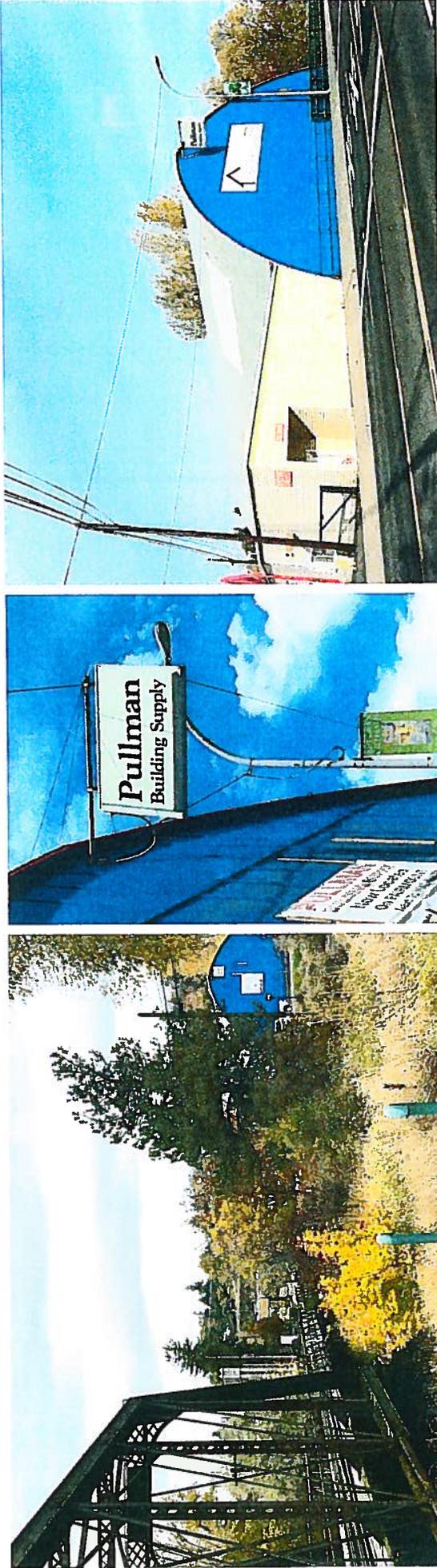
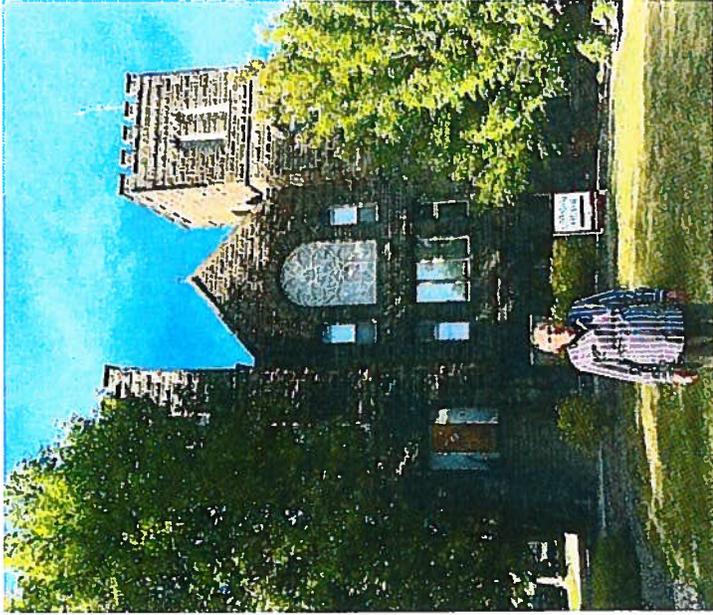


