



Agenda
City Council Special Workshop Meeting
Monday, December 9, 2024
Richland City Hall ~ Council Chambers
625 Swift Boulevard

City Council Special Workshop - 6:00 p.m.

Agenda Items:

1. Parking
 - Councilmember Maier
2. North Richland Land Use
 - Councilmember Maier

Future Workshop Agenda Items

Adjournment

This meeting will be broadcast live on [CityView Channel 192](#) on the City's website and on the [City's YouTube Channel](#).

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COUNCIL WORKSHOP COVERSHEET

Council Date: 12/9/2024

Department: City Council

Strategic Priority 3 - Focused Development

Subject:
Parking

Summary:

Attachments:

- I. Richland Central Business District Parking Study & Planning Strategies Report



Richland Central Business District

Parking Study and Planning Strategies Report

Richland, Washington

Prepared by:

Stantec

Bellevue, Washington

In Partnership with:

Fehr & Peers

Seattle and Tacoma, Washington

Prepared for:

The City of Richland

Version: November 22, 2022



BENTON-FRANKLIN COUNCIL OF GOVERNMENTS
Providing Economic Development, Transportation Planning & Metropolitan
Planning for Benton and Franklin Counties in Washington State.

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United States Environmental Protection Agency (EPA)

This project was funded as part of the Benton-Franklin Council of Governments (BFCOG) U.S. EPA Brownfield Grant – the grant provides monetary and technical assistance to local communities to investigate and plan for the cleanup and reuse of brownfields and other underutilized properties.

Cover Image Source: Google Earth Pro



View of the fountain and the Fuse Coworking Space in The Parkway

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Executive Summary

Project Overview

Stantec Consulting Services Inc. and Fehr & Peers (the “Consultant Team”) completed this parking study for a defined Focus Area encompassing Richland’s Central Business District (CBD). The project objectives are to define the existing conditions, identify current parking capacity/utilization, project redevelopment estimates, and to recommend potential parking-related strategies that would support future development while accommodating the current demands. The Focus Area include Richland’s CBD bound by Williams Boulevard to the north, Stevens Drive to the west, Gillespie Street/Harding Street to the south, and just past George Washington Way to the east.

The CBD can be characterized as a suburban development pattern; ~22 large city blocks comprise the district and many properties possess buildings set back from the adjacent streets/rights-of-way with large surface parking lots. However, recent infill redevelopment projects were built to follow urban development principles (many are multi-story and oriented close to the public sidewalk). Furthermore, the CBD has several underutilized property and brownfield sites that possess redevelopment potential for new urban-scale mixed-use projects which would bring sought-after housing, commercial services, and employment to the district.

Presently, the CBD has an abundance of parking facilities yet there tends to be a scarcity of supply near high use areas and locations that host periodic community events (e.g., around City parks and The Parkway commercial destination) at certain times of the year. This parking study explored these conditions and identified an array of strategies that would improve current parking conditions and support anticipated future infill, redevelopment, and adaptive reuse projects for the district. This study documents the process, findings, redevelopment estimates/assumptions, projected demand, and the recommended strategies so that the City can effectively plan for current/future parking accommodations

in the CBD while building a vibrant and distinctive community destination where people will live, work, and play.

This parking study was conducted as part of the Benton-Franklin Council of Governments (BFCOG) United States Environmental Protection Agency (EPA) Brownfield Grant where the City of Richland is a coalition member. Brownfield inventories, environmental site assessments (ESA), supportive studies, and reuse planning are eligible activities under the grant. A brownfield is defined as “a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant”. Former automobile service stations, abandoned/vacant sites, and older structures fall within the definition making the properties within the CBD a compelling Focus Area for grant activities.



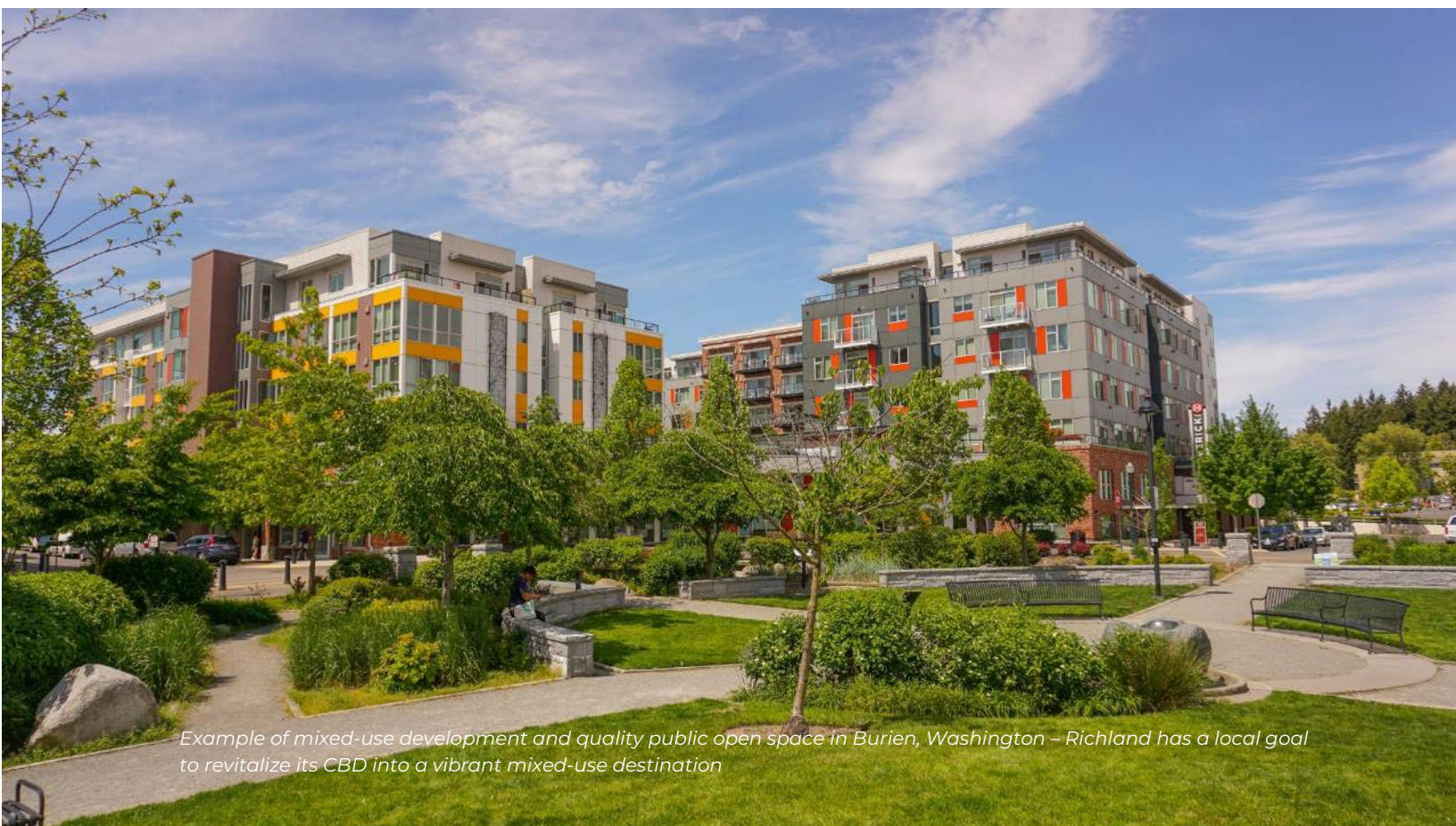
Figure ES.1 – The CBD Focus Area Context Map
(focus area depicted in dashed yellow line | Source: Google Earth Pro)

City Goals / Zoning Allowances

The City of Richland documents its goal to revitalize the CBD into a vibrant, mixed-use destination in its Comprehensive Plan (serving as the City's primary policy document guiding municipal decisions relating to land use, capital projects, and future priorities). The Comprehensive Plan includes several goals relating to CBD redevelopment; thus, the City adopted policy to support urban revitalization in its CBD and supportive parking-strategies will be vital to transform the area from a suburban development pattern into a vibrant mixed-use destination. See section 2.2 for more information on the City's Comprehensive Plan and adopted revitalization goals.

Zoning – The City adopted supporting zoning and development standards requiring new projects to follow compact, urban design principles (e.g., buildings sited close to adjacent streets with parking/service areas to the side or rear of structures). The zone allows for multi-level buildings with a height allowance up to 110-ft for most uses (albeit certain areas around The Parkway are limited to 50-ft and medical buildings are permitted a 140-ft height). The zone permits a broad range of land uses including commercial services, professional/medical office, public uses, housing, and restaurants. Notably, the zone allows drive-through service windows and automobile service uses subject to a Special Use permit (and public hearing). See section 2.3 for more detail on the Focus Area's current zoning and associated standards.

