



Agenda
Board of Adjustment Meeting
Thursday, February 16, 2023
Richland City Hall ~ Council Chambers
625 Swift Boulevard

Board Members: Chair Van Hoff, Vice-Chair Gray, and Members Bricker, Nuzum and Raffa

Staff Liaison: Stevens

Regular Meeting - 6:00 p.m.

Welcome and Roll Call

Approval of Agenda: (Approved by Motion)

Approval of Minutes: (Approved by Motion)

1. May 9, 2022 Board of Adjustment Meeting Minutes

Public Hearing Explanation:

Unfinished Business - Public Hearing:

New Business - Public Hearing: M2023-103 580 Columbia Point Dr. Parking Modification

2. M2023-103 580 Columbia Point Drive Parking Modification

Communications:

Adjournment

Richland City Hall is ADA accessible. Any individual who has difficulty attending the meeting in-person may request to provide comments remotely. (Ch. 42.30 RCW) Requests for sign interpreters, audio equipment, and/or other special services must be received 48 hours prior to the meeting by calling the City Clerk's Office at 509-942-7389.



BOARD OF ADJUSTMENT AGENDA ITEM COVERSHEET

Meeting Date: 2/16/2023

Agenda Category: Approval of Minutes

Prepared By: Carly Kirkpatrick, Administrative Assistant II

Subject:

May 9, 2022 Board of Adjustment Meeting Minutes

Department:

Development Services

Recommended Motion:

Move to approve the May 9, 2022 meeting minutes.

Summary:

May 9, 2022 minutes are attached for review and consideration.

Attachments:

1. 2022.05.19 Board of Adjustment Meeting Minutes - Draft



MINUTES

BOARD OF ADJUSTMENT MEETING

City Hall – 625 Swift Boulevard – Council Chamber and Via Zoom

THURSDAY, MAY 19, 2022

6:00 PM

Call to Order:

Chairman Van Hoff called the meeting to order at 6:00 p.m.

Attendance:

Present: Chairman Van Hoff and Board members Nuzum and Raffa. Also attending were Planning Manager Stevens, City Council member Richardson, and Permit Technician Damrell.

Vice-chair Gray and Board member Bricker were excused.

Approval of Agenda:

Chairman Van Hoff requested approval of the meeting agenda.

BOARD MEMBER RAFFA MOVED AND BOARD MEMBER NUZUM SECONDED THE MOTION TO APPROVE THE AGENDA. THE MOTION PASSED UNANIMOUSLY.

Approval of Minutes:

Chairman Van Hoff requested approval of meeting minutes of the January 20, 2022 meeting.

BOARD MEMBER RAFFA MOVED AND BOARD MEMBER NUZUM SECONDED THE MOTION TO APPROVE THE MINUTES OF THE JANUARY 20, 2022 MEETING. THE MOTION PASSED UNANIMOUSLY.

Public Hearing:

Chairman Van Hoff asked the recorder to read the Public Hearing Explanation. At the conclusion, Chairman Van Hoff opened the Public Hearing at 6:05 p.m.

New Business:

APPLICANT: LEVEL UP GENERAL CONSTRUCTION, VARIANCE TO ALLOW REPLACEMENT OF A REAR ELEVATED DECK/PORCH - BA2022-101

Planning Manager Stevens introduced the item and indicated the proper noticing of the project and public hearing. Mr. Stevens also noted that no public comments were received.

Mr. Stevens presented the staff report. He stated that seven criteria need to be met to allow a variance and the Planning Department did not feel that this project met all seven criteria. Mr. Stevens stated that Staff's recommendation is to deny the variance request, however, the Board has the authority to approve the variance request if they feel the criteria can be met.

Mr. Charles Conners, owner of 617 Meadows Dr S, spoke regarding his request. He understands the Staff's decision of denial, but explained that other neighbors nearby had similar decks that also encroached into the rear setbacks, which were approved by the City of Richland. He also explained that he wanted to make sure that he was doing the process properly. He doesn't want to ask for special consideration.

A brief discussion ensued with the Board members asking Mr. Conners questions regarding his property.

AT 6:29 P.M., MEMBER RAFFA MOVED AND MEMBER NUZUM SECONDED THE MOTION TO CONCUR WITH THE STAFF SUGGESTION AND DENY THE VARIANCE REQUEST.

Member Nuzum pointed out that there is a typographical error in the Staff report showing the address as 614 Meadows Dr S, instead of 617 Meadows Dr S. Chairman Van Hoff stated that the error will be corrected.

Board members asked Mr. Stevens additional questions for clarification.

AT 6:35 P.M., THE MOTION PASSED UNANIMOUSLY TO DENY THE VARIANCE.

APPLICANT: KELLEN AND MINDY STROMBERG, VARIANCE TO ALLOW CONSTRUCTION OF GARAGE ADDITION – BA2022-102

Planning Manager Stevens introduced the item and presented the staff report. He stated that, just like the previous application, seven criteria need to be met to allow a variance and the Planning Department did not feel that this project met all seven criteria. He said that these criteria are difficult to meet for any variance request and therefore, Staff recommends to deny the variance request. He also stated that the Board has the authority to approve the request if it is their desire.

Chairman Van Hoff opened the public comment at 6:48 p.m.

Mr. Kellen Stromberg and Ms. Mindy Stromberg, owners of the property at 201 Center Blvd.,

spoke about their request for the variance. Their hope is to be able to park their vehicles and boat inside the garage to keep them safe. They indicated that they have discussed their situation with some neighbors. One neighbor sent in a public comment suggesting a denial of their request. Mr. Stromberg said that the neighbor was confused by the measurement of the request. Mr. Stromberg also stated that the next-door neighbor did not have a problem with their request.

A brief discussion ensued with the Board members asking the Strombergs questions about their property and request.

AT 6:54 P.M., MEMBER RAFFA MOVED AND MEMBER NUZUM SECONDED THE MOTION TO CONCUR WITH THE STAFF SUGGESTION AND DENY THE VARIANCE REQUEST.

Board members asked the applicants and Mr. Stevens additional questions for clarification.

AT 6:59 P.M., THE MOTION PASSED UNANIMOUSLY TO DENY THE VARIANCE.

COMMUNICATIONS:

Mr. Stevens thanked all of the applicants and explained that criteria are sometimes very difficult to meet for variance requests. He also stated that the Planning Department is actively recruiting for a Planner and Senior Planner.

Mr. Raffa thanked Mr. Stevens and staff for putting these presentations together. He stated that philosophically, he would like to grant variances, but the Board needs to abide by the Code.

Chairman Van Hoff asked if there were any items for the June meeting. Mr. Stevens confirmed that there are not. Chairman Van Hoff asked about getting notifications about if there will be meetings each month. Mr. Stevens advised that the previous contact has changed roles within the City and the new contact within the City will advise them.

ADJOURNMENT:

Chairman Van Hoff adjourned the meeting at 7:07 p.m.