305 Grand Project

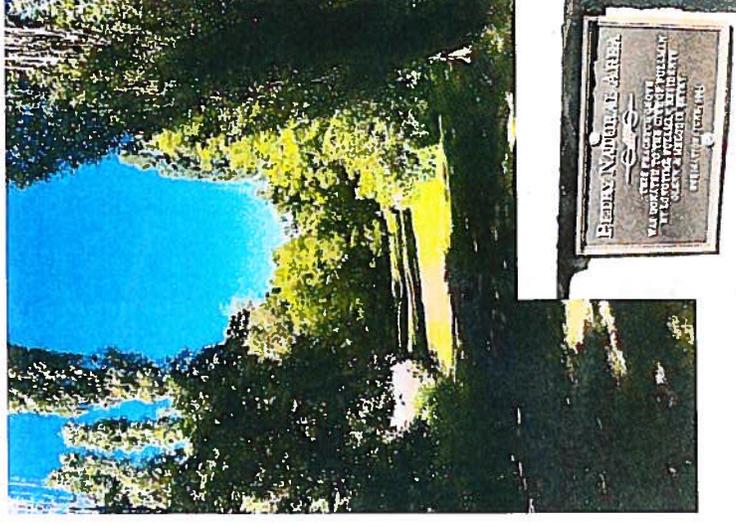


305 Grand Project

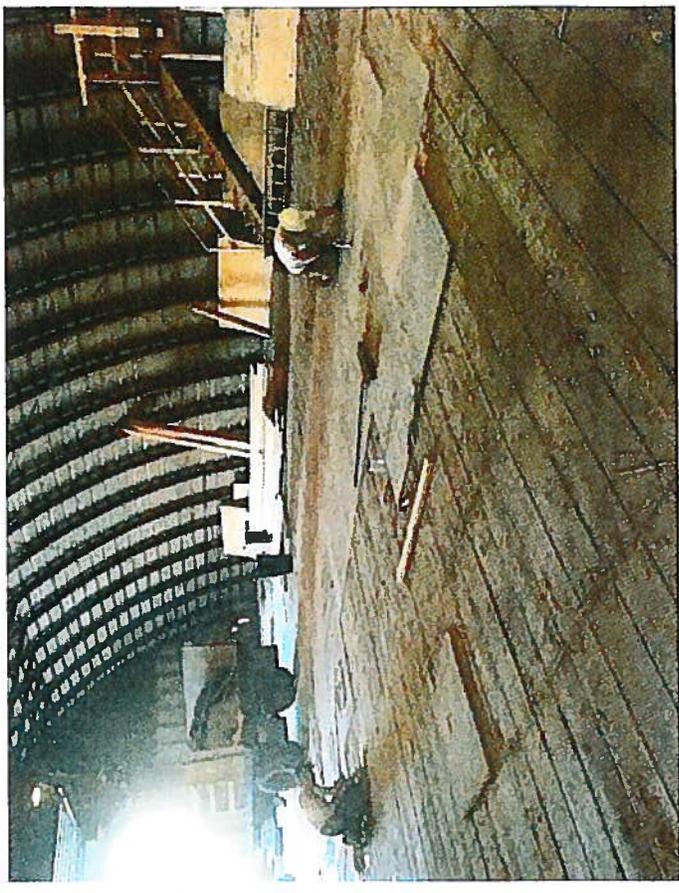
About Lumberyard Partners LLC



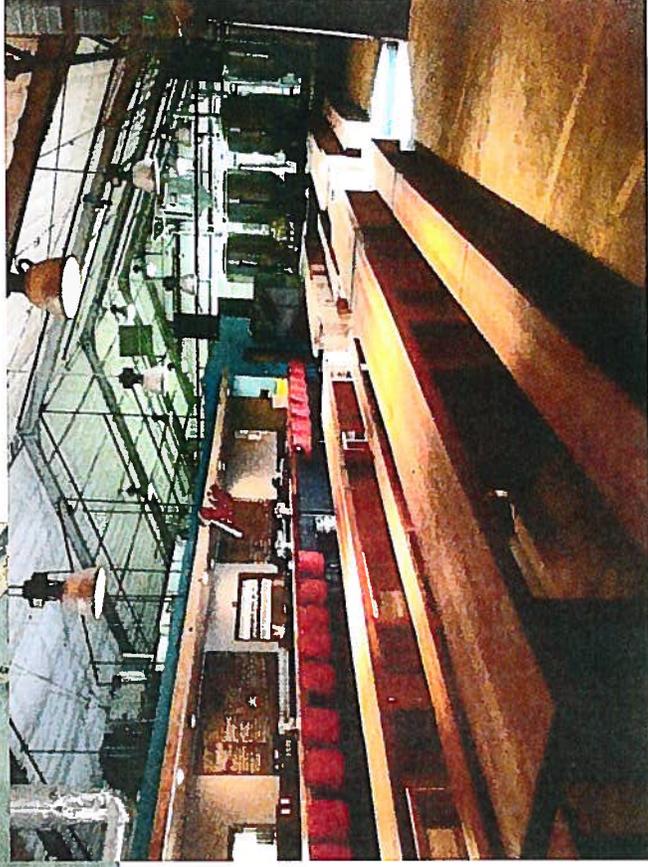
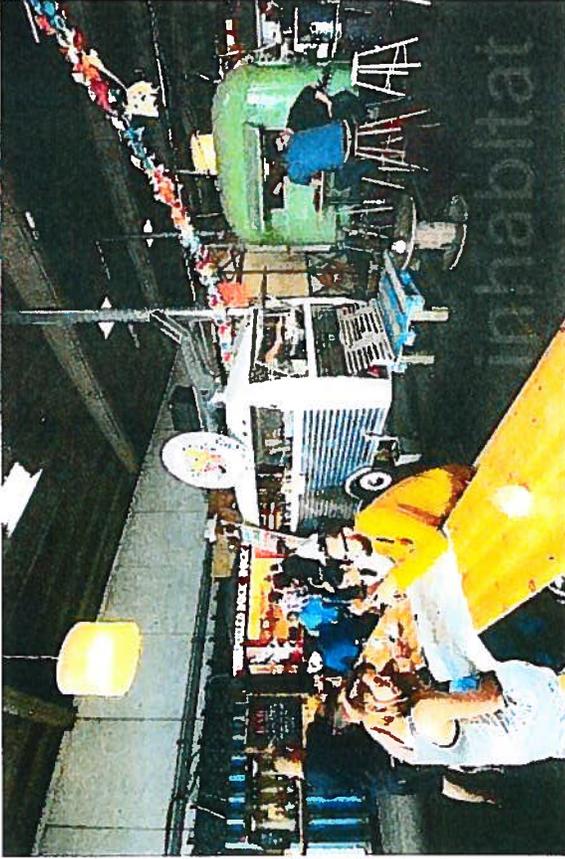
- Glenn Petry
 - Lived in Pullman for 31 Years (raised family)
 - WSU Professor
 - Longtime Pullman Developer (Greystone Church, etc.)
 - Donated Park Land to City
- Greg Petry
 - Raised/Lived in Pullman for 22 years
 - Graduated from WSU in Real Estate in 1998
 - Worked for NW based Commercial Real Estate Companies for last 18 years



Current Status + Zone Change + Major Renovation =
Future CBD Retail Amenity (Food Hall)