Parking Standards – The City's minimum parking ratios (i.e., number of stalls based on land use and building size) are generally in line with industry standards (and code requirements for similarly-sized cities), although its standards align more closely with suburban areas than dense urban centers. The standards allow for some administrative flexibility including shared parking arrangements and credits for certain site components. The City's parking standards pose challenges for existing buildings (which are built out), and anticipated infill, redevelopment, and adaptive reuse projects since the associated parking would occupy large percentages of development sites and are costly to construct. Thus, it will be important to identify other means to address the CBDs current and future parking demand. See tables 2.3.c and 2.3.d for more detail on the City's current parking requirements.



Example of mixed-use development and quality public open space in Burien, Washington – Richland has a local goal to revitalize its CBD into a vibrant mixed-use destination

Current Parking Capacity / Utilization

In May 2022, the Consultant Team (led by Fehr & Peers) documented the parking capacity and utilization rates for all the parcels and rights-of-way within the Focus Area. Virtually all the properties in the Focus Area have on-site parking lots/structures, and the majority of the CBD roadways allow for on-street parking. In summary, there are over 10,000 off-street parking stalls and space for approximately 875 vehicles within designated on-street parking locations.

When considering the utilization rates and parking supply, it's estimated that the CBD has excess parking to serve current uses while accommodating some future infill development. For on-street parking, the average occupancy/utilization rates hover at 20% but peak at 26% during the 11am-1pm time period. Off-street parking (i.e., on-site parking lots) average 38% utilized though peaking at 50% in the 11am-1pm lunch time. However, it is acknowledged that some notable properties have high utilization rates (occupying 80-100% of the available stalls); these include the hospital and medical facilities, near the Federal Building, and near The Parkway area at the south end of the CBD. Furthermore, many of the current properties in the CBD possess the potential to accommodate some infill development and/or expansions to their current building(s) while still meeting their required parking obligations.

Downtown Connectivity Study - The City has plans to convert George Washington Way (GWW) and Jadwin Avenue to one-way streets between Symons Street and the GWW/Jadwin convergence (at the southeast end of the Focus Area). The preliminary couplet design would include three lanes of travel in each direction (northbound on GWW and southbound on Jadwin Avenue), new sidewalks, and ~1,040 additional on-street parking stalls for the CBD. Since this project is in planning stages, the on-street parking stalls were not included in the parking capacity/utilization analysis.

Redevelopment Estimates

In the Summer of 2022, the Consultant Team (led by Stantec) conducted a comprehensive property inventory for the CBD to identify (a) brownfields, and (b) properties that are most conducive to near-term redevelopment (within 10-years). To conduct the inventory, Stantec analyzed a series of datasets focused on certain property characteristics such as size, vacancy status, underutilization, building age, and historical land use activity. The inventory identified 38 properties in the CBD that are believed to possess near-term redevelopment potential for new urban-scale mixed-use projects; these properties are vacant/underutilized and large enough to support meaningful development projects.

Redevelopment Estimates – The City and Stantec identified high level development assumptions to each of the 38 sites and estimated the future development potential for those properties. In summary, the development assumptions include five level mixed-use buildings with ground floor uses and housing/office space on the upper floors. The properties in the northwest CBD quadrant (northwest of Swift Boulevard and Jadwin Avenue) are anticipated to redevelop primarily as medical office and the other CBD areas would redevelop as residentially based mixed-use projects. By applying the development assumptions, it is anticipated redevelopment activities on the 38 sites would produce 6,155,101 square feet of new (or renovated) non-residential building area and ~10,421 new residential units on upper floors of new mixed-use projects. Future projects will generate a parking demand for 42,336 vehicles when applying the City's current parking standards. These future projects will require creative parking strategies to make them cost feasible and to fit on the compact urban lots in which they occupy. See Chapter 4 for more detail relating to the inventory findings and redevelopment estimates.

Recommended Parking Strategies

The Consultant Team (working closely with the City) identified a series of parking-related strategies and associated initiatives that are believed to address current CBD parking demands and support new mixed-use redevelopment projects. Table ES.a lists these strategies along with their associated initiatives; See Chapter 5 for more detail on each of the recommended strategies.

Table ES.a. Parking Strategies for Richland's CBD	
Strategy and Description	Associated Initiatives (see Chapter 5 for more detail)
Strategy A. Regulatory Amendments (RA) This includes a series of zoning/code amendments that the City may choose to conduct to (a) add flexibility to parking-related site elements while (b) ensuring new projects are built to an urban form (e.g., pedestrian-oriented site design that lessens the demand on motor vehicle travel).	▪ RA-1: Amend the City's Minimum Parking Ratios ▪ RA-2: Allow parking studies in lieu of code minimums ▪ RA-3: Reduce the required minimum parking stall dimensions ▪ RA-4: Create additional design standards for drive-through facilities ▪ RA-5: Require adaptive reuse projects add entrances to adjacent streets ▪ RA-6: Adopt design guidelines for new parking structures ▪ RA-7: Provide/require electric vehicle charging stations ▪ RA-8: Adopt specific block length standards for the CBD
Strategy B. Capital Projects (CP) This includes a series of capital improvement project recommendations for the CBD that would add parking capacity, improve navigation/access, and support alternate modes of travel.	▪ CP-1: Paint striping to CBD streets (to designate parking areas) ▪ CP-2: Develop a parking structure ▪ CP-3: Implement a wayfinding program ▪ CP-4: Add bicycle infrastructure to the CBD ▪ CP-5: Operate a CBD circulator (i.e., transit/shuttle service) ▪ CP-6: Add lighting to CBD roadways ▪ CP-7: Add pedestrian amenities ▪ CP-8: Promote mixed-use urban-scaled projects in the CBD
Strategy C. Parking Programs (PP) This includes programming options that the City may choose to employ that would increase parking availability/stall turnover (e.g., time limits, meters, etc.), improve enforcement, and allow municipal staff to better track certain parking arrangements (for businesses and/or individual projects).	▪ PP-1: Develop a public parking tracking system ▪ PP-2.a: Implement parking time limits at high-use areas ▪ PP-2.b: Implement parking fees at high-use areas ▪ PP-3: Create a formal parking enforcement entity within the City ▪ PP-4: Formalize shared parking agreements ▪ PP-5: Create incentives for reduce transit fares in the CBD ▪ PP-6: Create a residential parking permit program for CBD streets ▪ PP-7: Create a program for merchants to offer validation to cover parking fees ▪ PP-8: Establish a Parking Management Program for the CBD
Strategy D. Marketing and Promotion (MP) This includes marketing, promotion, and outreach initiatives that would educate residents, businesses, visitors, and stakeholders on the City's long-range goals for the CBD and devise ways to recruit developers experienced in urban-scaled, mixed-use projects.	▪ MP-1: Implement a community outreach plan ▪ MP-2: Partner with CBD businesses

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View of the Columbia Basin College building (far left) and the Richland City Hall (in the far distance)

Chapter 1: Introduction and Project Overview

Section 1.1: Project Introduction and Objectives

The City of Richland’s Economic Development Division and its consultants (Stantec Consulting Services Inc. and Fehr & Peers) completed this parking study that includes a series of parking-related strategies to assist with infill, adaptive reuse, and redevelopment activities in the City’s Central Business District (CBD) so that future projects contribute to a pedestrian-oriented, mixed-use character while reasonably accommodating parking demands in an urban context. This study documents the process, findings, redevelopment estimates/assumptions, projected demand, and the recommended strategies so that the City can effectively plan for current/future parking accommodations in the CBD while building a vibrant and distinctive community destination where people will live, work, and play.

Project Focus Area

The project boundaries (“Focus Area”) include Richland’s CBD bound by Williams Boulevard to the north, Stevens Drive to the west, Gillespie Street/Harding Street to the south, and just past George Washington Way to the east. The study examined parking-related elements on private property, publicly owned sites, and within the public rights-of-way (both existing and planned). Figure 1.1.1 is an aerial depiction of the Focus Area boundaries.