PREPARED BY:

Kevin Damrell, Permit Technician

REVIEWED BY:

Mike Stevens, Planning Manager

APPROVED BY:

Carl Van Hoff, Chairman



BOARD OF ADJUSTMENT AGENDA ITEM COVERSHEET

Meeting Date: 2/16/2023

Agenda Category: New Business - Public Hearing

Prepared By: Kyle Hendricks, Planner

Subject:

M2023-103 580 Columbia Point Drive Parking Modification

Department:

Development Services

Recommended Motion:

I move that the Board of Adjustment (APPROVE/DENY) the requested 25% joint use parking allowance as requested by File No. M2023-103. This motion is based on review of the application materials, comments received, testimony provided during the February 16, 2023 meeting, and the findings and conclusions set forth in the attached staff report.

Summary:

On January 12, 2023, Brian and Cindy Goulet submitted a letter to the Board of Adjustment requesting that a 25% reduction in required parking be granted for a joint use parking facility between Lulu's Restaurant and the proposed The Perch Restaurant. The subject property is located near the east end of Columbia Point Drive.

The request was submitted pursuant to Richland Municipal Code (RMC) 23.54.080 and is included as Exhibit I of the attached staff report. Per RMC 23.54.080, the applicant must state the reasons for their request, which are also included in Exhibit I.

Staff has provided additional information relative to this request in the staff report.

Attachments:

1. M2023-103 Parking Reduction Request Staff Report - Full report

**CITY OF RICHLAND DEVELOPMENT SERVICES DIVISION
STAFF REPORT TO THE BOARD OF ADJUSTMENT**

GENERAL INFORMATION:

PROPOSAL NAME: The Perch Restaurant Parking Reduction

LOCATION: 580 Columbia Point Drive

APPLICANT: Brian and Cindy Goulet

FILE NO.: M2023-103

DESCRIPTION: Per RMC 23.54.080 requesting a 25% reduction to the restaurant off street parking requirements contained in RMC 23.54.020 by utilizing a joint use parking facility with the nearby Lulu's restaurant.

PROJECT TYPE: Miscellaneous – Board of Adjustment Authorization

HEARING DATE: February 16, 2023

REPORT BY: Kyle Hendricks, Planner

Vicinity Map

Item: 580 Columbia Point, Parking Reduction
Applicant: Brian & Cindy Goulet
File #: M2023-103

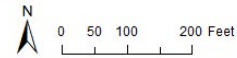


Figure 1 - Vicinity Map

DESCRIPTION OF PROPOSAL

On January 12, 2023, Brian and Cindy Goulet submitted a letter to the Board of Adjustment requesting that a 25% reduction in required parking be granted for a joint use parking facility between *Lulu's Restaurant* and the proposed *The Perch Restaurant*. The request was submitted pursuant to Richland Municipal Code (RMC) 23.54.080 and is included as Exhibit 1. Per RMC 23.54.080 the applicant must state the reasons for their request, which are also included in Exhibit 1.

The table shown below in Figure 2 shows the current floor space of *Lulu's Restaurant* and the proposed floor space of *The Perch Restaurant*. The required parking is also included measured at the current ratio of one parking stall per 100 square feet of gross floor area found in Richland Municipal Code (RMC) 23.54.020 *Standards and Requirements*. This analysis provided by the applicant in their request letter indicates that a total of 194 parking spaces are required for both restaurants. However, if the 25% reduction is granted by the Board of Adjustment per RMC 23.54.080 *Joint use of parking facilities – Spaces required*, the applicant will only need to provide a combined total of 146 parking stalls in the joint use parking facility due to the existing size of *Lulu's Restaurant* and the proposed size of *The Perch Restaurant* minus 25%.

Restaurant	Building Size	Parking Requirement
Lulu's	8,046 (Interior) 2,730 (Patio) 10,776 (Total)	80.4 Spaces 27.3 Spaces 108 Spaces
The Perch	5,216 (Interior) 1,700 (Patio) 1,664 (Deck) 8,580 (Total)	52.1 Spaces 17 Spaces 13.6 Spaces 86 Spaces
TOTALS	13,262 (Interior) 4,430 (Patio) 1,664 (Deck) 19,356 (Total)	132.6 Spaces 44.3 Spaces 16.6 Spaces 194 Spaces Total minus 25% (48) = 149 spaces required.

Figure 2 – Parking Totals

Provided in applicant letter

SITE DESCRIPTION & ADJACENT LAND USES

The site is currently a triangularly shaped vacant shrub and grass lot located along Columbia Point Drive, in between *Lulu's Restaurant*, the *Marriot* hotel and the *Columbia Point Marina Park*. It is the last undeveloped parcel of land in this area and is approximately 23,877 square feet in size (approximately half of an acre). This lot, along with the lot that *Lulu's Restaurant* is on are owned by the City of Richland but are leased to the restaurant owners in a long-term commercial lease agreement. Aerial Imagery from February 2022 appears to show 132 parking spots within *Lulu's* properties.

Adjacent land uses are as follows:

Direction	Comprehensive Plan Land Use
North	<i>Lulu's Restaurant</i> , Waterfront
East	Columbia Point Marina Park, Developed Open Space
South	Townplace Suites Marriot Hotel, Waterfront
West	Parking, Waterfront

Further west there are the 575 *Columbia* apartments and *The Crossings* residential community, along with *The Lodge at Columbia Point* hotel within approximately 600 feet of the subject property.

ZONING

As shown in Figure 1, the site is located within the Waterfront (WF) zone. The adjacent properties zoning is Public Parks and Facilities (PPF) and WF. Shared below is the intent of the WF district described in RMC 23.22.010 *Purpose of commercial use districts*. The WF zone is a special zone that is meant to provide

an area with a mixture of uses that complement the riverfront like public marinas, parks, retail business, restaurants, hospitality, and higher density residential. It is a mixed-use area that specializes in providing public access to the river.

Waterfront (WF) Zone Purpose

The waterfront use district (WF) is a special commercial and residential zoning classification providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, offices, and other similar commercial, apartment, and multifamily uses which are consistent with waterfront oriented development, and which are in conformance with RMC Title [26](#), Shoreline Management, and with applicable U.S. Corps of Engineers requirements. This zoning classification encourages mixed special commercial and high-density residential uses to accommodate a variety of lifestyles and housing opportunities. Any combination of listed uses may be located in one building or one development (i.e., related buildings on the same lot or site). This zoning classification is intended to be applied to those portions of the city that are designated waterfront under the city of Richland comprehensive plan.

TRANSPORTATION

The map below (Figure 3) shows nearby transportation options for cyclists and pedestrians. The applicants indicated in their request letter that their restaurants will attract cyclists and pedestrians, therefore provided off street parking should be offset (reduced). Represented by the dotted purple line, the Riverfront Trail is accessible by cyclists and pedestrians and is approximately 630 feet away from the subject property by way of a potential sidewalk that the applicant has expressed interest in installing, connecting *Lulu's Restaurant* and *The Perch Restaurant*. The applicant has also indicated an interest in improving the bicycle parking/locking facilities at *Lulu's*. The most recent draft plans for *The Perch* (shown in Exhibit 2), depict bicycle racks that appear to exceed the amount required by code by two parking/locking locations. RMC 23.54.050 *Bicycles* currently requires five minimum bicycle spots with an additional spot per 30 required parking stalls. The Riverfront Trail is an extensive system that provides a connection to downtown Richland and the Bateman Island View area across the Yakima River.

