment of the need for an off-street parking requirement for downtown residential uses. The Council requests these recommendations from the Commission by March of 2008.

Staff anticipates a meeting in the next couple weeks that would involve several downtown parking stakeholder groups and is awaiting the outcome of this meeting prior to transmitting additional substantive information to the Commission.

Dickinson answered questions regarding getting the stakeholders together; if parking design standards for the downtown business district would affect Grand Avenue; early morning parking restrictions in public parking areas.

DISCUSSION

The Commission discussed the appropriateness of regulations for downtown public spaces being utilized by residential development.

GARL

Invited public comment.

BRYCE ERICKSON

Stated that he is the owner of B&L Bicycles downtown, and that his business has been in that space for 13 years. States that downtown is starting to revitalize and that he is in favor of development because it brings people to downtown. Opined that the public parking lots,

especially the new lot near the Spot Shop, are being used as “park-and-ride” lots. Expressed the desire to see viable retail on the street level. Opined that nobody, including developers, wants a development without parking available. Expressed opposition to providing parking permits to downtown residents that will clog up merchant parking. Stated emphatically that he wants parking downtown to be available for retail clients.

DICKINSON Answered questions regarding enforcement.

DISCUSSION The Commission discussed that many of the suggestions are being made under the assumption that the parked cars will be moved regularly, but that this may not be the case for some downtown residents.

EVAN LAUBACH Stated that he is a civil engineer and has worked in areas from site design to structure design. Some of the projects he has worked on are Town Centre, Bridgeway, and Paradise Lofts. Observed that although he worked in downtown Pullman for 19 years, he never once received a ticket in all that time; however, he did receive a ticket as soon as he went into business for himself. Indicated that he worked for the City of Moscow for a short time, and that their research indicated a 3-hour parking limit in downtown was optimum for them. Explained that the building code for ‘accessible’ parking spaces states that when parking stalls are provided, the first stall shall be a handicapped, van-accessible stall. Opined that Pullman downtown is strictly defined by geography and current development and that prior development has been creative in providing parking but that required parking will affect the layout of a project. Listed several sites in downtown Pullman where former building sites are now parking lots. Suggested a “target system” for downtown with no parking in the core surrounded by rings of development where parking is allowed in increasing amounts. Answered questions regarding whether he has shared this view with other downtown stakeholders. Suggested shared parking groups or a community parking center with a required deposit from developers to help fund the construction of the parking center. Also suggested remote parking options for downtown. Noted that downtown Lewiston, Idaho, has very few vacant storefronts with parallel parking along the street and only one parking lot fronting the downtown. Suggested interviewing the City of Lewiston about the recent development of a dormitory-type building in their downtown with retail on the main floor.

JO MARK Requested that if an increase in off-street parking is going to be encouraged, that the design standards also address the safety of residents to regulate parking so that emergency services can access private

property as necessary.

GARL

Opined that the Commission is not in a position at this time to make stronger recommendations than it did in November 2007. Recognized that they are trying to balance multiple issues.

DISCUSSION

Commissioners discussed having a meeting with stakeholders in February, 2008. Requested that staff formulate a workshop meeting and encourage WSU stakeholders to attend. Also requested that maps of streets, parking lots and buildings of downtown be provided. Further requested that the meeting start no earlier than 7:00 pm on Wednesday, February 13, 2008.

REGULAR BUSINESS
Election of Chairperson
and Vice-Chairperson

Crow moved to elect Garl as Chairperson and Ronniger as Vice-Chairperson for 2008. Seconded by Gruen and passed unanimously.

OTHER BUSINESS

ANDERSON

Asked about the League of Women Voters' proposal for a pre-application community meeting. Dickinson advised that he is awaiting direction from the City Attorney.

UPCOMING MEETINGS

No Commissioners expressed difficulty with attending upcoming regular meetings.

MOTION

Crow moved to adjourn the meeting. Seconded by Shannon and passed unanimously.