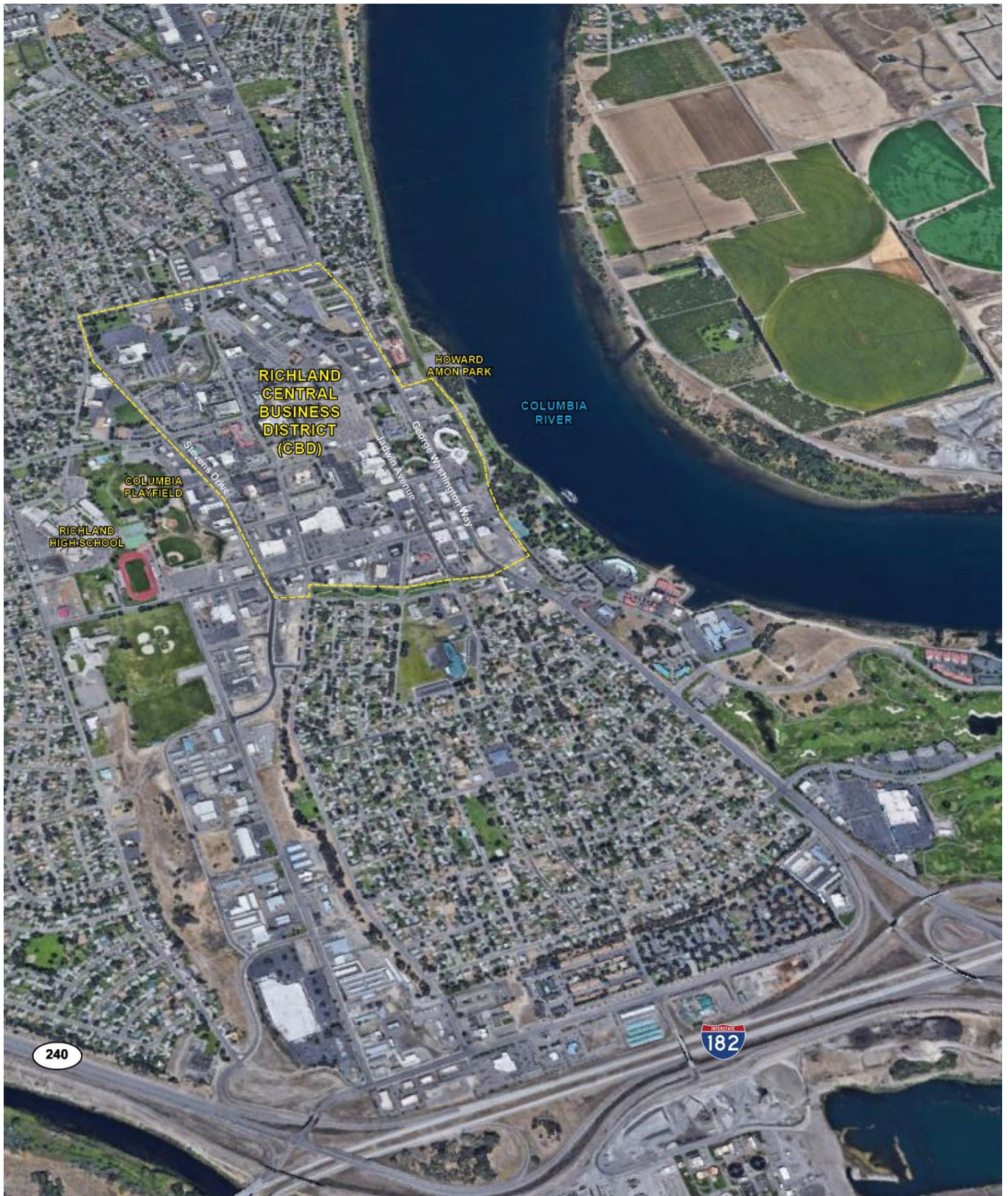


Figure 1.1.1. Focus Area Local Context Exhibit
 (focus area depicted in dashed yellow line | Source: Google Earth Pro)

CBD Context and Revitalization Goals

The Focus Area is within Richland’s designated CBD and the City has adopted supportive policies and a regulatory framework that aim to transform the area into a distinctive, mixed-use community destination and employment center. Specifically, the Comprehensive Plan (updated October 2019) lists a community goal to “Develop a vibrant Central Business District planned on a high-density land use” along with other related goals/policies that support an urban-scaled, mixed-use environment. The CBD Zoning District is described as “a special mixed use zoning classification designed to encourage the transformation of the CBD from principally a strip commercial auto-oriented neighborhood to a more compact development pattern”. The CBD zone allows for a broad range of land uses and its standards require a development pattern which is associated with other traditional downtowns (e.g., compact development form, pedestrian/transit-oriented elements). Through its policy/regulatory documents, the City has laid the foundation for the CBD to grow with a variety of land uses, tenants, amenities, and supportive infrastructure.

The Focus Area is an established office, commercial, and public institution district located central to the City. Howard Amon Park and the Columbia River frame the area to the east, and the Richland High School/Fran Rush Stadium surround the area to the west. The Focus Area is arranged as a modified street grid that form ~22 large city blocks. Most of the rights-of-way are wide and several corridors currently provide on-street parking. The City is planning to transform the Jadwin Avenue/George Washington Way corridors into a couplet (with associated streetscape enhancements) as part of the *Downtown Connectivity Study*. The Knight Street Transit Center provides multiple bus lines to the Focus Area with commuter connections to the broader Tri-Cities region. The City completed a similar parking study in 2011.

Notably, the United States Courthouse / Richland Federal Building, and the Parkway (Shopping Center) are major destinations and developed in a traditional urban form (e.g., pedestrian-oriented site design with buildings oriented close to the adjacent streets). Many of the legacy sites in the Focus Area are suburban in character with low-rise buildings setback from the public rights-of-way and served with large surface parking lots. The Focus Area includes several brownfields and underutilized properties that have significant redevelopment potential for new urban-scaled, mixed-use projects. There is tremendous opportunity to plan for this potential redevelopment through a holistic parking strategy that is uniquely tailored for the Focus Area and the community’s aspirations to grow the district into a distinctive urban destination. Many times, vehicular parking demands/requirements are a hinderance to pedestrian-oriented, mixed-use redevelopment projects given the limited parcel sizes and associated construction costs. In the near-term, visitors, workers, and residents may continue to rely on private motor vehicles as their primary mode of transportation. But long-term, and when the CBD transitions into a true mixed-use district, users can utilize other modes of transportation; thus, lessening the demand for parking within the CBD. The City needs strategies to accommodate parking in the near- and long-term horizons.

*Example of mixed-use development
in Burien, Washington*



Brownfield Considerations

Many of the properties within Richland’s CBD are considered brownfields based on their underutilized status, and the potential of possessing site contaminants and other environmental hazards caused by past land use activities and historical building construction/maintenance practices. A brownfield is defined as *“a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.”* Brownfield sites generally require extensive environmental studies to determine the presence and extent of environmental hazards.

Where contamination or hazardous building conditions are present, cleanup/remediation/abatement activities may be warranted before the sites are reused/redeveloped for new uses/buildings; this further complicates revitalization activities in legacy downtown districts due to the associated costs and project timelines. Additional context on brownfields is provided in Section 2.1 of this study. This parking study was conducted as part of the Benton-Franklin Council of Governments (BFCOG) United States Environmental Protection Agency (EPA) Brownfield Grant Project where the City of Richland is a coalition member; brownfield inventories, environmental site assessments (ESA), supportive studies, and reuse planning are eligible activities under the grant.



Examples of vacant/abandoned properties in the CBD: the properties are considered “brownfields” due to their potential for containing hazardous substances/building materials from past land use activities – Environmental Sites Assessments (ESAs) and other reports would identify whether potential hazards exist.

Section 1.2: Project Objectives and Components

The City of Richland would like to support redevelopment in its CBD with a specific focus on underutilized brownfield sites. The City has a goal to promote urban-scaled, mixed-use development on underutilized properties. Given the area's history, building ages, and legacy land uses, many of the properties are considered brownfields (e.g., older buildings with asbestos/lead-based paint and former automobile service stations with unaddressed underground fuel tanks). As the CBD redevelops, it is anticipated that parking will be a significant challenge to infill/redevelopment projects. It will be important to inventory brownfields/underutilized properties, identify their redevelopment potential, and devise strategies to balance new development with realistic parking demands. At the same time, it will be vital to achieve a development form that promotes alternative modes of transportation such as transit use, walking, and biking. At a minimum, it is anticipated that the City can amend/reduce their required parking standards and/or construct consolidated public parking areas that would otherwise allow for more development potential on brownfields and underutilized properties.

The City of Richland commissioned a comprehensive parking study for the CBD vicinity to understand current conditions, regulatory requirements, available parking supply, projected parking demand, and recommended strategies to address parking needs now and into the future. A key component was to identify brownfields and other underutilized properties that possess transformative redevelopment potential and identify parking strategies that would support revitalization activities that create a captivating, mixed-use destination for the community.