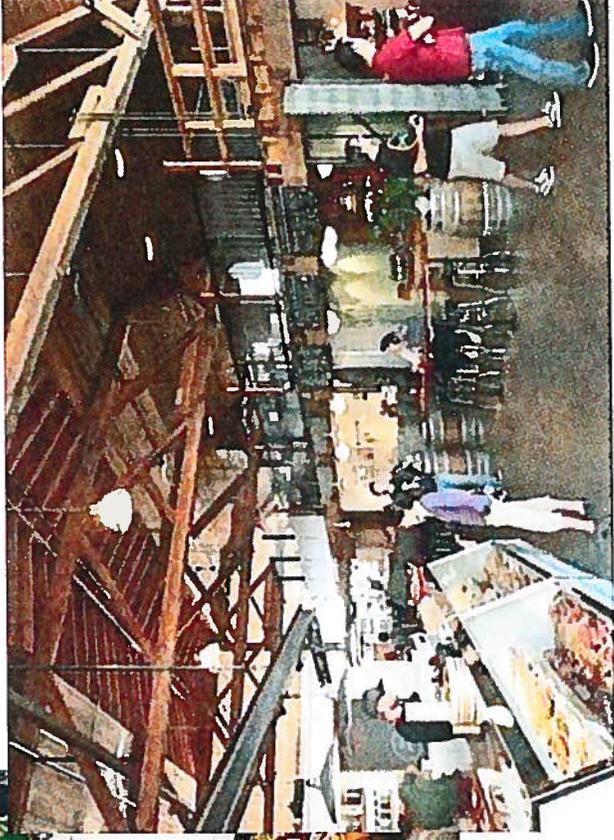
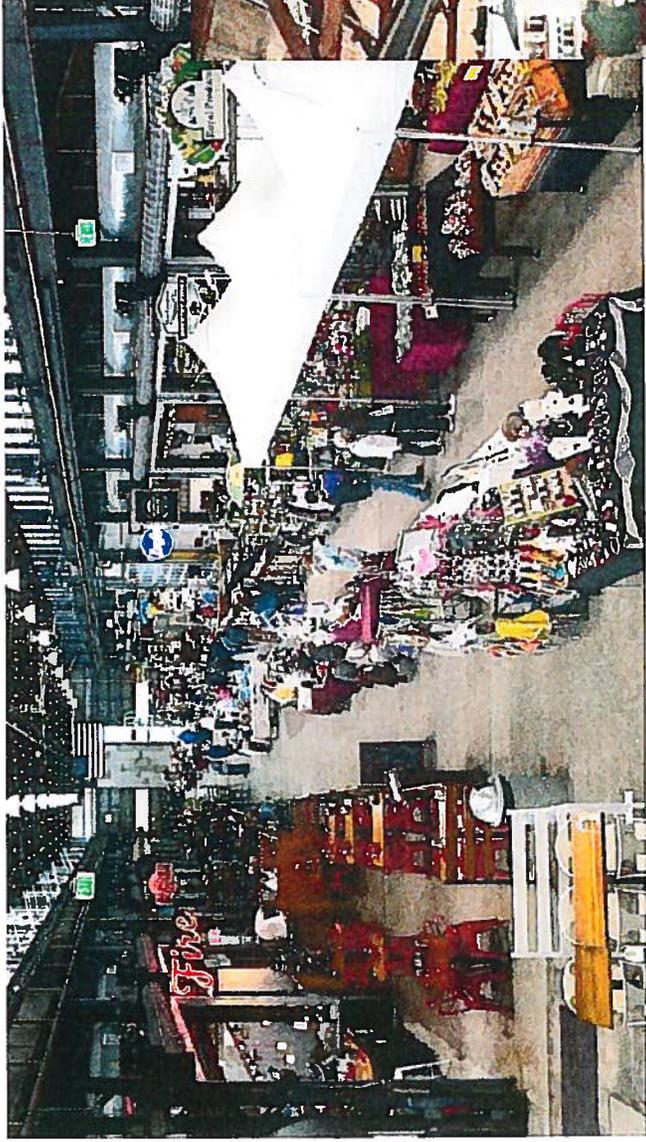


Converted Warehouse Examples



305 Grand Project

Pybus Market – Wenatchee, Melrose Market – Seattle (Smaller Tenants, Walkable, Central)



**BEFORE THE PLANNING COMMISSION
FOR THE CITY OF PULLMAN**

In the Matter of Zone Change
Application No. Z-16-2

) Resolution No. PC-2016-5
)
) A Resolution Adopting Findings of
) Fact and Conclusions Representing
) the Official Determination of the
) City of Pullman Planning
) Commission

WHEREAS, Glenn Petry, on behalf of Lumberyard Partners, LLC, requested consideration of a zone change from C3 General Commercial to C2 Central Business District with respect to real property located at 305 N Grand Avenue on Military Hill, and more particularly described in Exhibit "A," attached hereto and by this reference made a part hereof as though set forth in full herein; and,

WHEREAS, a notice of the Planning Commission public hearing on this matter was mailed to pertinent parties on October 13, 2016, said notice was published in the Moscow-Pullman Daily News on October 15, 2016, and said notice was posted at the subject property on October 11, 2016; and,

WHEREAS, a public hearing was held before the Planning Commission on October 26, 2016, at 7:30 p.m. in the Council Chambers at City Hall, 325 SE Paradise Street, Pullman, Washington, at which time public comment from persons favoring and opposing this proposal was solicited, and after hearing public comment thereon, Commission members deliberated over the matter in open session; and,

WHEREAS, this Commission now considering it appropriate to enter its formal written decision, makes and enters the following

Findings of Fact

1. The proposal under consideration involves a zone change from C3 to C2 for approximately 33,600 square feet of land located at 305 N Grand Avenue on Military Hill.
2. Planning Department Staff Report No. 16-15 provides the following zoning district descriptions:
 - C2 district:** provides for retail and service businesses in a pedestrian-friendly environment that do not require large off-street parking facilities.
 - C3 district:** provides for general commercial uses dependent upon convenient vehicular access.
3. The subject parcel consists of the former Pullman Building Supply retail center and lumber warehouse.

4. City utilities serve the subject parcel.
5. The topography of the subject parcel is fairly flat.
6. The area to the north of the subject property is zoned C3 and I2 Heavy Industrial and is occupied by businesses; the area to the east is zoned C3 and R4 High Density Multi-Family Residential and is occupied by Pufferbelly Depot, single family homes, and duplexes; the land to the south is zoned C2 and is occupied by Neill Public Library and businesses; the area to the west is zoned R2 Low Density Multi-Family Residential and I2 and is occupied by businesses, Pullman Transit transfer station, and single family homes.
7. Access to the subject property is gained by way of N Grand Avenue, designated as a major arterial on the Comprehensive Plan Arterial Street Plan Map; and NW State Street, designated as an arterial collector street on the Comprehensive Plan Arterial Street Plan Map.
8. An Environmental Checklist was submitted for this proposal on August 1, 2016; following a review of said checklist, the Responsible Official issued a Determination of Nonsignificance for the proposal on September 21, 2016.
9. Prior to the Planning Commission public hearing on this matter, notification of this proposal was distributed to a number of local agencies. Staff Report No. 16-15 provides the following description of these agencies' responses to this notification:
 - a. **Pullman Public Services Department:** *No response.*
 - b. **Pullman Fire Department:** *No response.*
 - c. **Pullman Police Department:** No law enforcement or public safety concerns.
 - d. **Pullman Public Works Department:** No concerns or objections.
 - e. **Pullman Protective Inspections Division:** *No response.*
 - f. **Pullman School District:** *No response.*
10. Staff Report No. 16-15 references the following provisions from the Pullman Comprehensive Plan and Pullman Zoning Code that are pertinent to this Comprehensive Plan map amendment and zone change proposal:

Comprehensive Plan Goals LU3, LU5, and their respective policies.