Figure 3 shows in dashed bright green a painted bicycle lane on Columbia Point Drive that ends approximately 2,200 feet due west, at the Bradley Boulevard intersection. There is a painted bicycle lane on both sides of the street, confirmed by a site visit from staff. It is also here that the nearest painted crosswalk, across Columbia Point Drive, is located. The sidewalk along the north side of Columbia Point Drive ends at the Columbia Point Golf Course, and it is at the Bradley Boulevard intersection that a pedestrian would have to cross to continue on a sidewalk to George Washington Way. The southern side of Columbia Point Drive has a complete sidewalk the length of Columbia Point Drive.

Shown in blue the Benton Franklin bus routes 225 and 268 have stops located at the Bradley Boulevard intersection. The lines closest to the south of the site are routes that cross the Columbia River to Pasco, there are no stops or direct access along these lines.

Transportation Map

Item: 580 Columbia Point, Parking Reduction
Applicant: Brian & Cindy Goulet
File #: M2023-103

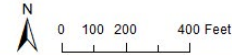


Figure 3 – Transportation Map

STAFF COMMENTS

The applicant's letter was sent to various city staff for review and comment, the following are themes that were discussed throughout the comments.

- Concern that parking is already stressed at this popular location during peak hours, a reduction may increase this stress substantially.
- If a vehicle parking reduction is granted, then high quality bicycle parking should be provided, and pedestrian connections should be created to offset the parking as discussed in the request.
- There is a potential ideal crosswalk location across Columbia Point Drive, between the Marriot Hotel and the proposed restaurant.
- Emergency services will still need access up to the proposed building.
- Especially during times of high use, the Columbia Point Marina Park parking lot should not be considered available for surrounding uses since daylight and park use can extend beyond the normal dinner service hours.

ANALYSIS

The location of the site is in a popular area with multiple uses including restaurants, hospitality, residential, and commercial activities. Therefore, all of the benefits and consequences of a parking reduction must be considered in order to ensure that businesses can provide an adequate number of parking stalls. This must also be done in a safe way so that pedestrians, cyclists, and motorists can all enjoy the area equally.

The subject site is entirely within the WF zoning district, an area that has long strived to create a vibrant mixed-use district to take advantage of the Columbia River and its potential uses. A plan to reduce the number of required parking spots does contribute to the potential of a vibrant pedestrian focused area as discussed in the Columbia Point Master Plan created in 1999. Providing pedestrian and bicycle facilities is certainly an attribute of a mixed-use area, and the applicant should be rightfully applauded for showing interest in creating these facilities. It is uncertain if these facilities will be fully utilized in order to offset the required parking described in code.

The applicant made several claims throughout the request letter that a sufficient number of pedestrians and cyclists will frequent the restaurant, therefore the additional parking would not be needed. It is true that there are several amenities nearby like hotels and park space that could generate pedestrian and bicycle traffic, but no pedestrian or bicycle traffic studies were provided that would support the claims made throughout the applicant's letter. Without studies that analyze the amount of non-vehicle visitors, it is only speculative to say that a parking reduction will be able to handle the number of employees and guests.

RECOMMENDATION

Rather than provide a formal recommendation of approval or denial, staff has provided facts regarding the issue so that the Board of Adjustment can, after receiving testimony, make its own conclusions and provide its own motion for approval or denial.

SUGGESTED MOTION

I move that the Board of Adjustment (APPROVE/DENY) the requested 25% joint use parking allowance as requested by File No. M2023-103. This motion is based on review of the application materials, comments received, testimony provided during the February 16, 2023 meeting, and the findings and conclusions set forth below.

FINDINGS AND CONCLUSIONS

Staff has completed its review of the parking reduction request for the joint use parking facility at *The Perch* (M2023-103) and identifies the following facts:

1. The Perch Restaurant will be located at 580 Columbia Point Drive.

2. The site is vacant with multiple uses in the surrounding area.
3. The land subject to this request is leased from the city as part of a long-term commercial lease agreement.
4. The joint use parking facility will benefit the existing *Lulu's* and the proposed *The Perch* restaurants.
5. Both restaurants are owned by Brian and Cindy Goulet.
6. The WF zone is intended to be a mixed-use zone, that benefits from water adjacent uses, like a restaurant with exterior seating.
7. The Columbia Point Master plan and the City of Richland Comprehensive Plan identify this area as a mixed-use area.
8. The applicant has displayed interest in improving bicycle parking locations at *Lulu's* and provide an excess at *The Perch*. Additionally, they have indicated an interest in connecting the restaurants with a sidewalk per staff comments.
9. This request is only to determine if a 25% parking reduction is to be granted to the joint use parking facility by the Board of Adjustment
10. The site is in the WF zone.
11. Building permits will be required for this building, along with other development on the property.

EXHIBIT LIST

1. Applicants request letter
2. Updated draft site plan
3. Staff comments

January 12, 2023



Board of Adjustment
Richland Development Services
625 Swift Boulevard
Richland, WA 99352

RE: Request for Reduction in Required Parking Spaces for Joint Parking Facility
Existing Facility: Lulu’s Restaurant, 606 Columbia Point Dr
Proposed Facility: The Perch Restaurant on adjacent parcel
Leaseholders/Restaurant Owners: Brian and Cindy Goulet

Honorable Board of Adjustment Members:

This letter is our official request for a reduction in the number of required parking spaces for a joint parking facility between Lulu’s Restaurant at 606 Columbia Point Drive and the proposed “The Perch” Restaurant on an adjacent parcel. As owners of both restaurants, we are requesting a 25% reduction in the required parking standard in conformance with RMC 23.54.080.

Our specific request is for a joint-use parking facility to be shared between the existing Lulu’s Restaurant and a proposed restaurant to be known as “The Perch”. (See attached Figures 1 & 2.) City Staff has interpreted the parking code to require one off-street parking space for every 100 square feet of gross floor area, inclusive of outdoor seating. For our restaurants this requirement yields the following:

Restaurant	Building Size (Square Feet)	Parking Requirement
Lulu’s	8,046 (Interior) 2,730 (patio) <i>10,776 (total)</i>	80.4 spaces 27.3 spaces <i>108 spaces</i>
The Perch	5,216 (interior) 1,700 (patio) 1,664 (deck) <i>8,580 (total)</i>	52.1 spaces 17 spaces 16.6 spaces <i>86 spaces</i>
TOTALS	13,262 (interior) 4,430 (patio) 1,664 (deck) <i>19,356 (total)</i>	132.6 spaces 44.3 spaces 16.6 spaces <i>194 spaces total</i>

Our plans for the joint use parking facility would provide a total of 155 spaces. A 25% reduction in the total parking requirement would allow us to provide 146 spaces, which our plans would exceed by 9 spaces.