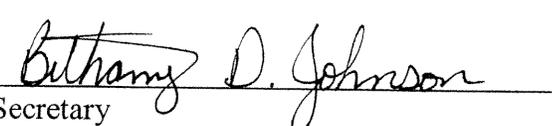
ADJOURNMENT

The meeting was adjourned at 9:57 pm

ATTEST:


Chair


Planning Director


Secretary

- Jeff Guyett, 725 SE Jackson Street
- Bill Gnaedinger, 300 SE Pioneer Street
- Craig Beaumont, 1005 SE Crestview Street
- Tom Handy, 245 SE Paradise Street
- John Shaheen, WSU, Director of Parking, Transportation & Visitor Center

DISCUSSION

Points that were brought up during the discussion:

- There is potentially a parking problem in the CBD
- There is limited space and competing constituencies
- Management of existing parking is a problem
- Long-term parking lots are being used as park-and-ride lots
- The Paradise Street lot had an excessive number of permits issued (more permits than parking stalls)
- Downtown growth leads to increased pressure on parking
- The problems are not necessarily related to CBD housing
- Parking issues are dynamic
- Hourly restrictions may be too permissive in some of the lots - specific mention was made of the public lot near the Spot Shop
- Downtown employees use parking spaces
- Pioneer Hill is more vulnerable to the parking issues because of its proximity to the CBD
- The Planning Commission needs to think comprehensively; changing parking standards is not thinking comprehensively
- Revitalization of CBD is partly due to code stability over the past 20+ years
- Codifying off-street parking in the C2 zone: should it happen?; it would provide stability and some assurances for nearby neighborhoods; preference is for 1 space per dwelling; such a requirement could deter development.
- Downtown residents are a unique demographic type
- Recognize that the city's current standard is the norm
- Limited number of developable sites
- Keeping current standards allows for creativity; not as restrictive
- Accessible parking spaces take up much space
- Parking standards might disturb the CBD's cozy atmosphere
- Downtown development has momentum right now
- Should not compromise storefront character
- Already lost much of CBD to parking
- A number of constraints exist to developing parking in CBD (e.g., existing structures, topography, river).
- Residents need parking 24/7, not just at night.
- Should structure of parking management change?
- Concerns about large residential development with limited parking in CBD
- Would parking requirements be applied only to new

development; not to refurbishment of existing development?

- For merchants, the parking problem is most visible between 11 am – 3 pm, Monday-Friday; change the parking hour restrictions from 2 to 3 hours downtown.
- Need to develop a vision
- For downtown merchants, the more people within walking distance the better for their businesses
- C2 district unlikely to expand
- Consider consequences of our actions

MIKE YATES
107 S. Grand Ave., D
Pullman, WA 99163

Pondered the effect of Pioneer Square on the statistics provided by Dickinson; Pioneer Square contains 45 apartments and provides only 17 off-street parking spaces. When combined with the earlier information, if this development is not considered, then there are 72 dwellings with 94 off-street parking spaces provided.

DISCUSSION

Some solutions presented by the attendees included:

- Better enforcement/management of existing parking
- Allow developers to pay a fee, in lieu of providing off-street parking, for addressing future parking solutions
- Consider larger parking facilities – City needs to be involved in this effort.
- Allow overnight parking in public lots
- Consider allowing off-site parking
- Creating different precincts within the CBD that would have different parking requirements.
- Address alternative routes for traffic (i.e., ring roads)
- Slow traffic down to help merchant business
- Residential parking permit system for Pioneer Hill
- City could sell individual parking spaces in the public lots
- Secure grant funding or other funding options to develop multi-modal parking facilities; design a parking lot(s) as a hub for varied activity
- Suggest talking with owners of downtown parking facilities (e.g., banks) about offering parking for a fee to downtown residential development
- Support the following principles for downtown development
 - Retail should be accessible to all residents of Pullman, not just downtown residents
 - CBD development impact in residential neighborhoods should be minimized
 - The community is dependent on CBD vitality and residential development with the CBD is essential to this vitality

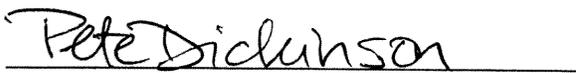
MOTION Crow moved to accept the minutes of January 23, 2008 Regular Meeting as submitted. Seconded by Shannon and passed unanimously.

ADJOURNMENT The meeting was adjourned at 10:11 pm.

ATTEST.

Chair


Secretary


Planning Director

PROVISIONS OF THE PULLMAN COMPREHENSIVE PLAN RELATED TO DOWNTOWN PARKING

FROM CHAPTER 4: PULLMAN'S FUTURE VISION

The downtown is recognized as the heart of the community. This central business district is busy, vibrant, attractive, fun, and safe...Mixed use is very common downtown, with many residential dwellings atop the first story commercial spaces.