Zoning Code Sections 17.01.050 (Zoning Code Purposes), 17.80.010 (Commercial Districts General Purposes), 17.80.030 (C2 District Purposes), 17.80.040 (C3 District Purposes), 17.110.030 (Review Criteria for Comprehensive Plan Amendments), 17.110.040 (General Findings for Comprehensive Plan Amendments), 17.115.020 (Rezone Criteria).
11. Staff Report No. 16-15 includes the following passage:

Zoning Code Section 17.115.020 includes special criteria for proposed rezones involving

commercial and industrial districts. The rezone guidelines for the C2 district are as follows:

- (i) extensions of the C2 district should be contiguous to the existing C2 Central Business District;
- (ii) C2 districts should be located along major or secondary arterials as identified in the circulation element of the Comprehensive Plan;
- (iii) extensions of the C2 district should contain enough land to provide for a reasonable amount of on-site off-street parking considering the potential uses and land available.

12. Staff Report No. 16-15 states the following:

Planning staff is in favor of granting the applicant's request. Based on the discussion below, staff believes that approval of this proposal would promote the public health, safety, and welfare, and be a benefit to the residents of the city. The applicant argues that, while the railroad line currently delineates the northern boundary of the downtown district, the South Fork of the Palouse River, north of the subject property, is the logical natural boundary to this district, especially since the rail line is in the process of being abandoned.

13. Staff Report No. 16-15 reads, in part, as follows:

According to the Zoning Code, the allowable uses in the C2 and C3 districts are similar. The differences envisioned in the code for these two districts are related more to scale than activity. Generally speaking, the focus in the C2 zone is on smaller businesses that cater primarily to pedestrians (who may park in a public parking space and walk to several shops during their visit downtown). On the other hand, the emphasis in the C3 district is on sizable commercial enterprises that can sometimes generate a large amount of vehicle traffic and demand a significant number of parking spaces.

14. Staff Report No. 16-15 includes the following paragraph:

Planning staff agrees with the applicant that this proposal represents a sensible extension of C2 zoning. The parcel in question is oriented toward the downtown area given its location south of the river shoreline. It appears to be well-suited for the uses allowed in the C2 district, and it contains sufficient land for a reasonable amount of on-site parking. Given the comparable uses allowed in the C2 and C3 zones, staff anticipates that the proposed rezone would maintain compatibility with surrounding zoning and land use.

15. Staff Report No. 16-15 states the following:

Existing infrastructure at this site would accommodate C2 commercial development on the subject property. The site is accessed via NW State Street, a collector arterial, and N Grand Avenue, one of Pullman's major arterials. Therefore, staff believes the site to have sufficient access for allowable uses.

16. Staff Report No. 16-15 reads, in part, as follows:

Based on the foregoing discussion, planning staff believes the applicants' request would have a positive effect on the community's physical, economic, and social environment. Planning staff finds the proposal would be consistent with the Comprehensive Plan—particularly Goal LU5, which promotes “[strengthening and enlarging] the economic base of the community by providing commercial areas that offer a variety of goods and services in settings that are readily accessible...” Also, planning staff concludes that this application would be consistent with the applicable purposes of the zoning code, including Subsection 17.80.010(2) that advocates providing “areas where commercial uses may concentrate for the convenience of the public and in mutually beneficial relationships with each other.” Therefore, planning staff recommends that the proposed zone change be approved.

FROM the foregoing Findings of Fact, this Commission now makes the following

Conclusions

1. This proposal is consistent with the goals and policies of the Pullman Comprehensive Plan.
2. This proposal is consistent with the general purposes of the zoning code and the purposes of the proposed zoning district.
3. The uses allowed under the proposed zoning designation would be compatible with adjacent land uses and zoning classifications.
4. Existing community facilities are adequate to serve the land uses that would be allowed under the proposed zoning designation.
5. The subject property is suitable for the land uses allowed under the proposed zoning designation.
6. The discontinued use of the rail line at the southern boundary of the subject property and the orientation of the property to the downtown area provide sufficient justification for the proposed zone change.
7. This proposal meets all of the special criteria applicable to rezones that involve a change to a C2 Central Business District designation.
8. This proposal would have a positive effect on the community's physical, economic, and social environment.
9. This proposal would not have a significant adverse environmental impact.
10. This proposal would promote the public health, safety, and welfare, and would be a benefit to the residents of the city.

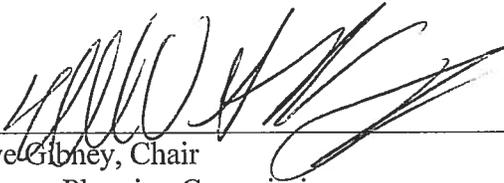
NOW, THEREFORE, IT IS HEREBY RESOLVED by the Planning Commission for the city of Pullman that, based upon the foregoing Findings of Fact and Conclusions, this Commission

now makes and enters its formal

Decision

The proposed zone change from C3 General Commercial to C2 Central Business District for the property as described herein is hereby forwarded to the City Council with a recommendation for approval.

DATED this 26 day of October, 2016.



Dave Gibney, Chair
Pullman Planning Commission

ATTEST: Pete Dickinson

Pete Dickinson, Planning Director

TRANSMITTED to the City Council through the office of the Mayor by the Planning Commission pursuant to the provisions of P.C.C. 17.180.040(1) this 1st day of November, 2016.

RECEIVED by the Mayor this 1st day of November, 2016, and certified by the Finance Director as to the date of receipt thereof.