Justification for granting our request:

A. “The Perch” Restaurant will Attract Pedestrians, Bicyclers and Park Users

Our site is the last undeveloped property at the end of Columbia Point Drive and enjoys proximity to the City’s Columbia Point Marina and the Columbia Riverfront Trail, and is set amid upscale development, including hotels, restaurants, apartments and condominiums. The location of our proposed restaurant lends itself well to pedestrian and bicycle visits. There are over 300 hotel rooms within 1,000 feet of the site and literally hundreds of condo and apartment units and the Richland Yacht Club within a 15-minute walk of our site along the riverfront trail. Many customers will arrive at the restaurant without automobiles, thereby decreasing the need for off-street parking. Additionally, the Marina’s boat launch is located immediately adjacent to the site. Park visitors who come for boating or other outdoor activities and utilize the park’s existing parking lot will frequent our restaurant without bothering to move their cars into the restaurant’s designated parking lot.

B. There are Opportunities for Off-Site Parking Adjacent to the Restaurant

There are 116 parking spaces on the adjacent Columbia Point Marina property. (This is a count of vehicle parking spaces only, excluding boat trailer parking spaces.) All of these spaces are within 800 feet of both the existing Lulu’s Restaurant as well as our proposed “The Perch” Restaurant. This provides a huge number of additional parking spaces. Since the peak hours of restaurant operation are during the dinner hour, for much of the year, these parking spaces could be utilized after dark, when park use is minimal. (See attached Figure 3.)

C. Our Site is Similar in Nature to the Central Business District

The nature of the existing development on Columbia Point includes a variety of hotels, restaurants, condominiums, apartments and a public park. This is very similar in nature to the planned mix of uses within the City’s Central Business District. The stated purpose of the CBD district as found in RMC 23.22.010(f) is as follows:

The central business district (CBD) is a special mixed use zoning classification designed to encourage the transformation of the central business district from principally a strip commercial auto-oriented neighborhood to a more compact development pattern. *The central business district is envisioned to become a center for housing, employment, shopping, recreation, professional service and culture.* The uses and development pattern will be integrated and complementary to create a lively and self-supporting district. Medium rise buildings will be anchored by pedestrian oriented storefronts on the ground floor with other uses including housing on upper floors. Projects will be well designed and include quality building materials. *Appropriate private*

development will be encouraged via public investments in the streetscape and through reduction in off-street parking standards. Uses shall generally be conducted completely within an enclosed building, except that outdoor seating for cafes, restaurants, and similar uses and outdoor product display is encouraged. Buildings shall be oriented to the fronting street or accessway, to promote a sense of enclosure and continuity along the street or accessway. This zoning classification is intended for those portions of the city that are designated as central business district, as well as some properties designated as commercial and waterfront, under the Richland comprehensive plan. The central business district zone contains overlay districts titled medical, parkway, and uptown. The overlay districts implement varying site development requirements.

The CBD was envisioned to be a center for housing, employment, shopping, recreation, professional service and culture, and is precisely what Columbia Point has become. Within easy walking distance of our site, there are hotels, apartments, professional offices, a public park and several restaurants.

The CBD encourages outdoor seating for restaurants and cafes. Both Lulu's and proposed "The Perch" include outdoor seating that takes advantage of the views of the Columbia River and adjacent Columbia Point Marina.

The CBD encourages appropriate private development through public investments and through a reduction of off-street parking. When we built Lulu's, we invested significantly in upgrading the infrastructure within Columbia Point, including the relocation of an RV dump station, relocation of utility vaults and transformers, relocation of a sewer main and pump station, relocation of a fire hydrant, trail improvements and restriping of the Columbia Point Marina parking lot. Our investments plus the investments made by the City in building Columbia Point Drive, the Columbia Point Marina and the riverfront trail, make our site prime for development.

Similar to the CBD, Columbia Point presents a mix of uses, is adjacent to a public park and the riverfront and contains a complete public infrastructure making some flexibility in parking standards entirely appropriate.

Within the CBD, parking regulations (see RMC 23.22050) allow private development to take a credit of one public parking space for every four existing public parking spaces that lie within 600 feet of the site. There are approximately 92 parking stalls within Columbia Point Marina that fall within the 600-foot radius of the site. A reduction of 23 parking stalls would be allowed if this site were in the CBD district. The point here is not that the site should be rezoned, but simply that the situation between Columbia Point and the CBD are similar enough that some parking count reduction is warranted given the availability of public parking and the similar mix of uses that are present within the immediate neighborhood.

D. The Existing Lulu's Parking Lot is Utilized by Park Visitors

The existing Lulu's parking lot is often used by visitors that are not Lulu's customers. Particularly, river cruise and park visitors informally use Lulu's lot. While we do not have objections to this practice continuing into the future, the City should recognize the situation and allow for the Columbia Point Marina parking lot to be used by our customers in return.

E. Parking Standards for Outdoor Seating Should be Calculated Differently

Although City Staff has made the interpretation that parking is required for decks and patios, the existing code language does not mandate that outdoor seating be used to determine off-street parking requirements. RMC 23.54.020(E) states that a restaurant use requires one off-street parking space per 100 square feet of Gross Floor Area. RMC 23.06.410 defines Gross floor area as *"the sum of the areas of all floors included within the surrounding walls of a building, or portion thereof, exclusive of vents, shafts, and courts."*

Eliminating deck and patio areas from the parking calculation would reduce the parking requirement for Lulu's restaurant by 28 spaces and by 34 spaces from our proposed restaurant "The Perch", calling for a total parking requirement of 133 spaces for both restaurants. Our proposed 155 spaces exceed that requirement by 22 spaces.

Historically, and in keeping with the RMC, restaurants have not been required to consider outdoor seating in establishing their off-street parking requirements. Some examples include Flight Tap and Table located at the corner of George Washington Way and Swift Boulevard, which features a second-floor outdoor seating area. Even Lulu's restaurant was not required to provide parking for its outdoor seating by the City when the restaurant was originally built in 2016.

An alternate method of determining the combined parking requirement would be for Lulu's parking calculation to exclude outdoor seating areas, as determined by the City in 2016 (81 spaces), "The Perch" parking requirement could be calculated to be 86 spaces (inclusive of its outdoor seating areas for a combined total of 167 spaces for the two restaurants. Further, there is an automatic 10% reduction in parking requirement for any joint use parking facility (refer to RMC 23.54.080) so a total of 150 spaces would be required under this scenario. Our proposed 155 spaces would exceed such a requirement by 5 spaces.

Even if outdoor seating requires some off-street parking, it should not be counted at the same rate as indoor seating. Given our northern climate, outdoor seating is only usable for a portion of the year. During the winter months and even during the hottest days of summer or on windy days, outdoor seating will not be used to any significant degree. And when outdoor seating is most widely used during periods of good weather, it coincides with the time that people are most likely to walk or bike to the restaurant and not in need parking. (Refer to item #A above.)