Pullman is an attractive community, as noted by residents and visitors alike...The built environment is well-designed and well-maintained.

Historic places in the community are preserved, thereby fostering a caring attitude regarding the city's heritage. Our residents know and value the history of our city and region.

Residential neighborhoods are clean, attractive, and comfortable. People know their neighbors and interact frequently with them...Quality of life in residential areas is preserved through buffering, screening, and separating distinctly different housing types.

Residents use a variety of means to travel in and around the city: walking, bicycling, mass transit, taxi, train, and motor vehicle. People live in close proximity to their major destinations (school, work, commercial services) to shorten commuting trips.

Motor vehicles are parked off-street in parking lots or garages well-removed from the street. On-street parking spaces are available, even near the university...Plenty of parking is provided in the downtown area to accommodate employees and those conducting business there.

FROM CHAPTER 5: LAND USE ELEMENT

An attractive, vibrant downtown is essential in promoting a positive self-image for the community. Pullman's active Chamber of Commerce, and the city's past participation in the National Trust for Historic Preservation's *Main Street* program, have helped to make downtown Pullman a desirable place.

Many elements must come together to create a downtown atmosphere that attracts people. Buildings must be maintained in good repair, with attractive store fronts and inviting window displays. The area must be accessible in a variety of ways, especially to pedestrians. Clean, wide sidewalks buffered from traffic by on-street parking create a safe atmosphere for pedestrians. Well-lit, accessible off-street parking for use by downtown employees, residents, and other long-term parkers frees up the shorter-term, on-street spaces for shoppers. Public benches, or perhaps tables and chairs with umbrellas provided by eating establishments, offer respite to hungry or weary folks.

Life on downtown streets is enhanced when uses promote more than merely a "9-to-5" environment. Movie theaters, performing arts, restaurants and other elements can attract people

to downtown after hours. They may also provide pleasant diversions for people who may choose to live downtown. Thus, owners of downtown buildings may gain an economic benefit from the increased use of upper floors of downtown commercial spaces. Evening activities also promote a sense of community by bringing people with common interests together. This type of downtown environment will retain existing businesses, while attracting new businesses to the area. In order to promote this environment, grants and loans to encourage upgrading older buildings to current code standards may be needed.

Pullman's four hills define the city's neighborhoods. Each neighborhood has developed its own unique characteristics, which should be preserved. There is great value in maintaining neighborhood facilities (such as schools or parks) as a focal point for neighborhood activities.

GOAL LU1: Establish an attractive urban community, clearly distinguished from surrounding farms, and discourage inefficient sprawling development from consuming valuable agricultural land.

Policy LU1.10: Improve and maintain community appearance, including entrances to the city, streetscapes, commercial and industrial areas, and residential neighborhoods; keep property clear of refuse and debris through strict enforcement of local solid waste regulations.

GOAL LU4: Preserve opportunities for high quality, diversified life styles within the community's residential neighborhoods.

Policy LU4.2: Protect the unique characteristics of established neighborhoods from intrusion by incompatible uses.

Policy LU4.4: Buffer lower-density residential uses from the adverse and incompatible effects of commercial and higher residential density development through such means as topographic barriers, increased setback requirements, landscaping, and sight-obscuring screens.

Policy LU4.5: Promote maintenance of private property in a neat, attractive condition.

GOAL LU5: Strengthen and enlarge the economic base of the community by providing commercial areas that offer a variety of goods and services in settings that are readily accessible and attractive.

Policy LU5.1: Maintain the central business district of Pullman as the key commercial district to serve Pullman and other communities.

Policy LU5.2: Promote the development of clustered commercial facilities which will support and encourage use of a range of transportation methods.

Policy LU5.3: Promote commercial development that is attractive, pedestrian oriented, and accessible by several modes of transportation.

Policy LU5.4: Allow for the controlled use of city rights-of-way for private purposes (e.g., sidewalk cafes, farmer’s market) to enhance the vitality of the downtown area.

Policy LU5.5: Allow residential uses above the first floor in commercial areas.