Glenn Johnson, Mayor



Leann L. Hubbard, Finance Director

LEGAL DESCRIPTION

A Parcel of land situated in portions of the Northeast Quarter of Section 6 and the Northwest Quarter of Section 5, all in Township 14 North, Range 45 East, Willamette Meridian, located in the City of Pullman, Whitman County, Washington, and being more particularly described as follows:

Lots 5 and 6, Block 49, Original Town of Pullman, according to the plat thereof, recorded in Book A of Plats, Page 75, records of Whitman County, Washington.

EXCEPT for that portion lying within the Railroad Right of Way.

ALSO EXCEPTING any portion lying within the following described property:

A Parcel of land situated within portions of the Northeast Quarter of Section 6 and the Northwest Quarter of Section 5, Township 14 North, Range 45 East, Willamette Meridian, Whitman County, Washington, and further described as follows:

A portion of the former Union Pacific Railroad property within the City of Pullman; **BEGINNING** at the intersection of the Westerly Right of Way (ROW) boundary of Grand Avenue in Pullman and a line drawn 10 Feet Northerly of the (outermost) through track as measured from the center of said track, as existing; Thence Westerly, along a line parallel to and 10 Feet Northerly of said (outermost) through track, to Station 985+89.8 (as described in Quitclaim Deed from Palouse River and Coulee City Railroad, Inc., to State of Washington, Department of Transportation as filed under Auditor's File No. 668414 records of Whitman County, Washington); Thence Northerly, perpendicular to said (outermost) through track, 40 Feet to the Northerly ROW boundary of said Railroad (RR); Thence Easterly, along said Northerly ROW boundary, parallel to, and 50 Feet Northerly of said (outermost) through track, to the North-South subdivision line of the Northeast Quarter of said Section 6 (approximate Station 987+21.0 by RR ROW map); Thence Northerly, along the boundary of said RR ROW to a point 150 Feet Northerly of said (outermost) through track; Thence Easterly, along said Northerly ROW boundary, a line parallel to and 150 Feet Northerly of said (outermost) through track, to a point on the Westerly boundary of the North-South Alley within Block 49 of the Original Town of Pullman as recorded in Book A of Plats, at Page 75, records of said County; Thence Southerly, along the Westerly boundary of said Alley (and being the Northerly ROW boundary of said RR), to a point 50 Feet Northerly of said (outermost) through track; Thence Easterly, along a line drawn parallel to, and 50 Feet Northerly of said (outermost) through track, to a point on said Westerly ROW boundary of Grand Avenue; Thence Southwesterly, along said Westerly ROW boundary, to the **POINT OF BEGINNING**.

TOGETHER WITH,

THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL LYING EAST OF STATE STREET, CITY OF PULLMAN, WHITMAN COUNTY, WASHINGTON.

A Parcel of land situated within portions of the Northeast Quarter of Section 6 and the Northwest Quarter of Section 5, Township 14 North, Range 45 East, Willamette Meridian, Whitman County, Washington, and further described as follows:

A portion of the former Union Pacific Railroad property within the City of Pullman; **BEGINNING** at the intersection of the Westerly Right of Way (ROW) boundary of Grand Avenue in Pullman and a line drawn 10 Feet Northerly of the (outermost) through track as measured from the center of said track, as existing; Thence Westerly, along a line parallel to and 10 Feet Northerly of said (outermost) through track, to Station 985+89.8 (as described in Quitclaim Deed from Palouse River and Coulee City Railroad, Inc., to State of Washington, Department of Transportation as filed under Auditor's File No. 668414 records of Whitman County, Washington); Thence Northerly, perpendicular to said (outermost) through track, 40 Feet to the Northerly ROW boundary of said Railroad (RR); Thence Easterly, along said Northerly ROW boundary, parallel to, and 50 Feet Northerly of said (outermost) through track, to the North-South subdivision line of the Northeast Quarter of said Section 6 (approximate Station 987+21.0 by RR ROW map); Thence Northerly, along the boundary of said RR ROW to a point 150 Feet Northerly of said (outermost) through track; Thence Easterly, along said Northerly ROW boundary, a line parallel to and 150 Feet Northerly of said (outermost) through track, to a point on the Westerly boundary of the North-South Alley within Block 49 of the Original Town of Pullman as recorded in Book A of Plats, at Page 75, records of said County; Thence Southerly, along the Westerly boundary of said Alley (and being the Northerly ROW boundary of said RR), to a point 50 Feet Northerly of said (outermost) through track; Thence Easterly, along a line drawn parallel to, and 50 Feet Northerly of said (outermost) through track, to a point on said Westerly ROW boundary of Grand Avenue; Thence Southwesterly, along said Westerly ROW boundary, to the **POINT OF BEGINNING**.

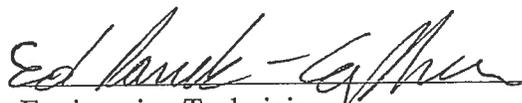
TOGETHER WITH vacated streets and alleys attached thereto by operation of law.

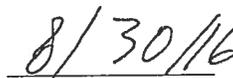
EXCEPT that parcel of land quit claimed to the Grange Supply Co., Inc. by deed filed under Auditor's File No. 667376, and corrected by Auditor's File No. 668820, records of Whitman County, Washington.

ALSO EXCEPT for that parcel of land quit claimed to the City of Pullman, a municipal corporation of the State of Washington by deed filed under Auditor's File No. 220713, Book 272 of Deeds, Page 380, records of Whitman County, Washington.

ALSO EXCEPT that portion of the above described real estate lying West of the North-South subdivision line of the Northeast Quarter of Section 6, Township 14 North, Range 45 East, Willamette Meridian, Whitman County, Washington.

Approved for Form:


Engineering Technician


Date

ORDINANCE NO. 16- 16

AN ORDINANCE AMENDING THE ZONE CLASSIFICATION FROM C3 TO C2 FOR THE REAL ESTATE HEREIN DESCRIBED CONSISTING OF APPROXIMATELY 33,600 SQUARE FEET LOCATED AT 305 N GRAND AVENUE.