F. Our Development Plans are Consistent with the Columbia Point Master Plan

When the City adopted its Master Plan for Columbia Point, it envisioned creating a vibrant area that would be an attraction to people to recreate along the river at both the Columbia Point Marina and along the riverfront walking path, with a mix of hotels, housing, and business. The City has been largely successful in this and should be congratulated for its vision and plan implementation. Building “The Perch” Restaurant on the last vacant property at the end of Columbia Point Drive, which will complete development in this area, is exactly the kind of business that the City wanted to promote, demonstrated by its lease to us as restaurant developers. Given all this, it makes sense for the City to provide some relief on the number of parking spaces we are required to provide.

G. It is in Our Interest to Provide Sufficient Parking

As business owners, we are acutely aware of our need to have sufficient parking for our customers. If we don’t, we will lose business. We have operated Lulu’s successfully for six years now and so fully understand the needs for off-street parking at Columbia Point. By operating two restaurants, this becomes doubly important for us. We are requesting this parking reduction only because we are confident that the number of parking spaces proposed will be adequate to support both Lulu’s and The Perch.

Methods for Calculating Required Parking

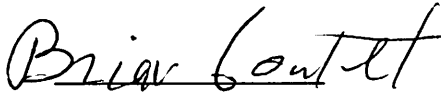
As discussed above, there are a variety of ways to calculate the required parking for our project and several valid reasons for approval of our request to reduce the requirement by 25%. Parking reductions could be calculated by any of the following methods, only one of which (the staff calculation) indicates that there is a parking shortage:

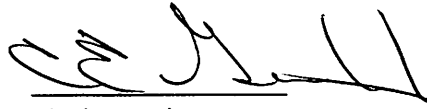
Method of Parking Calculation	Lulu’s	The Perch	Subtotal	10% Joint Use Parking Credit	Total Required	Surplus/ Deficit¹
Staff Calculation ²	108	86	194	19	175	-20
CBD Reduction ³	108	86	194	19	152	+3
GFA Only ⁴	81	53	134	13	121	+34
Hybrid ⁵	81	86	167	16	151	+4

1. Surplus/Deficit = Number of parking spaces above or below the 155 spaces proposed for the two restaurants
2. Staff calculation = Determination of required parking for both restaurants, counting indoor and outdoor seating areas
3. CBD Reduction = Using the similar parking reduction provided for within the CBD zone, which totals a reduction of 23 spaces based on the adjacent Columbia Point Marina parking lot.
4. GFA Only = Required parking of only Gross Floor Area (indoor seating) to determine requirements
5. Hybrid = Using parking requirement used at time of Lulu’s construction, with “The Perch” needing to meet Staff’s current determination counting both indoor and outdoor seating area

We respectfully request approval of a 25% reduction in the joint-use parking requirement for our two restaurants, Lulu's and proposed "The Perch".

Thank you,


Brian Goulet


Cindy Goulet

[illegible]