Project Components - The study's primary components included the following:

1. **Existing Conditions** – Establish a baseline for parking conditions and planning in the Focus Area. Review the existing parking supply in the Focus Area in terms of on-site and street parking at specific locations. Review and compare the City's parking requirements with other industry standards (e.g., Institute of Transportation Engineers (ITE) Parking Generation Manual or similar source).
2. **Stakeholder Interviews** – Conduct interviews with developers, business owners, real estate professionals, and public agencies (the City) to identify the area's redevelopment potential, near- and long-term parking challenges, and potential strategies that may be readily acceptable to the Richland community. Use this information to identify parking solutions/methods to address future parking demand.
3. **Future Demand Projections** – Identify the future parking demand based on redevelopment potential for vacant, abandoned, and underutilized properties (with a focus on brownfields). Apply the data from the existing conditions analysis and stakeholder feedback to guide the analysis.
4. **Parking Strategies and Recommendations** – Create a list of potential parking strategies that would address projected parking demand while supporting the City's goal to grow the Focus Area into a distinct mixed-use destination (e.g., recommended code amendments to reduce parking requirements, parking enforcement policies, district parking, shared parking areas, etc.)
5. **Final Report** – Package the project analysis, deliverables, and recommendations into a single, user-friendly report document.



View of an existing office building and its associated parking areas along Jadwin Avenue on the north end of the Focus Area

Chapter 2: Community Conditions Analysis

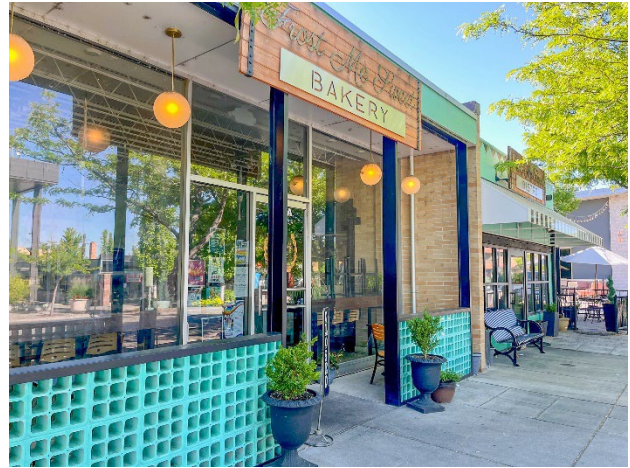
Section 2.1: Central Business District Description

Richland's CBD occupies over 280-acres located central to the city and nestled between the Columbia River/Howard Amon Park and the Columbia Playfield/Richland High School. Residential neighborhoods surround the CBD to the north, west, and south. George Washington Way passes through the eastern CBD boundaries which provides local connections to I-182 to the south and the neighborhoods/commercial corridors to the north. Lee Boulevard, Swift Boulevard, and Williams Boulevard are major east-west corridors linking residential areas to the CBD.

The CBD originally emerged as a collection of large suburban-style shopping centers and, over time, it grew with a mix of government offices, commercial shops, restaurants, medical office/clinics, higher education institutions, and hotels. A modified street grid forms the CBD and the district can be characterized as a series of large city blocks; typical blocks in the Focus Area exceed 600 linear feet (and many are much longer). Today, the CBD can be described as a suburban development pattern, many of the legacy buildings are setback far from the adjacent streets and large surface parking lots occupy the majority of each parcel. In contrast, most of the newly constructed buildings in the heart of the CBD follow a more traditional development form with structures oriented close to the public rights-of-way and parking located to the side/rear of the buildings they serve. Multiple fast-food restaurants (with drive-through service windows) have emerged along the Jadwin/George Washington Way corridors. The CBD

does not possess many residential projects; although the recently completed Park Place development and the renovated micro apartments project (of the former Days Inn) are notable exceptions.

The CBD has several vacant buildings/storefronts, creating opportunity for new tenants/commercial services. Furthermore, many of its sites are underutilized, meaning they possess additional urban infill and redevelopment opportunities for new buildings/amenities in the district. Several properties/buildings in the CBD feel less connected to adjacent properties due to their site design, but long-term infill buildings could weave together the CBD properties to result in a more cohesive urban destination (whereas, today, it feels disjointed).



Examples of the various land use activities and district character in the CBD. Top Left: Streetscape view and art installation in The Parkway. Top Right: View of existing shopfronts in The Parkway. Lower: View of the existing Knight Street Transit Center with office buildings in the distance.



Figure 2.1.1. CBD Focus Area Aerial Depiction
 (Focus area depicted in dashed yellow line | Source: Google Earth Pro)

Major Tenants / Destinations

Richland's CBD has several tenants/major destinations that generate both a local and regional draw to the district. These include a mix of entertainment, shopping, public services, and medical resources. These tenants/destinations generate substantial traffic, parking demand, and activity in the CBD. The most notable CBD destinations are described below.

The Parkway – The Parkway is a traditional shopping center with a collection of shops/restaurants spanning both sides of Lee Boulevard between Jadwin Avenue and George Washington Way. The Parkway is perhaps the most successful commercial destination in the CBD. Buildings are arranged in a traditional form along its internal private street; the street contains angled stalls and two surface lots provide additional parking. The Richland Players (theater), restaurants, specialty shopping, the Fuse Coworking Space, and the Richland Farmers Market are notable tenants/destinations in The Parkway. These venues are close to the Federal Building, Howard Amon Park, HAPO Community Stage/John Dam Plaza, and area hotels which create opportunities to draw customers from nearby land uses.

Kadlec Regional Medical Center / Clinics – The multi-building medical center occupies much of the block at the northeast corner of Stevens Drive and Swift Boulevard. The center provides specialty medical services to the greater Tri-Cities region and beyond. The property includes several surface parking lots and a multi-level parking structure. Several clinics surround the medical center campus.

Federal Building / US District Court – The large multi-level Federal Building is located central to the CBD along Jadwin Avenue (opposite of John Dam Plaza). The building supports multiple federal agencies including the US District Court, the Federal Bureau of Investigation (FBI), the Department of Energy, and the Internal Revenue Service (IRS), to name a few. The western half of the property includes a large surface parking lot. This is a major employer and public destination, creating customer activity that could benefit CBD businesses.

Richland City Hall / Public Services / Public Library – Richland's CBD is home to several public services including the Richland City Hall (at Swift Boulevard and Jadwin Avenue), the Richland Public Library (along Swift Boulevard between Goethals Drive and Northgate Drive), the Police Department (located north of John Dam Plaza and along Jadwin), the Fire Station (along George Washington Way), and the US Post Office (located on the south end of the Focus Area along Cullum Avenue at the Gillespie Parkway). These public services are major attractors, employers, and parking generators; they also produce potential customers for CBD businesses (e.g., lunch time dining and consumer goods that may be sought out by employees and public service patrons).

Educational Institutions – Columbia Basin College (CBC) and Washington State University (WSU) operate college-level programs in the CBD with a particular focus in nursing, medical, and dental. These programs are held in multiple buildings throughout the CBD; most notably, in a converted shopping center building along Lee Boulevard, and mid-rise buildings along Northgate Drive. These institutions are major destinations that generate parking demand, bring people to the district (on a regular basis) and create potential customers for CBD businesses.

Park and Recreational Areas

Parks and public open space areas are major attractors for City's and specifically downtown districts. Richland's CBD includes several parks and recreation areas both within the Focus Area boundaries and the immediately surrounding areas. Parks produce parking demand especially for sporting events, community festivals, and activities that involve recreational equipment. Additionally, parks can produce customers for CBD businesses, as patrons sometimes seek out dining and shopping before/after visiting recreational areas. The following summarizes the parks and recreational areas in and around the CBD Focus Area.

HAPO Community Stage/John Dam Plaza – The park is located between George Washington Way and Jadwin Avenue (opposite of the Federal Building). The park includes lawn areas, event space, the HAPO Community Stage, a plaza area, restrooms, and a paved surface parking lot. In 2015, the City developed a conceptual master plan depicting hardscape enhancements and additional community gathering areas.

Jeannette Park/Richland Skate Park – The park is located along Carondelet Drive on the north side of the Focus Area near the Urban Greenway Trail. The property includes expansive lawn areas and the Richland Skate Park. Parking is accommodated on adjacent rights-of-way (there is not an on-site parking lot).

Urban Greenway Trail / Marjorie Sutch Greenway – A series of parcels form a greenway corridor that meanders through the northern portions of the Focus Area; extending from George Washington Way and connecting to Stevens Drive. The greenway is mostly a grassed and vegetated corridor with a continuous paved pathway. Wetlands and stream features line the greenway.

Parks Adjacent to Focus Area

Gillespie Parkway – On the southern edge of the Focus Area, the Gillespie Parkway is the three-block urban greenway that is mostly lawn areas with a continuous paved pathway. The Parkway extends from George Washington Way to Goethals Drive (connecting to the surrounding neighborhoods). Parking is provided on adjacent streets.

Howard Amon Park – The property is Richland’s signature waterfront park connecting the CBD to the Columbia River. The park has an array of amenities including passive lawn areas, tennis courts, a large playground, a wading pool, a dock, plaza, and on-side parking. Lee Boulevard (a major CBD corridor) leads into the park. The Riverfront Trail passes through the park with connections to the larger region.