WHEREAS, the Planning Commission of the city of Pullman held a public hearing on Zone Change Request No. Z-16-2 at a duly called meeting on October 26, 2016, at which public hearing the Planning Commission adopted Resolution No. PC-2016-5 recommending approval of a zone change from C3 General Commercial to C2 Central Business District for the real estate hereinafter described; and,

WHEREAS, this City Council having considered the recommendation from the Planning Commission, having discussed the advisability of the proposed zone change, and the majority of the whole Council having agreed to concur with the Planning Commission recommendation; now, therefore,

THE CITY COUNCIL OF THE CITY OF PULLMAN DOES ORDAIN AS FOLLOWS:

SECTION 1: That the Findings of Fact set out in Exhibit "A" and the Conclusions set out in Exhibit "B," attached hereto and by this reference made a part hereof as though set forth in full herein, which justify the approval of the subject zone change, are hereby adopted.

SECTION 2: That the zone classification for the hereinafter described real estate is hereby amended from C3 General Commercial to C2 Central Business District for a parcel of land approximately 33,600 square feet in size located at 305 N Grand Avenue and more particularly described in Exhibit "C" and depicted in Exhibit "D" attached hereto and by this reference made a part hereof as though set forth in full herein.

SECTION 3: Effective Date. This ordinance shall be in full force and take effect five (5) days from and after its publication, or a summary thereof is published, in the official newspaper of the city of Pullman.

PASSED by the City Council of the city of Pullman at a regular meeting held on the _____ day of _____, 2016.

SIGNED by the Mayor in Authentication and Approval Thereof on the _____ day of _____, 2016.

Glenn A. Johnson, Mayor

ATTEST:

Leann L. Hubbard, Finance Director

Approved as to Form:

Laura McAloon, City Attorney

Findings of Fact

1. The proposal under consideration involves a zone change from C3 to C2 for approximately 33,600 square feet of land located at 305 N Grand Avenue on Military Hill.
2. Planning Department Staff Report No. 16-15 provides the following zoning district descriptions:
 - C2 district:** provides for retail and service businesses in a pedestrian-friendly environment that do not require large off-street parking facilities.
 - C3 district:** provides for general commercial uses dependent upon convenient vehicular access.
3. The subject parcel consists of the former Pullman Building Supply retail center and lumber warehouse.
4. City utilities serve the subject parcel.
5. The topography of the subject parcel is fairly flat.
6. The area to the north of the subject property is zoned C3 and I2 Heavy Industrial and is occupied by businesses; the area to the east is zoned C3 and R4 High Density Multi-Family Residential and is occupied by Pufferbelly Depot, single family homes, and duplexes; the land to the south is zoned C2 and is occupied by Neill Public Library and businesses; the area to the west is zoned R2 Low Density Multi-Family Residential and I2 and is occupied by businesses, Pullman Transit transfer station, and single family homes.
7. Access to the subject property is gained by way of N Grand Avenue, designated as a major arterial on the Comprehensive Plan Arterial Street Plan Map; and NW State Street, designated as an arterial collector street on the Comprehensive Plan Arterial Street Plan Map.
8. An Environmental Checklist was submitted for this proposal on August 1, 2016; following a review of said checklist, the Responsible Official issued a Determination of Nonsignificance for the proposal on September 21, 2016.
9. Prior to the Planning Commission public hearing on this matter, notification of this proposal was distributed to a number of local agencies. Staff Report No. 16-15 provides the following description of these agencies' responses to this notification:
 - a. **Pullman Public Services Department:** *No response.*
 - b. **Pullman Fire Department:** *No response.*
 - c. **Pullman Police Department:** No law enforcement or public safety concerns.
 - d. **Pullman Public Works Department:** No concerns or objections.
 - e. **Pullman Protective Inspections Division:** *No response.*
 - f. **Pullman School District:** *No response.*

10. Staff Report No. 16-15 references the following provisions from the Pullman Comprehensive Plan and Pullman Zoning Code that are pertinent to this Comprehensive Plan map amendment and zone change proposal:

Comprehensive Plan Goals LU3, LU5, and their respective policies.

Zoning Code Sections 17.01.050 (Zoning Code Purposes), 17.80.010 (Commercial Districts General Purposes), 17.80.030 (C2 District Purposes), 17.80.040 (C3 District Purposes), 17.110.030 (Review Criteria for Comprehensive Plan Amendments), 17.110.040 (General Findings for Comprehensive Plan Amendments), 17.115.020 (Rezone Criteria).

11. Staff Report No. 16-15 includes the following passage:

Zoning Code Section 17.115.020 includes special criteria for proposed rezones involving commercial and industrial districts. The rezone guidelines for the C2 district are as follows:

- (i) extensions of the C2 district should be contiguous to the existing C2 Central Business District;
- (ii) C2 districts should be located along major or secondary arterials as identified in the circulation element of the Comprehensive Plan;
- (iii) extensions of the C2 district should contain enough land to provide for a reasonable amount of on-site off-street parking considering the potential uses and land available.

12. Staff Report No. 16-15 states the following:

Planning staff is in favor of granting the applicant's request. Based on the discussion below, staff believes that approval of this proposal would promote the public health, safety, and welfare, and be a benefit to the residents of the city. The applicant argues that, while the railroad line currently delineates the northern boundary of the downtown district, the South Fork of the Palouse River, north of the subject property, is the logical natural boundary to this district, especially since the rail line is in the process of being abandoned.

13. Staff Report No. 16-15 reads, in part, as follows:

According to the Zoning Code, the allowable uses in the C2 and C3 districts are similar. The differences envisioned in the code for these two districts are related more to scale than activity. Generally speaking, the focus in the C2 zone is on smaller businesses that cater primarily to pedestrians (who may park in a public parking space and walk to several shops during their visit downtown). On the other hand, the emphasis in the C3 district is on sizable commercial enterprises that can sometimes generate a large amount of vehicle traffic and demand a significant number of parking spaces.

14. Staff Report No. 16-15 includes the following paragraph:

Planning staff agrees with the applicant that this proposal represents a sensible extension of C2 zoning. The parcel in question is oriented toward the downtown area given its location south of the river shoreline. It appears to be well-suited for the uses allowed in the C2 district, and it contains sufficient land for a reasonable amount of on-site parking. Given the comparable uses allowed in the C2 and C3 zones, staff anticipates that the proposed rezone would maintain compatibility with surrounding zoning and land use.