Policy LU5.6: Encourage shared driveway access to parking for adjacent businesses to improve traffic flow in commercial areas.

Policy LU5.7: Improve the appearance of existing commercial areas, including signs, landscaping, parking areas, and public facilities such as sidewalks.

GOAL LU14: Protect and preserve resources that contribute to the history of Pullman and the surrounding area.

Policy LU14.2: Ensure that sites and/or areas of significant historic value are not disturbed or destroyed through any action of the city, or through any action permitted by the city, unless it can be demonstrated that such disturbance or destruction is in the best interests of the community.

Policy LU14.3: Retain the historic appearance of the downtown area and encourage residents and business owners to take pride in their own and the city’s history.

Policy LU14.4: Allow for flexibility in city standards (such as off-street parking requirements) when designated historic places are being redeveloped.

FROM CHAPTER 7: TRANSPORTATION ELEMENT

One of the greater challenges affecting the quality of life for city residents is the problem of where to put cars when they are not being used. While this problem affects all areas of the city to some degree, it is particularly endemic to College Hill. The lack of adequate off-street parking is exacerbated during the winter months, when heavy snowfalls can further limit parking availability. A two-pronged approach to the issue will involve examining alternatives to solve existing problems, while taking steps to ensure that new development does not increase these problems. At a minimum, development regulations should require that adequate off-street parking be built as a component of all new development.

New parking facilities should be both functional and attractive. They should be graded, surfaced, and maintained in a manner that minimizes storm water drainage problems. They should also be landscaped, with emphasis placed on perimeter landscaping.

The resolution of problems related to existing on-street parking, especially in the College Hill neighborhood, will require serious effort by all affected parties. The city should take a lead role in bringing the parties together to explore available options and implement proposed solutions.

GOAL T4: Provide adequate, attractively landscaped parking for all developments within the city.

Policy T4.1: Require all new development to provide adequate off-street parking and loading to reduce congestion and improve safety. Encourage WSU to provide parking on and near campus for students and visitors.

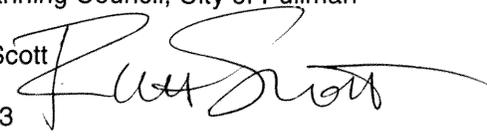
Policy T4.2: Require that off-street parking areas are graded, surfaced, and maintained to avoid creating pools of standing water, causing excessive dust, or disturbing lawns and other landscaped areas.

Policy T4.3: Ensure that all off-street parking areas are attractively landscaped around the perimeter and that larger parking areas also have interior landscaping.

Policy T4.4: Establish on-street parking permit programs where appropriate, based on the characteristics of the particular neighborhood or district.

MEMO

TO: Members of the Planning Council, City of Pullman

FROM: Rich (and Donna) Scott 
360 SE High St.
Pullman, WA 99163

DATE: February 26, 2008

RE: Downtown Parking

THANK YOU for giving us the privilege of meeting with you for the workshop two weeks ago. It is exciting to work together toward the common goal of seeing our downtown area become an active attractive town center again.

We have lived in our present home on High Street just three blocks from downtown since 1984. We love our historic residential neighborhood, know our neighbors well, and take advantage of our proximity to downtown. We enjoy going downtown and shopping, sipping a latte in one of the coffee shops and seeing friends and neighbors doing the same. Keeping downtown viable is important and critical to us, but we have grave concerns about the potential that the present lack of parking requirements for mixed residential/commercial units in downtown.

I will try to keep this brief and to the point.

FACT: Adequate parking is CENTRAL to the success of our downtown C-2 zone. It is essential for access to retail businesses, offices, and residential. If parking is not readily available businesses will relocate, or not locate to begin with. Parking is critical to employees of downtown businesses and offices.

ATTITUDE: We need an attitude where all of us are willing work together, to think outside of the box for creative workable solutions for the benefit off all to make downtown a creative, fun, vibrant part of our town...the town centre that it used to be when I was a student here in the 60's!

PROPOSAL: I would like to propose that the downtown C-2 zoning for residential buildings be the same as that required of R-2 residential zoning, with the exception of an option for developers to pay into a fund to build a parking structure as an option for the parking requirement.