Columbia Playfield – The Columbia Playfield rests at the western edge of the Focus Area and adjacent to Richland High School. The property includes an array of recreational elements including walking trails, six baseball fields (in varying sizes), the George Prout Aquatic Center, tennis courts, and basketball courts. There are four parking lots on the property.

Transit Service

Transit service is a potential mobility option to and from the CBD, increased transit use could mitigate demands for parking; thus, it is important to examine the current transit service in the Focus Area. Ben Franklin Transit provides bus service throughout the Tri-Cities region; notably, the system includes service to major destinations, downtowns, and employment centers. Ben Franklin Transit operates eight (8) bus lines in the Richland CBD Focus Area with most of the routes offering services Monday thru Saturday. Figure 2.1.2 depicts the Ben Franklin Transit System map focusing on Richland's CBD vicinity. Table 2.1.a lists the bus lines that currently operate in the Focus Area including end destination, service times (days), planned improvements, and historical ridership statistics. Notably, ridership levels have declined or remained the same for the last four years (whereas the COVID-19 pandemic of 2020-2022 is believed to be a prime contributor to the ridership decline as many populations were unemployed and/or worked from home during this global health event).

The Knight Street Transit Center is located at the northeast corner of Knight Street and Goethals Drive in Richland's CBD. The center includes off-street bus shelters, vending machines, vehicle parking areas (i.e., park and ride facility), and sidewalk connections to adjacent rights-of-way and land uses. The Transit Center has two distinct surface parking lots. One is a 14-stall lot located along Northgate Drive and the other is a 32-stall lot located at the corner of Knight Street and Goethals Drive. Neither lot is metered and there are no posted parking time limits (based on July 2022 site observations).

Table 2.1.a Existing Transit Service and Ridership									
<i>Bus Route</i>	<i>Transit Center Stop (yes or no)</i>	<i>End Destination (opposite of CBD)</i>	<i>Weekday Service (yes or no)</i>	<i>Weekend Service (yes or no)</i>	<i>Planned Improvements (2022-2027 Transit Development Plan + Tentative Plans)</i>	<i>Annual Ridership</i>			
						2018	2019	2020	2021
1	Yes	22 nd Ave Transit Center	Yes	Yes	2023 – Minor alignment adjustments.	-	-	-	131,274
20	Yes	West Richland Transit Center	Yes	Saturday Only	2023 - Create a staggered service schedule to operate 15-minute service between Queensgate and Knight Street	-	-	-	28,885
25	Yes	Knight Street Transit Center	Yes	Saturday Only	2024- Reroute to better serve Richland neighborhoods in coverage area.	56,510	56,942	32,002	31,149
26	Yes	G.W. Way & McMurray (NB) G.W. Way & Hanford St. (SB)	Yes	Saturday Only	2023 - Create a staggered service schedule to operate 15-minute service between	-	-	-	35,171

Table 2.1.a Existing Transit Service and Ridership									
						Annual Ridership			
Bus Route	Transit Center Stop (yes or no)	End Destination (opposite of CBD)	Weekday Service (yes or no)	Weekend Service (yes or no)	Planned Improvements (2022-2027 Transit Development Plan + Tentative Plans)	2018	2019	2020	2021
		Innovation & Horn Rapids (SB)			Queensgate and Knight Street				
123	Yes	Three Rivers Transit Center (NB) Spengler & Stevens Center (SB)	Yes	Yes	2024/25 – Increase frequencies and renumber as METRO Route 4	228,419	252,862	163,884	184,843
170	Yes	Richland ‘Y’ Park & Ride (WB) Stacy Ave Transit Center (EB)	Yes	Saturday Only	2024- Reroute to new Queensgate Transit Hub. Increase frequencies.	214,662	24,446	15,588	16,339
225	Yes	22 nd Ave Transit Center	Yes	Yes	2025 - Increase frequencies and renumber as METRO Route 2	217,624	209,247	109,332	104,961
268	Yes	22 nd Ave Transit Center	Yes	No	2025 - Route into new West Pasco TC	-	-	2,231	34,279
Notes: (1) Bus routes and service statistics based on the Ben Franklin Transit Summer 2022 System Guide. (2) Planned improvements based on the Ben Franklin Transit – Transit Development Plan 2022-2027. (3) Historical bus route ridership statistics obtained from Ben Franklin Transit (through an information request).									

Transit Development Plan (2022-2027) – Pursuant to Washington State law (RCW 35.58.2795), Ben Franklin Transit must prepare a six-year transit development plan to accommodate service demand, identify capital projects, and maintain system operation. The Ben Franklin Transit Development Plan (2022-2027) identifies several system improvements over the next few years. Specific to the Richland CBD, the Transit Development Plan identifies improvements to routes 20 and 26 that will (a) extend services to Queensgate Transit Hub (with facility opening), and (b) create a staggered service schedule to operate 15-minute bus headways between Queensgate and the Knight Street Transit Center. No other service or capital improvements were identified for Richland’s CBD Focus Area.



Figure 2.1.2. Ben-Franklin Transit System Map (Richland Focus)

Pedestrian and Bicycle Facilities

Walking and biking are important considerations when planning for a vibrant, mixed-use city center; when the urban environment is safe and convenient for walking/cycling, individuals may choose to use alternative mobility options (other than a personal motor vehicle) which could lessen the parking demand for a geographic area. Table 2.1.b summarizes the current streets in the Richland CBD Focus Area in terms of number of travel lanes, street parking (if readily apparent), sidewalk presence, and bicycle lane presence; this information was obtained through site observations in July 2022 and current aerial photographs.

Sidewalks - For Richland's CBD, the area is well-served with pedestrian amenities as most public/private streets include sidewalks on at least one side of the rights-of-way. Notably, most of the newer developments include a dedicated sidewalk connection from the right-of-way to the primary building entrance(s). However, there are some street corridors/segments that are (1) devoid of public sidewalks, (2) have gaps in the sidewalk network, and/or (3) only contain sidewalks on one side of the right-of-way; these include Carondelet Drive, Harding Street, Goethals Drive, Gillmore Street, and Amon Park Drive (just outside the Focus Area). Figure 2.1.3. is an aerial depiction of the CBD Focus Area with labels that identify sidewalk network gaps.

Designated Bicycle Lanes - By contrast, Richland has only a limited supply of designated bicycle lanes within public streets in the CBD Focus Area. To date, Shift Boulevard, Goethals Drive, and a small segment of Knight Street have striped bicycle lanes, though some other corridors have striped shoulders along the curbside of travel lanes. Notably, the City has a "complete streets" policy and will stripe new bicycle lanes (when feasible) as part of future roadway resurfacing activities. Overall, the CBD does not have a continuous bicycle network and there are several gaps where cyclists must share travel lanes with motor vehicles and/or utilize sidewalks to continue their route.

Greenways and Trails – In addition to the street/roadway corridors in the CBD, Richland has multi-use trails that provide pedestrian and bicyclist access within parks and greenway corridors. This includes the Urban Greenway Trail / Marjorie Sutch Greenway in the northern areas of the Focus Area – the greenway corridor provides a paved trail link between the Columbia River waterfront and Stevens Drive (and the Kadlec Regional Medical Center). Another segment of the Urban Greenway Trail is located within the Gillespie Parkway along the southern Focus Area boundary – the trail provides a connection between George Washington Way and Stevens Drive (there is a gap between George Washington Way and the riverfront). Finally, the Riverfront Trail runs along the Columbia River within Howard Amon Park. The City has long-term plans to extend its trail network and provide local connections to the CBD and surrounding neighborhoods.

Table 2.1.b Current CBD Street Summary – Bicycle and Pedestrian Focus				
	<i>Y = Yes, element present / N = No, element is not present / I = element is Intermittently present</i>			
Street	Travel Lanes (number)	On-Street Parking	Sidewalks	Bicycle Lanes
Williams Boulevard	2	N	Y	N
Carondelet Drive	2	I	I	N
Swift Boulevard	3	I	Y	Y
Mansfield Street	2	I	Y	N
Newton Street	2	Y	Y	N
Knight Street	3	I	Y	I (w. of Goethals Dr.)
Lee Boulevard	2	Y	Y	N
Harding Street	2	Y	I	N
Stevens Drive	2	Y	Y	N
Goethals Drive	3	N	Y	Y
Northgate Drive	2	I	Y	N
Gillmore Street	2	I	I	N
Jadwin Avenue	4	N	Y	N
Guyer Avenue	2	Y	Y	N
The Parkway	2	Y	Y	N
George Washington Way	4	N	Y	N
Amon Park Drive	2	I	I (s. of Lee Blvd.)	N
Notes: (1) The street information herein based on site observations in July 2022 and through current aerial review (Source: Google Earth Pro / Streetview).				