15. Staff Report No. 16-15 states the following:

Existing infrastructure at this site would accommodate C2 commercial development on the subject property. The site is accessed via NW State Street, a collector arterial, and N Grand Avenue, one of Pullman's major arterials. Therefore, staff believes the site to have sufficient access for allowable uses.

16. Staff Report No. 16-15 reads, in part, as follows:

Based on the foregoing discussion, planning staff believes the applicants' request would have a positive effect on the community's physical, economic, and social environment. Planning staff finds the proposal would be consistent with the Comprehensive Plan—particularly Goal LU5, which promotes “[strengthening and enlarging] the economic base of the community by providing commercial areas that offer a variety of goods and services in settings that are readily accessible...” Also, planning staff concludes that this application would be consistent with the applicable purposes of the zoning code, including Subsection 17.80.010(2) that advocates providing “areas where commercial uses may concentrate for the convenience of the public and in mutually beneficial relationships with each other.” Therefore, planning staff recommends that the proposed zone change be approved.

Conclusions

1. This proposal is consistent with the goals and policies of the Pullman Comprehensive Plan.
2. This proposal is consistent with the general purposes of the zoning code and the purposes of the proposed zoning district.
3. The uses allowed under the proposed zoning designation would be compatible with adjacent land uses and zoning classifications.
4. Existing community facilities are adequate to serve the land uses that would be allowed under the proposed zoning designation.
5. The subject property is suitable for the land uses allowed under the proposed zoning designation.
6. The discontinued use of the rail line at the southern boundary of the subject property and the orientation of the property to the downtown area provide sufficient justification for the proposed zone change.
7. This proposal meets all of the special criteria applicable to rezones that involve a change to a C2 Central Business District designation.
8. This proposal would have a positive effect on the community's physical, economic, and social environment.
9. This proposal would not have a significant adverse environmental impact.
10. This proposal would promote the public health, safety, and welfare, and would be a benefit to the residents of the city.

LEGAL DESCRIPTION

A Parcel of land situated in portions of the Northeast Quarter of Section 6 and the Northwest Quarter of Section 5, all in Township 14 North, Range 45 East, Willamette Meridian, located in the City of Pullman, Whitman County, Washington, and being more particularly described as follows:

Lots 5 and 6, Block 49, Original Town of Pullman, according to the plat thereof, recorded in Book A of Plats, Page 75, records of Whitman County, Washington.

EXCEPT for that portion lying within the Railroad Right of Way.

ALSO EXCEPTING any portion lying within the following described property:

A Parcel of land situated within portions of the Northeast Quarter of Section 6 and the Northwest Quarter of Section 5, Township 14 North, Range 45 East, Willamette Meridian, Whitman County, Washington, and further described as follows:

A portion of the former Union Pacific Railroad property within the City of Pullman; **BEGINNING** at the intersection of the Westerly Right of Way (ROW) boundary of Grand Avenue in Pullman and a line drawn 10 Feet Northerly of the (outermost) through track as measured from the center of said track, as existing; Thence Westerly, along a line parallel to and 10 Feet Northerly of said (outermost) through track, to Station 985+89.8 (as described in Quitclaim Deed from Palouse River and Coulee City Railroad, Inc., to State of Washington, Department of Transportation as filed under Auditor's File No. 668414 records of Whitman County, Washington); Thence Northerly, perpendicular to said (outermost) through track, 40 Feet to the Northerly ROW boundary of said Railroad (RR); Thence Easterly, along said Northerly ROW boundary, parallel to, and 50 Feet Northerly of said (outermost) through track, to the North-South subdivision line of the Northeast Quarter of said Section 6 (approximate Station 987+21.0 by RR ROW map); Thence Northerly, along the boundary of said RR ROW to a point 150 Feet Northerly of said (outermost) through track; Thence Easterly, along said Northerly ROW boundary, a line parallel to and 150 Feet Northerly of said (outermost) through track, to a point on the Westerly boundary of the North-South Alley within Block 49 of the Original Town of Pullman as recorded in Book A of Plats, at Page 75, records of said County; Thence Southerly, along the Westerly boundary of said Alley (and being the Northerly ROW boundary of said RR), to a point 50 Feet Northerly of said (outermost) through track; Thence Easterly, along a line drawn parallel to, and 50 Feet Northerly of said (outermost) through track, to a point on said Westerly ROW boundary of Grand Avenue; Thence Southwesterly, along said Westerly ROW boundary, to the **POINT OF BEGINNING**.

TOGETHER WITH,

THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL LYING EAST OF STATE STREET, CITY OF PULLMAN, WHITMAN COUNTY, WASHINGTON.

A Parcel of land situated within portions of the Northeast Quarter of Section 6 and the Northwest Quarter of Section 5, Township 14 North, Range 45 East, Willamette Meridian, Whitman County, Washington, and further described as follows:

EXHIBIT "C"

A portion of the former Union Pacific Railroad property within the City of Pullman; **BEGINNING** at the intersection of the Westerly Right of Way (ROW) boundary of Grand Avenue in Pullman and a line drawn 10 Feet Northerly of the (outermost) through track as measured from the center of said track, as existing; Thence Westerly, along a line parallel to and 10 Feet Northerly of said (outermost) through track, to Station 985+89.8 (as described in Quitclaim Deed from Palouse River and Coulee City Railroad, Inc., to State of Washington, Department of Transportation as filed under Auditor's File No. 668414 records of Whitman County, Washington); Thence Northerly, perpendicular to said (outermost) through track, 40 Feet to the Northerly ROW boundary of said Railroad (RR); Thence Easterly, along said Northerly ROW boundary, parallel to, and 50 Feet Northerly of said (outermost) through track, to the North-South subdivision line of the Northeast Quarter of said Section 6 (approximate Station 987+21.0 by RR ROW map); Thence Northerly, along the boundary of said RR ROW to a point 150 Feet Northerly of said (outermost) through track; Thence Easterly, along said Northerly ROW boundary, a line parallel to and 150 Feet Northerly of said (outermost) through track, to a point on the Westerly boundary of the North-South Alley within Block 49 of the Original Town of Pullman as recorded in Book A of Plats, at Page 75, records of said County; Thence Southerly, along the Westerly boundary of said Alley (and being the Northerly ROW boundary of said RR), to a point 50 Feet Northerly of said (outermost) through track; Thence Easterly, along a line drawn parallel to, and 50 Feet Northerly of said (outermost) through track, to a point on said Westerly ROW boundary of Grand Avenue; Thence Southwesterly, along said Westerly ROW boundary, to the **POINT OF BEGINNING**.