JUSTIFICATION:

1. Parking is already a problem in downtown.
2. If the city deems that residential requirements are one parking stall per bedroom in R-2, why are the requirements for parking going to be any less in a C-2 zone for residential. We should be consistent.
3. The clientele who will live downtown will most likely not be the same as those in an R-2. How many of you are planning to move downtown. I do not have scientific data, but I would assume no families will move downtown. I imagine they will be: students, professional couples without children, retired couples, and handicapped residents who wish to be close to retail and transit. All with the same parking requirements as residents in R-2.

VISUAL STUDY OF THE NEED FOR PARKING: A year ago H&R Development had proposed a 50 apartment complex on the corner of Paradise and High Streets. To show the impact this complex would have on Pioneer Hill and Sunnyside Hill residents, my daughter and I drove around the streets at 11:00 pm on a Sunday night to see how many vacant parking spaces there were on the two hills. It's a non-scientific study, but shows the graphic need for residential parking requirements for developments downtown.

The attached aerial photos show the results. To verify the count, I went out at 11:00 pm on the following Sunday night, and the number of spaces only varied by 4...there were 4 less. All of the spaces identified are 24 hour parking. We did not identify parking that was not 24 hour.

ANALYSIS:

What we found were 197 parking spaces within 900 feet of the proposed Paradise LCC apartment complex. Of those 197, 117 spaces were occupied by local residents, and 80 were empty.

(over)

ATTACHMENT "D"

Available 24 parking for the new complex was like this:

- Within 300 feet = 0 Parking spaces
- Within 600 feet = 36 Parking spaces
- Within 900 feet = 80 Parking spaces

If 50 apartments all 2 bedroom with full occupancy, 1 car per bedroom = 100 cars.
If 1 parking space per unit was provided by the developer, 50 cars would have to park off site.

Yet, if 50 apartment all 3 bedroom with full occupancy, 1 car per bedroom = 150 cars. If 1 parking space per unit, 100 cars would have to park off site. This would occupy ALL parking spaces within 900 feet. It would impact a large portion of the residential neighborhoods of Pioneer Hill and Sunnyside Hill. It would encompass an area almost to Dexter St on High Street, over to Spring St to the east and up to Arbor St on Sunnyside Hill. The number of residences impacted is substantial.

Please note that these graphics represent a situation where the developer IS providing .75 parking space per unit. The impact at this rate will be great. This is why we feel it imperative to request one parking space per bedroom.

The impact is more than just a loss of parking convenience. This represents increased traffic in a residential neighborhood where children play. It represents a loss of parking for visitors.

I hope our survey and graphic will communicate how grave the impact to local residential neighborhoods will be if you do not require developers to provide on-site parking, or the city to provide a parking structure for residential development in C-2!

ADDITIONAL THOUGHTS:

At our workshop Evan Laubach pointed out the Federal requirement for **Handicapped parking**. I believe he indicated that if we require parking, we will be required to provide handicapped parking. I support handicap parking because I believe that many of the people who are potential tenants in C-2 residential might be elderly and handicapped because of their desire to live within walking distance of local businesses. It is a shame that we no longer have a drug store in our downtown core, because this would be even more of a draw for handicapped and elderly. Should you use this reason as a reason for leaving the parking issue as is, shame on you.

The **parking structures** are definitely viable options and we should set up a task force to look into creative funding for them. John Shaheen brought up some excellent ideas about park and ride, and a parking commission to manage downtown parking. The commission could move on both of those suggestions Wednesday night.

Finally...**YOU DO NOT HAVE TO MAKE A DECISION TONIGHT**. Tell the City Council you need more time, if you need it. I am fearful that the pressure from the City Council to have a decision to them in early March is going to create a "rushed" decision by the commission which you may regret and may come back to bite you. I sensed at the workshop that this will be a rushed decision. This needs to be thoroughly flushed out and studied. We should know more than just how many parking spaces are presently allocated to residential units within the C-2 zone. I would recommend further study:

1. A survey to determine:
 - a. What do present tenants within the C-2 zone feel about present parking. It should include other units like Coffee House Apartments who are in C-2.
 - b. How many tenants live in each unit
 - c. How many bedrooms
 - d. How many vehicles are represented in each unit
2. We need to see what other cities are doing in similar situations.
3. A parking plan should not stand alone, but be incorporated into a complete overall plan for downtown C-2 Zone renovation and development, which would include building design standards, green-belt, flood protection, transportation, user flow and access, economic development, and more.