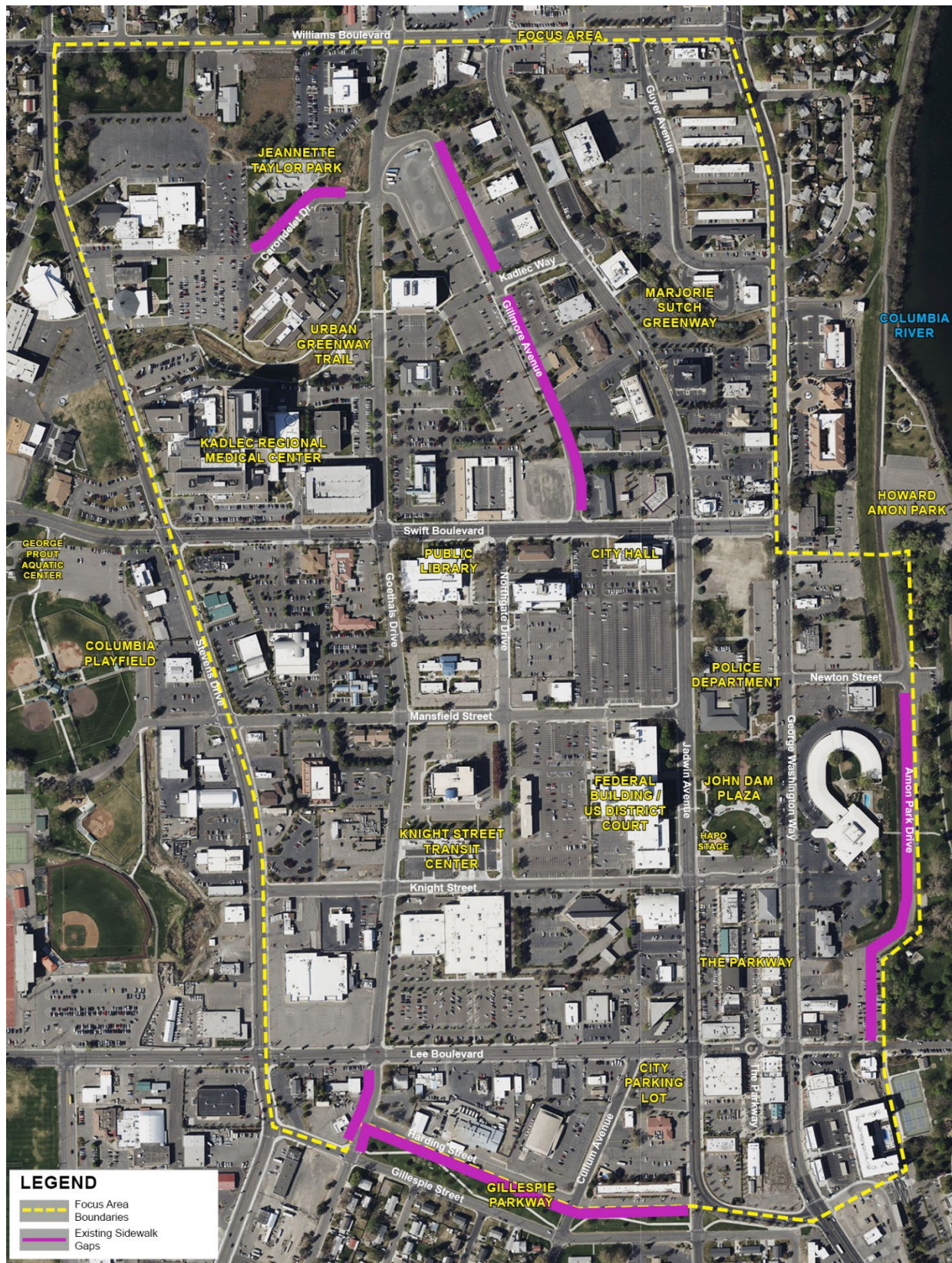


Figure 2.1.3. Sidewalk Gaps Exhibit
 (Focus area depicted in dashed yellow line | Source: Google Earth Pro)

Brownfields and Revitalization Planning

The EPA provides funding and technical assistance to local communities to address brownfield conditions and to advance redevelopment activities in neighborhoods and corridors that have a history of blight and disinvestment, as well as the potential presence of environmental hazards and liabilities linked to brownfield sites. A brownfield is defined by the EPA as “a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.” Former automobile service stations, legacy industrial operations, abandoned properties, structures with hazardous building materials, and other historical land uses with residual site contaminants are included in the EPA definition of brownfields.

Brownfield Challenges - Brownfield sites can present a multitude of challenges to neighborhoods linked to their documented (and undocumented) environmental liabilities, underutilized status, and prolonged disinvestment. The environmental liabilities on brownfield sites can include the presence of hazardous chemicals or petroleum products in soil, groundwater, and soil vapors. These liabilities could also include hazardous building materials such as asbestos, lead-based paint, and polychlorinated biphenyls (PCBs) which were commonly used in the construction or maintenance of older buildings (and pre-dating 1980 safe building construction standards). These conditions can pose a hazard to both humans and the natural environment.

Historically, brownfield sites remain abandoned (or underutilized) due to uncertainties of the property conditions and cleanup requirements and create prolonged challenges to neighborhoods and business districts (like Richland’s CBD). The presence of the environmental liabilities can complicate the redevelopment of these sites, as well as result in significant added costs (and delays) for abatement, demolition, and environmental investigation and cleanup. Many times, developers/investors avoid redevelopment on brownfields and seek out opportunities on the urban fringe; notably, the Tri-Cities region has ample vacant land in outlying areas which is challenging to recruit investment to established urban centers. Proactive planning, studies, and strategies can help position brownfields (and older urban districts) for new community-serving uses.

Reuse Planning - An eligible activity under EPA Brownfield grants is the performance of reuse planning and/or special studies where the City and area stakeholders can explore redevelopment options that align with local needs, desires, and economic development goals. Reuse planning allows communities to examine existing site conditions (and impediments), engage with community members and other professional advisors, review reuse plan alternatives, and define their locally preferred strategy for property reuse in a defined Focus Area of the city. To support property reuse (and brownfield redevelopment), this parking study was conducted under the region’s EPA brownfield grant to help address a major redevelopment challenge to potential new projects in Richland’s CBD.

Section 2.2: Comprehensive Plan / Community Vision

The City of Richland's Comprehensive Plan is the primary policy document that guides land use, infrastructure, and economic development-related decisions in the municipal limits. The Plan designates most of the Focus Area as "Central Business District"; whereas the existing park/open space properties are designated as "Developed Open Space". The Central Business District designation is intended to support urban-scale, mixed-use development, and land uses. The following lists the Comprehensive Plan's descriptions for the land use designations in Richland's downtown.

- **Central Business District** is a special mixed-use 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. Pedestrian amenities, transit access, and bike paths are priority features.
- **Developed Open Space** is intended to be applied to those portions of the city that are designated as developed open space and public facility. The designation is defined as including golf courses, federal power transmission and irrigation wasteway easements, private open space, riverfront parks, undeveloped parks, and parks intended for long-term open space.

Plan Vision

The Comprehensive Plan states the community's vision as the following: *"Richland is a progressive, safe, and family-friendly community that welcomes diversity. It is noted for excellence in technology, medicine, education, recreation, tourism, and citizen participation. This dynamic city, situated on two rivers, actively supports opportunities for economic development that are in harmony with the area's unique natural resources."*

Key Components - This vision is further articulated pursuant to the following key components as they relate to various aspects of community planning; notably, these vision components promote a desire for a mixed-use, pedestrian-oriented development form in the CBD and along the nearby riverfront (these are excerpts from the City's Comprehensive Plan).

- **Economic Development** - Richland uses sound economic development practice to create a diverse and sustainable economy. It is a leader in technology, medical services, and research. Both small and large businesses are vibrant and growing. The City Center is walkable with mixed-uses. The mixed-use waterfront areas offer views, amenities, and recreational opportunities while protecting certain unique natural resources.
- **Land Use and Growth** - growth area while revitalizing existing neighborhoods and the City Center [CBD]. Richland's bustling Central Business District is developed as a mixed-use village with pedestrian amenities, transit access, and bike paths.
- **Housing and Neighborhood** - Housing is available in Richland for all income and age groups. It offers multiple housing choices such as single-family, multi-family, mixed-use, and assisted living facilities.
- **Transportation** - The City's transportation system is efficient and multi-modal. Richland's neighborhoods are well connected for car and transit, and safe for bike and pedestrian traffic. It maintains efficient connectivity with neighboring jurisdictions.
- **Urban Design and Culture** - Richland is a physically appealing community with a diverse cultural heritage. It is a hub of arts, culture, and education.