Figure 2: Proposed Parking Arrangement

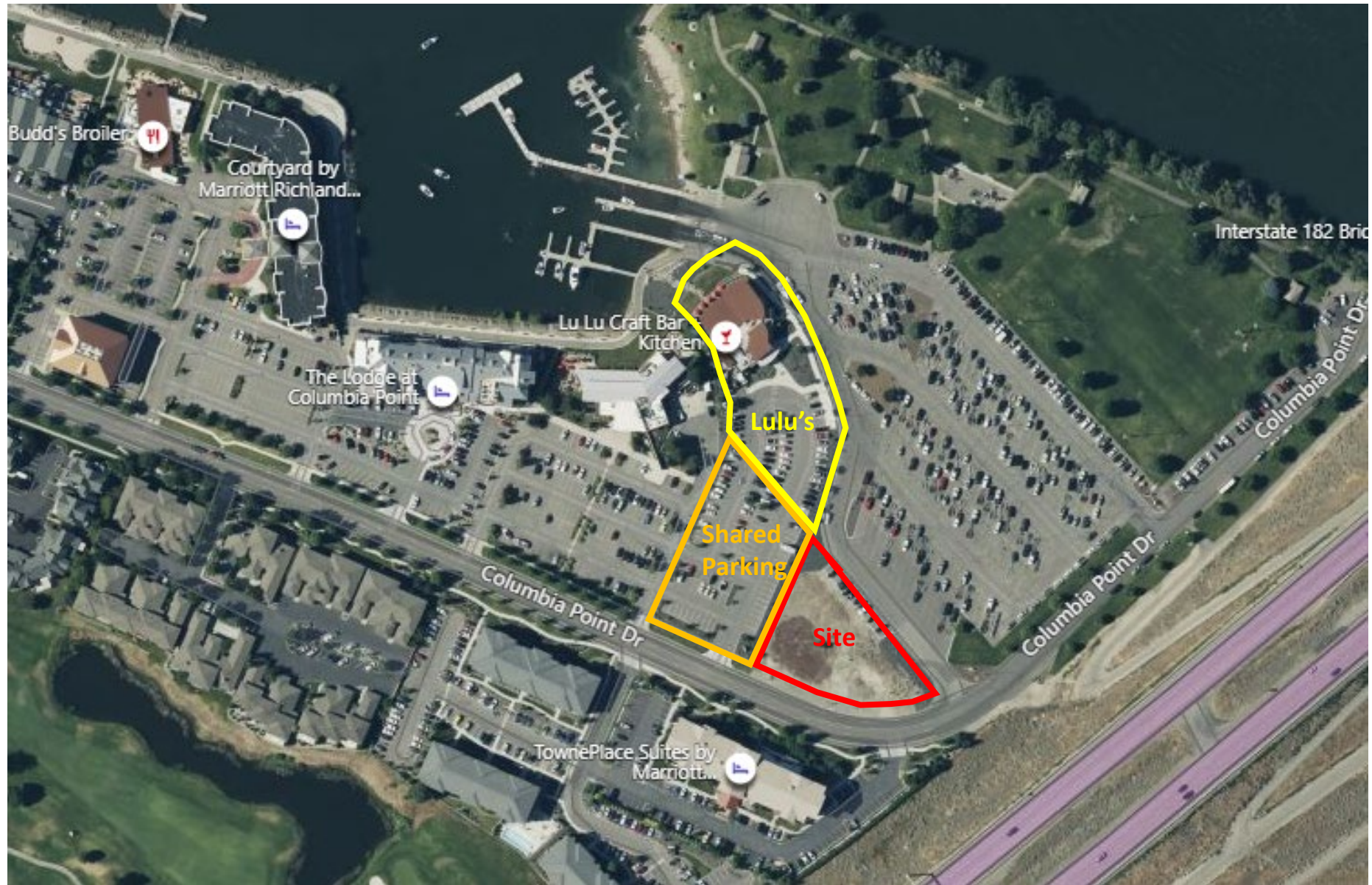
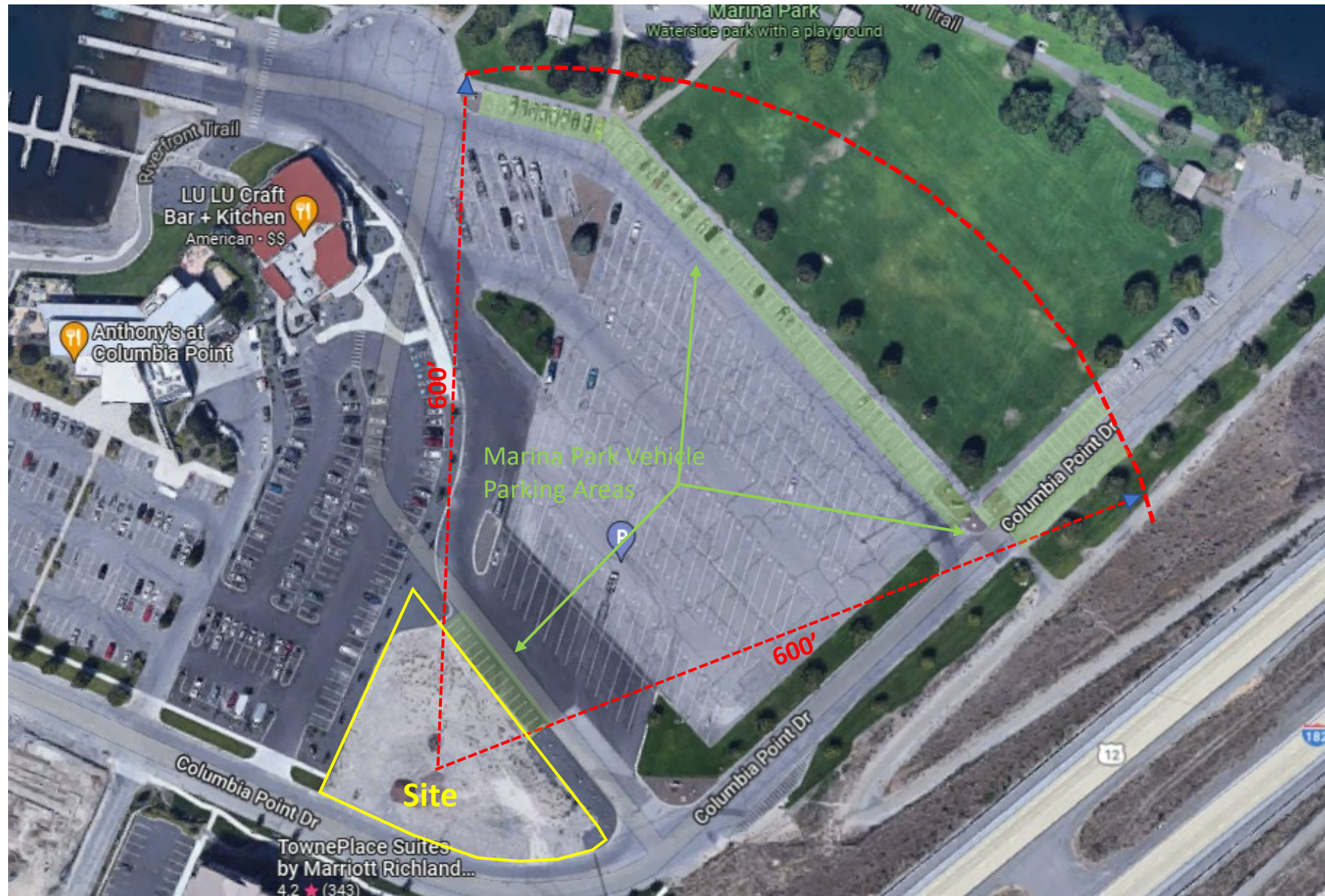
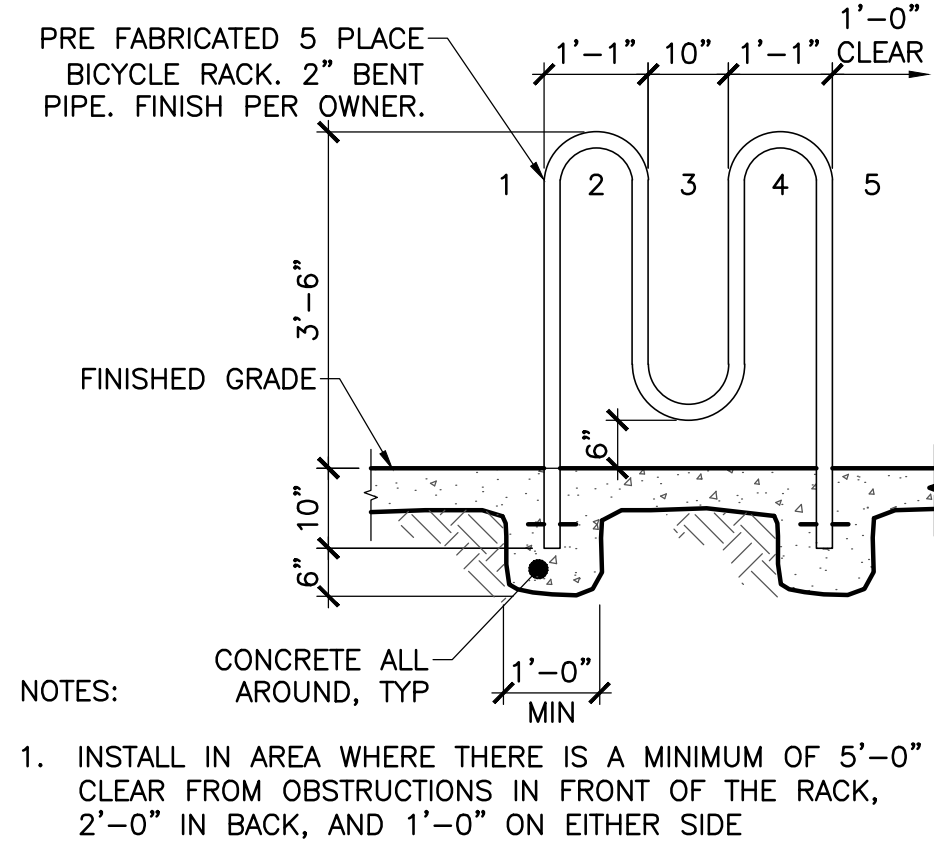


Figure 3: Potential Off-Site Parking Opportunities



Note: City code prohibits on-street parking along Columbia Point Drive, except east of the Marina Park entrance.