One option you could recommend would be a moratorium on residential construction in downtown until a plan is developed.

Circles =
300 ft from
Paradise
LCC

Small
rectangle =
1 parking
space



Public On-Street Parking

Circles =
300 ft from
Paradise
LCC

Small
rectangle =
1 parking
space

Blue =
Occupied
Space at
11:00 pm

Yellow =
Unoccupied
Space at
11:00 pm

Black Circle
= 100 parking
spaces
inside the
circle



100 parking spaces

Public On-Street Parking Available

**Pullman Downtown C-2 Parking
Pullman Pioneer Hill Association
February 27, 2008**

The Pioneer Hill Association believes strongly that there is a parking problem that needs to be addressed in the current zoning of residential construction in the C-2 zone. Presently no off-street parking is required for residential construction in the C-2 zone. That needs to be addressed and modified. As residents living adjacent to the downtown C-2 zone we are directly impacted by the parking in downtown Pullman.

We encourage the city planning commission and city council to maintain a willingness to test innovative, creative programs and ideas...to agree to think outside the box and not be limited or dampened by economic constraints in this planning process. We as an association desire to see our downtown area as an attractive, creative, fun business/social environment accessible and attractive to all.

Below is a synopsis of our thoughts and recommendations:

POTENTIAL PARKING USERS:

The following are identified as people who are likely users of downtown C-2 Zone parking:

- Retail shoppers and business clients
- Retail owners and employees
- Business owners and workers
- Government employees
- C-2 Residential parking
- C-2 Residential visitors/guest
- Church members/attendees
- Park and Ride users
- Greenbelt/recreational users
- Bicycle parking, motorcycle parking, handicapped parking

PRINCIPLES: PRINCIPLES TO WORK WITHIN WHEN CONSIDERING DOWNTOWN C-2 PARKING

1. Maintain and build a successful and growing, attractive business environment in downtown Pullman with a parking plan and management that fully and actively supports that vision of a thriving downtown business center which draws patrons to it.
2. Make the downtown accessible to all users and more accommodating to handicap users. The needs of all groups potentially using downtown parking should be considered and addressed in the parking plan, giving priority to parking for retail shoppers and clients – the short-term patron. Seek to develop the most cost-effective mix of transportation modes for access to downtown, including parking. Create a downtown that is a unique destination place in Pullman and one that provides a special shopping experience.

Notes: Presently the parking supply for downtown is not managed to its maximum potential. Park and ride users fill the Spot Shop lot. Two hour parking zones limits users of the coffee shops and other downtown users. Private parking behind

businesses in the Paradise parking lot needs better management. Parking by employees and office workers often occurs on Main St taking client and shopper parking. Permit system and parking rules are not enforced. Parking is already considered a problem without the addition of C-2 residential parking if any new structures are built. Present perception is that downtown lacks access through lack of parking. Public perception is for a need of free and proximate parking.

3. Provide sufficient, safe, and convenient on-street and off-street parking to support business and retail activity in the downtown core. Public owned parking should be managed and preserved to assure patron access to the area. Designated adequate parking should also be provided specifically to meet employee demand and if need be, restricted to that group only. Residents living within the C-2 need to be provided adequate off-street parking within the C-2 zone. Parking stall standards will not be compromised. They will be wide enough for people to get in and out with families. Parking safety will be a high priority. Add to the woefully inadequate number of on-street handicap parking spaces.
4. Protect and preserve present parking condition of nearby family residents on Pioneer Hill, College Hill, and Sunnyside Hill in R-2 zones. This plan will not consider adjacent residential neighborhoods as sources for overflow parking in the C-2 Zone and will aggressively work to make sure that these adjacent areas are kept intact and not compromised by lack of parking in the C-2 zone.
5. The parking plan will preserve, augment and enhance the present green belt plan and city comprehensive plan. Any new parking structures should be built in the same style and look as present structures.
6. Promote the strategic development of off street parking facilities. Off street publicly owned parking facilities/structures should be developed in strategic locations to assure that customer/visitor/ resident access is conveniently and economically served.