Supportive Goals and Policies

The City of Richland’s Comprehensive Plan includes several goals and policies that prioritize/support redevelopment and revitalization in the CBD. These are particularly listed in the Economic Development, Land Use, Housing, and Transportation Elements of the Plan. The Plan also includes a set of Community Goals that establish the planning objectives and local priorities for Richland. Several goals/policies document and support the City’s intent to grow/revitalize the CBD into a mixed-use and walkable destination; effective parking strategies are important to support the community’s redevelopment objectives. The following lists the applicable Community Goals as they relate to the parking study and the redevelopment assumptions outlined in this study; Appendix B includes a table that lists all the applicable goals and policies relating to revitalization and the future intend for the CBD.

- **Community Goal 2:** Create a vibrant, progressive, and physically, socially, economically, and culturally diverse community providing choices of jobs, housing, and recreational opportunities to its residents of all ages.
- **Community Goal 6:** Implement programs for the improvement of the built environment and its aesthetic quality to maintain a clean, safe, and attractive community.
- **Community Goal 7:** Develop a vibrant Central Business District planned on a high-density land use.
- **Community Goal 8:** Provide infrastructure and public facilities that serve the best interest of the community.
- **Community Goal 9:** Provide and support an efficient, varied, and well-maintained transportation network.
- **Community Goal 10:** Achieve a diversified mix of private industry and commerce capable of supporting a strong and growing economy.

Section 2.3: Zoning and Parking Standards

The City of Richland’s zoning and development standards allow for a broad range of land uses at urban intensities and establish the minimum parking requirements for new projects and existing properties that are subject to a change of use. The following summarizes the City’s current regulations that the Project Team used as baseline data for estimating the future development potential in the CBD, projecting the associated parking demand, and identifying opportunities to make regulatory refinements to support infill development, adaptive reuse projects, and redevelopment.

Zoning and Development Requirements

The City’s zoning map designates most of the properties within the Focus Area as “CBD – Central Business District”; whereas the existing parks are zoned “PPF – Parks and Public Facilities”. These properties are subject to the land use and development standards listed in *Title 23 – Zoning Regulations* of the Richland Municipal Code (RMC). Consistent with the Comprehensive Plan, the CBD zone allows for urban-scale and mixed-use projects with pedestrian amenities and multi-modal access (which are less dependent on automobile use and where other modes would be feasible). The following lists the RMC’s description for the two zones that comprise the Focus Area; Figure 2.3.1 depicts the City’s current zoning map.

- 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 **parks and public facilities district (PPF)** is a special use classification intended to provide areas for the retention of public lands necessary for open spaces, parks, playgrounds, trails and structures designed for public recreation and to provide areas for the location of buildings and structures for public education, recreation and other public and semi-public uses. This zoning classification is intended to be applied to those portions of the city that are designated as developed open space and public facility under the city of Richland comprehensive plan.

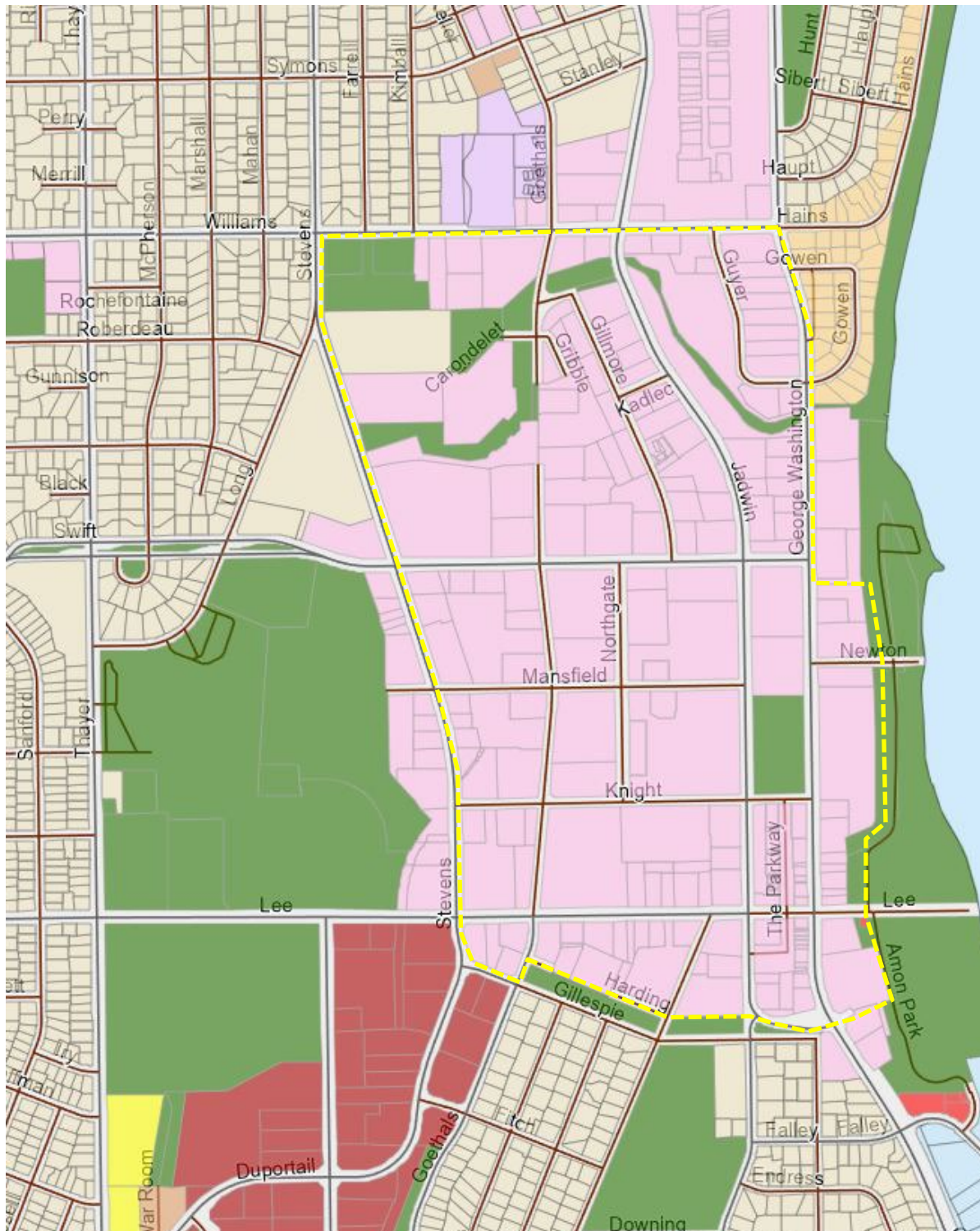


Figure 2.3.1. Zoning Map

(focus area depicted in dashed yellow line | Source: City of Richland)

Land Use Allowances

The CBD zone allows for a broad range of land uses including commercial, office, entertainment, and residential; the CBD zone allows for urban scale, mixed-use projects as envisioned in the Comprehensive Plan. The PPF is generally limited to open spaces, parks, playgrounds, trails, and other facilities for public or semi-public uses. Table 2.3.a lists the allowable uses in each zone. Individual land uses are listed in the RMC as “P – Permitted Use”, “S – Special Use Permit”, “A – Accessory Use”, or blank (not allowed). Permitted Uses are allowed within the zone but subject to general code requirements and performance standards. Uses listed as Special Use Permits are subject to a public hearing (before a Hearings Examiner or Board of Adjustment) and are subject to special provisions listed in the RMC for the proposed land use activities. Accessory Uses may be allowed (and limited) when associated with another permitted/allowable use on the property.