Exhibit 2



D6 BIKE RACK
SCALE: 1/2" = 1'-0"

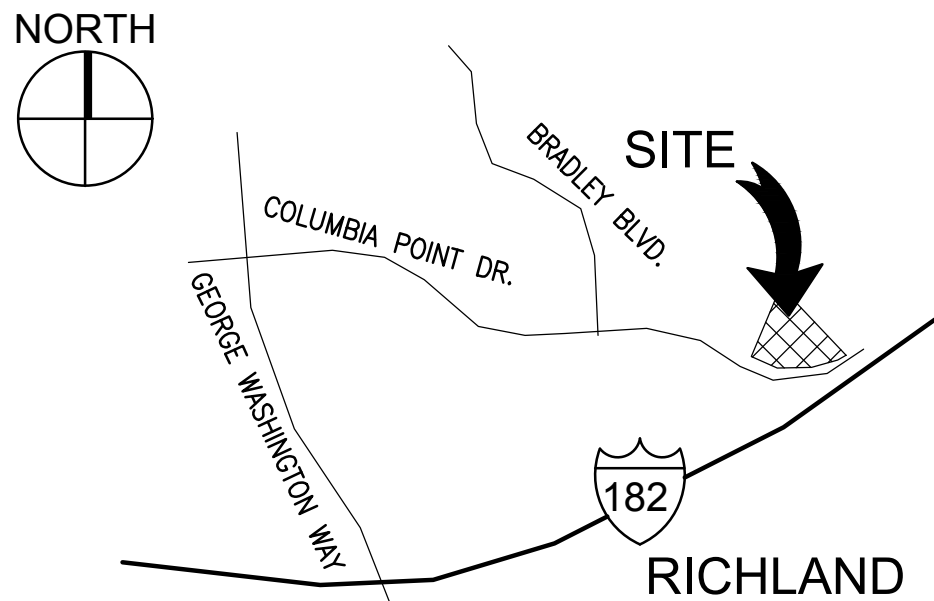
KEY NOTES

- STANDARD ASPHALT SECTION - 2-1/2" THICK ASPHALT OVER 6" TOP COURSE PER WSDOT 9-03.9(3)
- HEAVY ASPHALT SECTION - 3" THICK ASPHALT OVER 8" TOP COURSE PER WSDOT 9-03.9(3)
- STANDARD CONCRETE SECTION - 4" THICK CONCRETE SIDEWALK OVER 4" TOP COURSE PER WSDOT 9-03.9(3). TROWEL CONTROL JOINTS AT 5' O.C. AND INSTALL EXPANSION JOINTS AT 30' O.C.
- HEAVY CONCRETE SECTION - 6" THICK CONCRETE SIDEWALK OVER 6" TOP COURSE PER WSDOT 9-03.9(3). TROWEL CONTROL JOINTS AT 10' O.C. AND INSTALL EXPANSION JOINTS AT 30' O.C.
- PAINT WHITE 4" WIDE PARKING STRIPING, LETTERING, AND ACCESSIBLE PARKING SYMBOLS PER ADA REQUIREMENTS AS SHOWN ON PLAN
- ACCESSIBLE PARKING SIGN
- ACCESSIBLE AISLE SIGN
- ACCESSIBLE RAMP
- WHEEL STOP
- TRASH ENCLOSURE WITH PASS THRU
- PAINT 4" WHITE PARKING STRIPE, TYP
- PAINT WHITE MOTORCYCLE STALLS
- PAINT 24" WIDE WHITE CROSS WALK STRIPE, WITH 48" SPACE, TYPICAL
- DRIVEWAY, PER CITY STD ST2A
- SIDEWALK, PER CITY STD ST1
- 2" WATER METER WITH 2" RPBA, PER CITY STD W4 AND W8
- 1" IRRIGATION METER WITH 1" DCVA, PER CITY STD W3 AND W20
- TRANSFORMER TIED INTO EXISTING, COORDINATE WITH POWER COMPANY
- EV STALL INFRASTRUCTURE
- TELEPHONE/TV POINT OF CONNECTION
- TIE SEWER SERVICE INTO EXISTING SEWER MANHOLE
- GAS METER AND SERVICE CONNECTION
- FIRE WATER POINT OF CONNECTION

LEGEND

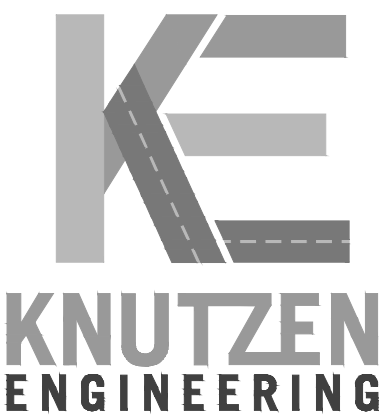
ADA COMPLIANT PATH TO SIDEWALK

VICINITY MAP



NOTES

- PARKING:
REMOVE 6 (E) STALLS. 19 STANDARD STALLS, 1 ACCESSIBLE/EV STALLS, 1 ACCESSIBLE VAN STALLS, 2 MOTORCYCLE STALLS, 2 EV STALLS AND 5 COMPACT STALLS. TOTAL 28 NEW STALLS, 28 (E) SHARED STALLS, REQUIRED 50 STALLS.
- AREA:
24,339 SF IMPERVIOUS AREA, 10,530 SF PERVIOUS AREA (30%), 34,869 SF TOTAL PROJECT AREA.



5401 RIDGELINE DR.
SUITE 160
KENNEWICK, WA 99338
1-509-222-0959
www.knutzenengineering.com

APPD	CHKD	APPD	DESIGN	DATE	REVISIONS	NO.



NOT FOR CONSTRUCTION
CITY SITE PLAN
LULU'S
GOULET RESTAURANT
592 COLUMBIA POINT DR. RICHLAND WA 99352

APPROVAL

DESIGN	SJT	02/01/23
CHECKED	PTK	02/01/23
APPROVED	PTK	02/01/23

SCALE: AS NOTED

CADFILE: 22229SP01

JOB No.	REV.
22229	0

DWG. No.

SP01

Exhibit 3

Hendricks, Kyle

From: Deskins, John
Sent: Wednesday, January 25, 2023 5:07 PM
To: Hendricks, Kyle; DAlessandro, Carlo
Cc: Whittier, John; Reathaford, Jason
Subject: RE: Request for parking reduction M2023-103

I just want to throw out a few things for discussion. Fundamentally, I have no problem with the proposal. But I also wonder if there should be some consideration for alternative improvements.

I've received letters before from the citizens that live down here that complain about the 35 mph speed limit and the lack of pedestrian crossings. I have added bike lanes back to the road since that time and expect that a lowering of the speed limit might happen as a result of our upcoming speed policy study. Crosswalks are tougher though I see 2-3 ideal mid-block crossings from the south to the north side which have sidewalk or path connections all the way through to the river.

In addition to the above, there is also a potential ideal crossing between the hotel on the south and the new restaurant and LuLu's on the north side. Sidewalk already runs down the parking toward Bradley to accommodate ADA parking, but dead-ends at that point when it could technically run all the way to the street to a crossing. I went to LuLu's in mid-August after paddle boarding so parked in a parallel parking spot in the park about 250 feet south of LuLu's and would have used the sidewalk for access had it been available. I've also been on the Water2Wine cruise and would have considered it rude to park in their parking lot (though I suppose I might have considered it under extreme conditions).