Recommendations:

1. The city/planning commission establish a parking and traffic commission as a branch of the planning commission to create a parking management plan for the downtown area and oversee the management and enforcement of the parking codes in the downtown area. Traffic considerations need to be considered with parking in order to preserve on-street parking and to reduce unnecessary through traffic (especially heavy trucks) in the downtown area.
2. The planning commission set up a task force to see about funding, location, construction, and management of one or more parking structures in downtown Pullman, which will interface with the park and ride, and establish how they would play into residential development in the C2 zone. Park and ride alternatives outside of the downtown area should also be considered.
3. The planning commission recommend a change in the present zoning code which will require a minimum of 1 off-street parking space per living unit for residential dwellings in C2 zones:
 - 1 bedroom and studio: 1 parking space per unit
 - 2 bedroom units : 1.5 parking spaces per unit*
 - 3 bedroom units: 2 parking spaces per unit*

* A set fee paid to a trust fund for the construction of a public parking structure within the C-2 zone might be used to accommodate additional parking beyond 1 space per living unit. The fee would be equivalent to the approximate cost of constructing and maintaining one parking stall in a parking structure based on a study of recent parking garage costs.

Additional suggestions:

1. That the city consider the construction of a parking garage at the corner of Grand and Davis Way which would have top and bottom access and would facilitate Gladish users in addition to downtown parking needs. Other possible parking structure locations include: the present parking lot north of Paradise St between High Street and Kamiaken; the Ken Vogel property and the old Mimosa building, and the adjacent parking lot east of Mimosa; the Pullman Building Supply lot (if they move as is proposed if Wal-Mart builds).
2. The Paradise and High Street, the old Seasons Restaurant and adjoining properties, and the properties on the west side of Spring street off of Main Street, including the Pullman Baptist Church, are all prime locations for large apartment and condominium construction in the future. All of the properties butt up against R-2 zones on Pioneer Hill which will be heavily impacted by parking overflow if the lack of parking requirements for residential construction in the C-2 zone is not addressed.

February 27, 2008

Dear Planning Commission:

It is a fact that the City Council has directed the Planning Commission to provide a recommendation to them concerning the downtown parking issues that have been raised at previous Council meetings. However, this does not mean that the recommendation has to include any change at this time.

As you are all well aware, there have been many factors and issues raised at the last two Commission meetings. The following is presented based on a compilation of information gathered from downtown business owners, developers and property owners as well as design professionals and citizens interested in the vitality of the downtown.

It would be strongly recommended that the response to the City Council include statements such as the following:

- Instigation of a parking requirement in light of issues such as the accessibility parking requirements and the effect on retail store frontage at street level would have adverse effects of the current momentum in the downtown revitalization.
- Shared parking systems at this time appear to be one alternative that may address most of the issues but there are many factors that effect this direction such as location, who would construct, who would own and how would they be financed.
- There are currently very few places in the downtown area that would likely see additional development and several of those are along the river which would not accommodate any parking with respect to FEMA flood plain development requirements without significant adverse effects on the downtown retail atmosphere.
- Currently the construction of downtown living in recent years has not significantly affected the downtown parking issue. There have been other types of developments that have had more effect on downtown parking. Any currently discussed parking changes would not address these types of development.
- Current recommendation would be to not to change the current code, but rather to further investigate the parking issue within an expanded scope of reviewing the overall downtown vitality and how parking affects it. This would include looking at current downtown parking time limits, parking enforcement, parking options in conjunction with WSU and shared parking structures.

Thank you for your consideration of the above comments.

Sincerely,



Evan D. Laubach, P. E.

February 27, 2008

To: Pullman Planning Commission

Subject: Parking for Downtown Residential Uses

This letter is to formally express my concern and opposition towards any residential parking zoning changes to Pullman's downtown business district, without a consideration to a broader comprehensive plan.

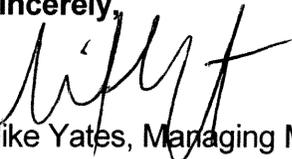
As both retail business owners (Prune Orchard – Details for Living 215 E. Main), and active participants in the renovation of several downtown properties (the old Square One Building (Market Square) at 107 S. Grand Ave, and Combine Mall Building 215 E. Main), any kind of further restrictions to the existing downtown code will only inhibit further redevelopment in Downtown Pullman.