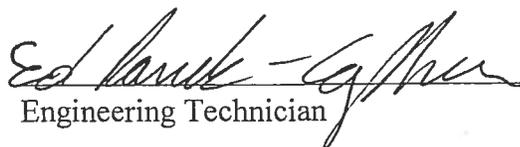
TOGETHER WITH vacated streets and alleys attached thereto by operation of law.

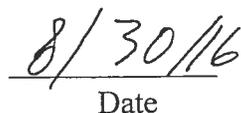
EXCEPT that parcel of land quit claimed to the Grange Supply Co., Inc. by deed filed under Auditor's File No. 667376, and corrected by Auditor's File No. 668820, records of Whitman County, Washington.

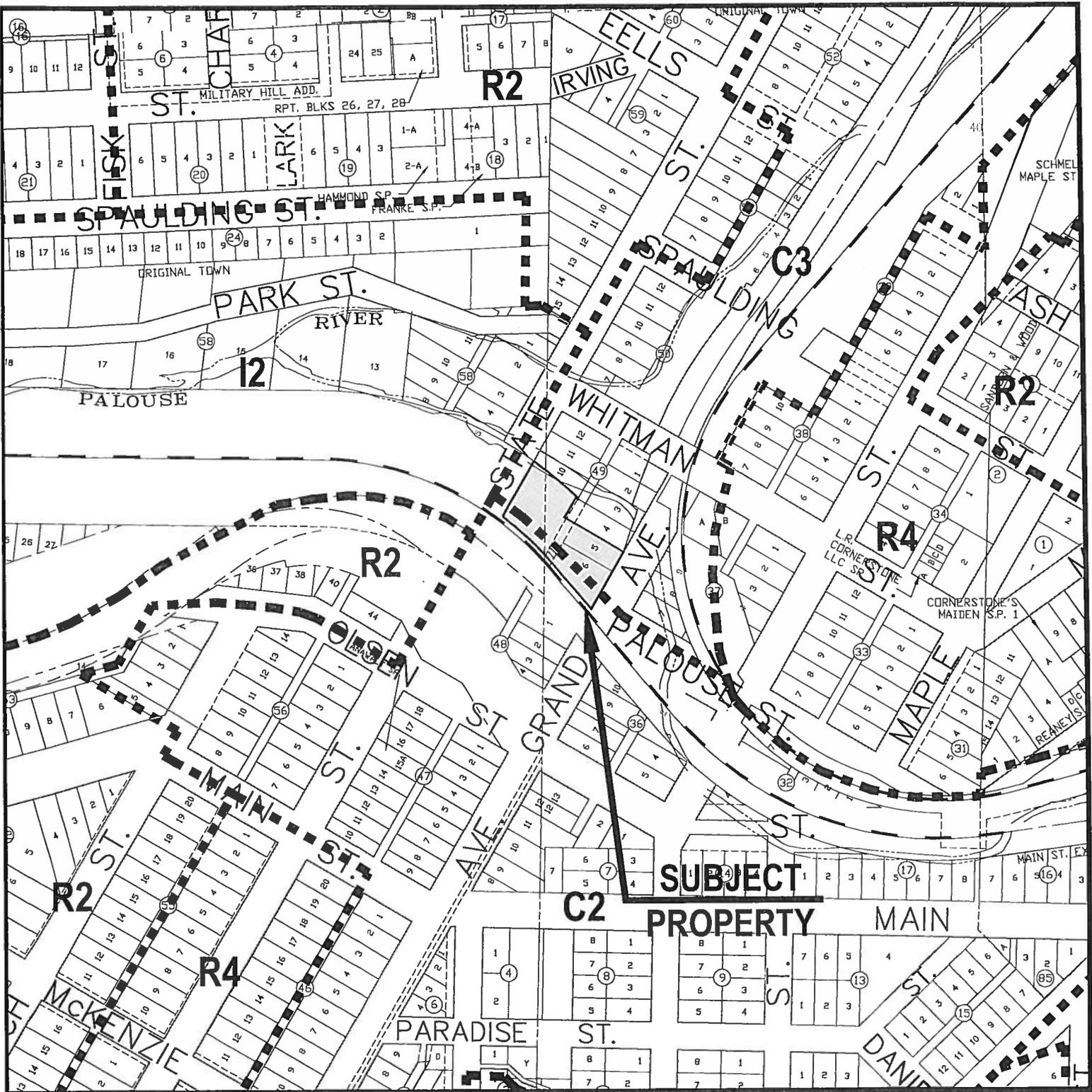
ALSO EXCEPT for that parcel of land quit claimed to the City of Pullman, a municipal corporation of the State of Washington by deed filed under Auditor's File No. 220713, Book 272 of Deeds, Page 380, records of Whitman County, Washington.

ALSO EXCEPT that portion of the above described real estate lying West of the North-South subdivision line of the Northeast Quarter of Section 6, Township 14 North, Range 45 East, Willamette Meridian, Whitman County, Washington.

Approved for Form:


Engineering Technician

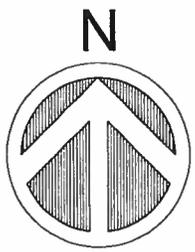

Date



SUBJECT PROPERTY



ZONING DISTRICT BOUNDARY



P:\Engr & CAD\PLANNING-PD-PARKS-M&O DOCUMENTS\PLANNER\5-Zoning\L&Z 2016\Z-16-2\Z-16-2 L&Z.dwg

LOCATION & ZONING MAP

EXHIBIT "D"

CASE NUMBER
Z-16-2