My point is that offer reasons that the reduction should be approved. Those reasons include that the restaurant (which really should apply to LuLu's too) will pull in pedestrians, bicycles, and Park users. This would be reason to consider completing the sidewalk to the street, or at least between the restaurants since they would be sharing parking area. Better yet would be to provide the crossing and ADA ramps. In front of their restaurant at the extension of the sidewalk. Best is that they would provide an RRFB at the crossing. Another question would be to develop quality bike parking, suitable for larger electric bikes to offset parking. I do see that they provide a rack at LuLu's and I suppose I would probably find a way to make do, but this is not an ideal rack for tethering e-bikes in my opinion. It doesn't appear to necessarily be anchored and arguably blocks shortest path accessible route (see below) to the restaurant from the ADA parking. I didn't read the entire proposal carefully, but I did also notice that they referenced Flight Tap & Table (originally Dupus Boomer's) and their own site at LuLu's didn't necessarily need to provide parking for the outdoor seating. Flight Tap and Table should be used as the poster child of inadequate parking. I'm not sure how they cover their indoor seating, let alone outdoor seating. It has to have negatively impacted the potential of that site. I've also been to LuLu's on several occasions where parking rates were pretty high.

In the end, I think it may be reasonable to ask for some mitigations if the proposal were to be approved.

1. Connect the sidewalks between the restuarants
2. Provide quality bike parking (kind of like City Hall) at both restaurants that does not block sidewalk.

These two seem pretty reasonable. Maybe less so, but not completely unreasonable is to provide ramps on both sides of Columbia Point for a crosswalk. We have recently required that mitigation, including an RRFB of a development further north on Bradley. The basis though was the apartments on the west side and providing a connection to the river.

John Deskins, PE
Traffic Engineer
City of Richland

(509) 942-7514



From: Hendricks, Kyle <khendricks@ci.richland.wa.us>

Sent: Wednesday, January 25, 2023 2:47 PM

To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; Ashley Garza <agarza3605@gmail.com>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Bill Barlow <bbarlow@bft.org>; Buechler, Ken

<KBuechler@CI.RICHLAND.WA.US>; Clark Posey <clark.posey@co.benton.wa.us>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; D. Rodgers <dxrogers@bpa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; David Billetdeaux <david@portofbenton.com>; Davis, Deanna <d.davis@bces.wa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; gis@co.benton.wa.us; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Jason McShane <jmcshane@kid.org>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <Katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth <gonsetp@wsdot.wa.gov>; Reathafor, Jason <JReathafor@CI.RICHLAND.WA.US>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Robin Priddy <robin.priddy@bentoncleanair.org>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Sean Domagalski (BFHD) <seand@bfhd.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>
Subject: Request for parking reduction M2023-103

Hello,

Attached is a request for a 25% reduction in required parking spaces at the proposed "The Perch" restaurant at 580 Columbia Point Drive. In accordance with [RMC 23.54.080](#) an applicant may write a letter to the Board of Adjustment requesting a reduction in the amount of required parking spaces. Seated restaurants are currently required by code to have one parking stall per 100 square feet of gross floor area. The applicant (owner of both restaurants) indicates that shared parking with the nearby LuLu's restaurant will provide sufficient parking for both restaurants. Please review and reply with any comments by the end of day February 8th, 2023.

Thank you, have a good one!



Kyle Hendricks
Planner

625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7683

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Hendricks, Kyle

From: Hester, Laura
Sent: Tuesday, January 31, 2023 1:22 PM
To: Hendricks, Kyle
Subject: The Perch Restaurant

Hi Kyle,

I have reviewed the 25% parking space reduction proposed by “The Perch” restaurant. I have concerns about this reduction. During the Spring, Summer, and Fall seasons, the Columbia Point parking lots are at max occupancy. Park parking spaces are still in use during the restaurant’s (Dinner Hours) because it is light outside (sunset on average 9 pm) during peak seasons. No park spaces are available to accommodate a new restaurant during these times. Parks and Public Facilities would recommend upholding the code requiring one parking stall per 100 square feet.

Thank you,



Laura Hester, CPRP
Parks and Public Facilities Director
625 Swift Blvd., MS-13 | Richland, WA 99352
(509) 212-5793

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Hendricks, Kyle

From: Buechler, Ken
Sent: Tuesday, January 31, 2023 8:52 PM
To: Hendricks, Kyle
Subject: RE: Request for parking reduction M2023-103

Sticking to our code books, we have nothing for this one. As far as parking concerns, we will just need access width and turning radius's up to the building.



Kenneth L Buechler
Fire Marshal
625 Swift Blvd., MS-16 | Richland, WA 99352
(509) 942-7556
(509) 578-9321

From: Hendricks, Kyle <khendricks@ci.richland.wa.us>
Sent: Wednesday, January 25, 2023 2:47 PM
To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; Ashley Garza <agarza3605@gmail.com>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Bill Barlow <bbarlow@bft.org>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Clark Posey <clark.posey@co.benton.wa.us>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; D. Rodgers <dxroddgers@bpa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; David Billetdeaux <david@portofbenton.com>; Davis, Deanna <d.davis@bces.wa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; gis@co.benton.wa.us; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Jason McShane <jmcsbane@kid.org>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <Katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth <gonsetp@wsdot.wa.gov>; Reathafor, Jason <JReathafor@CI.RICHLAND.WA.US>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Robin Priddy <robin.priddy@bentoncleanair.org>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Sean Domagalski (BFHD) <seand@bfhd.wa.gov>; Seth DeFoe <SDeFoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>
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Thank you, have a good one!



Kyle Hendricks

Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

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Hendricks, Kyle

From: Acevedo, Mizael
Sent: Thursday, January 26, 2023 8:26 AM
To: Hendricks, Kyle
Subject: RE: Request for parking reduction M2023-103

No comments at this time. Building requirements on EV, ADA, etc. will depend upon minimum parking stalls required by planning.

From: Hendricks, Kyle <khendricks@ci.richland.wa.us>
Sent: Wednesday, January 25, 2023 2:47 PM
To: Acevedo, Mizael <macevedo@CI.RICHLAND.WA.US>; Ashley Garza <agarza3605@gmail.com>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Bill Barlow <bbarlow@bft.org>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Clark Posey <clark.posey@co.benton.wa.us>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; D. Rodgers <dxrogers@bpa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; David Billetdeaux <david@portofbenton.com>; Davis, Deanna <d.davis@bces.wa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; gis@co.benton.wa.us; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Jason McShane <jmcshane@kid.org>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <Katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth <gonsetp@wsdot.wa.gov>; Reathafor, Jason <JReathafor@CI.RICHLAND.WA.US>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Robin Priddy <robin.priddy@bentoncleanair.org>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Sean Domagalski (BFHD) <seand@bfhd.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>
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