Pullman's downtown needs more people and business to encourage stronger retail business growth in the future. Any kind of zoning change to residential parking requirements, without consideration to the broader concern of a comprehensive parking plan and the expansion of City provided parking, will only aggravate and slow an already challenging downtown business growth environment.

My recommendation is for the city to assign or hire a city advocate to lead a more comprehensive/global effort to address future business growth needs and the associated parking needed.

Thank you,

Sincerely,



Mike Yates, Managing Member

*Square One Building, LLC – Combine Mall Building, LLC – Prune Orchard Farm, LLC -
Couchman Apartments, LLC*

cell 509-553-9006

off 509-334-3182

Dickinson, Pete

From: Mike Yates [yatesm@hughes.net]
Sent: Thursday, February 28, 2008 8:14 AM
To: Dickinson, Pete
Subject: RE: Planning Commission Letter
Attachments: City Parking Letter 2-27-08.doc

Hi Pete:

Thanks for all you work and mitigation effort on the downtown parking issues. I have attached my original letter that was submitted in yesterday's meeting, and would also like my additional suggestion included below.

After hearing the Pioneer Hill association's concern for parking protection in their neighborhood, it occurred to me that the simplest way to solve this entire controversy on the short term, is to provide a permit system in their neighborhood. This was discussed last night, but wasn't pressed as a more feasible solution.

If there was a rush of development in downtown Pullman, I could understand the possible need for slight code changes, but in the current US economic and local business environment, this kind of change without a broader consideration of other downtown factors, would be a hasty move.

Personally, for the smaller type of redevelopment that I'm leaning towards, the proposal last night will not hinder me directly. The indirect affect that this proposal could have is a big concern, however. It will directly impact the amount of downtown shoppers and potential residence, that drive business for my retail/commercial tenants. Currently, I have 9 retail/commercial spaces in downtown, and also speak with many of the downtown businesses. all of the businesses want more downtown living! This directly equates to more sales and increases my ability to lease space.

I do not have deep pockets. All of my investments have been made from my retirement account and personal construction efforts. This is very important to my success, whether I invest in any additional properties or not.

Thank you,

Mike

Mike Yates, cell (509) 553-9006
Managing Member
Square One Building, LLC
Combine Mall Building, LLC
Couchman Apartments, LLC

yatesm@hughes.net

PLANNING COMMISSION RECOMMENDATIONS RELATED TO PARKING
FOR THE DOWNTOWN C2 CENTRAL BUSINESS DISTRICT

February 27, 2008

There is not a one step solution to the parking issue in the downtown C2 district. As with the recommendation made to the City Council in December and now again after extensive input from all stakeholders, the Planning Commission strongly communicates that the code change recommended must be completed in concert with the other recommendations that fall outside the Planning Commission purview.

Extensive discussion and attention was given in all sessions to reviewing the facts, limitations and scale of the C2 district. The proposed code change and recommendations reflect a consensus of these solutions.

Code Change

- 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) in those instances when parking is required (when a development is 10 units or more), allow the parking requirement to be satisfied through any one of the following means:
 - a) provide on-site parking at one space per dwelling unit,
 - b) provide off-site parking within 500 feet of the subject property at one space per dwelling unit (through purchase or lease of the applicable parking spaces),
 - c) supply a fee to the city (equivalent to the cost of furnishing on-site parking at a rate of one space per dwelling unit) that would be used for future downtown parking improvements, or
 - d) utilize spaces within public parking lots through a permit system after authorization is granted for such an arrangement by the City Council;
 - 3) when parking is required under Item 2) above, the developer shall apply for a conditional use permit through the Board of Adjustment to present plans for the proposed establishment of parking facilities, and, in evaluating the application, the Board shall observe certain criteria such as the following:
 - a) to the extent possible, the traditional storefront character of the downtown shall be retained,
 - b) additional curb cuts from a public street shall be minimized,
 - c) landscaping, topographic barriers, and/or architectural features shall be

- utilized as appropriate to buffer the parking area from the public realm,
- d) possibly allow reduced parking stall dimensions to maintain flexibility in meeting the parking requirement in a given area

Additional Recommendations

These additional recommendations are a compilation and digestion of ideas and concerns addressed by stakeholders and Commission members. It was clear to all participants that multiple factors continue to impact the actual and perceived parking problems in the C2 Business District and surrounding neighborhoods and that no one recommendation stands on its own.

- 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