Table 2.3.a Land Use Allowances		
<i>P = Permitted Use, S = Requires a Special Use Permit, A = Allowed as an Accessory Use, Blank = Not permitted.</i>		
Land Use	CBD Zone	PPF Zone
Automotive, Marine, and Heavy Equipment		
Automotive Repair – Minor	S	
Automotive Repair – Specialty	S	
Automobile Service Station	S	
Auto Part Sales	S	
Car Wash – Automatic or Self-Service	S	
Fuel Station/Mini Mart	P	
Vehicle Leasing/Renting	S	
Vehicle Sales	S	
Business and Personal Services		
Automatic Teller Machines	P	
Contractor’s Offices	P	
General Business Services	P	
Health/Fitness Facility	P	
Health/Fitness Center	P	
Health Spa	P	
Hospital/Clinic – Small Animal	P	
Laundry/Dry Cleaning - Commercial	P	
Laundry/Dry Cleaning – Neighborhood	P	
Laundry/Dry Cleaning – Retail	P	
Laundry – Self Service	P	
Mailing Service	P	
Personal Loan Business	P	
Personal Service Business	P	
Photo Processing, Copying, and Printing Services	P	
Telemarketing Services	P	
Video Rental Store	P	

Table 2.3.a Land Use Allowances		
<i>P = Permitted Use, S = Requires a Special Use Permit, A = Allowed as an Accessory Use, Blank = Not permitted.</i>		
Land Use	CBD Zone	PPF Zone
Food Service		
Cafeterias	A	
Delicatessen	P	
Drinking Establishments	P	
Micro-Brewery	P	
Portable Food Vendors	A	
Restaurants/Drive-Through	S	
Restaurants/Lounge	P	
Restaurants/Sit Down	P	
Restaurants/Take Out	P	
Restaurants with Entertainment/Dancing Facilities	P	
Vehicle-Based Food Service	P	
Wineries – Tasting Room	P	
Office Uses		
Financial Institutions	P/S	
Medical, Dental and Other Clinics	P	
Newspaper Offices and Printing Works	P	
Office – Consulting Services	P	
Office – Corporate	P	
Office – General	P	
Office – Research and Development	P	
Radio and Television Studios	P	
Schools, Commercial	P	
Schools, Trade	P	
Travel Agencies	P	
Public/Quasi-Public Uses		
Churches	P	P
Clubs or Fraternal Societies	P	P
Cultural Institutions	P	P
General Park O&M Activities	P	P
Hospitals	P	
Passive Open Space Use	P	P
Power Transmission and Irrigation Wasteway Easements and Utility Uses	P	P
Public Agency Buildings	P	P
Public Agency Facilities	P	P
Public Parks	P	P
Schools	P	P

Table 2.3.a Land Use Allowances		
<i>P = Permitted Use, S = Requires a Special Use Permit, A = Allowed as an Accessory Use, Blank = Not permitted.</i>		
Land Use	CBD Zone	PPF Zone
Schools, Alternative	P	P
Special Events Including Concerts, Tournaments and Competitions, Fairs, Festivals and Similar Public Gatherings	P	P
Trail Head Facilities	P	P
Trails for Equestrian, Pedestrian, or Nonmotorized Vehicle Use	P	P
Recreational Uses		
Art Galleries	P	P
Arcades	P	
Cinema, Indoor	P	
Cinema, Drive-In	P	
Commercial Recreation, Indoor	P	
House Banked Card Rooms	P	
Theater	P	
Residential Uses		
Accessory Dwelling Unit	A	
Apartment, Condominium (3 or More Units)	P	
Assisted Living Facility	P	
Bed and Breakfast	P	
Day Care Center	P	
Dormitories, Fraternities, and Sororities	P	
Hotels or Motels	P	
Nursing or Rest Home	P	
Recreational Club	A	
Senior Housing	P	
Temporary Residence	P	
Retail Uses		
Apparel and Accessory Stores	P	
Auto Parts Supply Store	P	
Books, Stationery and Art Supply Stores	P	
Building, Hardware, Garden Supply Stores	P	
Department Store	P	
Drug Store/Pharmacy	P	
Electronic Equipment Stores	P	
Food Stores	P	
Florist	P	
Furniture, Home Furnishings and Appliance Stores	P	

Table 2.3.a Land Use Allowances		
<i>P = Permitted Use, S = Requires a Special Use Permit, A = Allowed as an Accessory Use, Blank = Not permitted.</i>		
Land Use	CBD Zone	PPF Zone
Office Supply Store	P	
Parking Lot or Structure	A	P (Parking Lot Only)
Pet Shop and Pet Supply Stores	P	
Secondhand Store	P	
Specialty Retail Stores	P	
Miscellaneous Uses		
Bus Station	P	
Bus Terminal	P	
Bus Transfer Station	P	
Community Festivals and Street Fairs	P	
Convention Center	P	
Marco-Antennas	P	P
Monopole	S	
On-Site Hazardous Waste Treatment and Storage	A	A
Storage in an Enclosed Building	A	

Dimensional Standards and Special Development Requirements

Development and adaptive reuse projects are subject to the dimensional standards for each zone which control building placement and the spatial arrangement of specific site components. These include building setbacks, height, and similar dimensional standards. The CBD zone also establishes special development requirements for new buildings/alteration projects. Table 2.3.a summarizes the applicable requirements for the CBD and PPF zones. Notably, the CBD zoning standards allow for and support urban scale development projects that are normally associated with downtown mixed-use districts (e.g., reduced front setbacks and larger height limitations).

Table 2.3.b Performance Standards and Special Requirements		
Site Component / Standard	CBD Zone	PPF Zone
Building Setbacks	Front: 0 ft. minimum; and 20 ft max (properties within The Parkway) Side: 0-ft minimum Rear: 0-ft minimum	Adjacent Zone/Compatible Requirement
Building Height	110-ft. max except Medical - 140-ft Within The Parkway – 50-ft	55-ft.
Floor Area Ratio (FAR) Limit	<i>Unspecified</i>	<i>Unspecified</i>
Density Limit	None	<i>Unspecified</i>
Lot Size (min.)	None	<i>Unspecified</i>
Design Standards	<i>See below</i>	N/A

Table 2.3.b Performance Standards and Special Requirements		
Site Component / Standard	CBD Zone	PPF Zone
Building Placement / Orientation	The district setback standards suggest that buildings be sited close to the right-of-way (where the maximum setback is 20-ft), and only landscaping and/or bike/pedestrian amenities can be placed between the street and front façade.	N/A
Glass Fenestration	Windows/glazing shall cover 50 to 80% percent of the ground floor of the street-facing facade; whereas the Code allows for some exceptions.	N/A
Architectural Elements	Street facing building facades shall provide at least two of the following architectural elements: i. Awnings; ii. Wall plane modulation at a minimum of three feet for every wall more than 50 feet in length; iii. Pilasters or columns; iv. Bays; v. Balconies or building overhangs; or vi. Upper story windows (comprising a minimum of 50 percent of the facade).	N/A
Building Entrances	At least one pedestrian, nonservice entrance into the building will be provided on each street frontage or provided at the building corner.	N/A
Materials	Street facing facades shall provide a variation of exterior building material between the ground and upper floors of multi-story buildings.	N/A
Service and Associated Site Elements	Service bays, loading areas, refuse dumpsters, kitchen waste receptacles, outdoor storage locations, and rooftop mechanical equipment shall be located away from public rights-of-way via site planning and screened from view with landscaping, solid screening or combination.	N/A

Parking Standards

The RMC requires that new development projects, building expansions, and change of use activities provide for minimum vehicular parking to accommodate the proposed use. In most situations, the associated parking shall be provided on the same site of the use it serves, whereas the code provides for alternative situations including sharing parking facilities with adjacent uses and adjustments to the number of required spaces based on demonstrated parking demand. The parking standards in the RMC are adopted law, whereas these parking ratios may not reflect real world demand (e.g., while the RMC requires minimum parking for specific uses, the actual parking demand/utilization may be less). The City's minimum parking ratios are provided in Table 2.3.d (in the Motor Vehicle Parking Ratios subsection). Table 2.3.c summarizes the City's development standards and allowances for parking areas (e.g., stall dimensions, and reduction allowances).

Table 2.3.c Motor Vehicle Parking Standards Summary	
Site Component / Standard	RMC
Parking Stall Dimensions (min.)	9-ft width X 20-ft length (length determined by stall angle)
Locational Standards	
Any type of dwelling	on the same lot with the building to be served
For any other use except one served by an approved joint-use parking facility	on the same lot with, or not more than 300 feet from, the building or use to be served.
For a use served by an approved joint-use parking facility	on the same lot with, or not more than 800 feet from, the building or use to be served.
For a planned shopping center	in the location or locations contemplated by the general over-all layout scheme for said center at ultimate development (e.g., peripheral parking)
Reduction Allowances	Normal automobile parking requirement may be reduced by one space for every three motorcycle spaces provided, up to a maximum reduction of five percent of the required spaces.
	For joint use of parking facilities, the total number of required spaces may be reduced by 10 percent. The number may be reduced by a total of 25 percent with the approval of the board of adjustment.
	No more than 50 percent of the parking spaces required for a theater, church, bowling alley, dance hall, bar, restaurant, or other enterprise which is primarily a nighttime or Sunday use may be supplied by the off-street parking spaces allocable to certain other types of uses specified under RMC 23.54.020.
	No more than 50 percent of the parking spaces required for a bank, business office, retail store, personal service shop, household equipment or furniture shop, or other enterprise which is primarily a daytime and non-Sunday use may be supplied by the off-street parking spaces allocable to certain nighttime or Sunday uses.

ITE Parking Generation Manual

The International Transportation Engineers (ITE) Parking Generation Manual provides recommendations on the actual parking demand for specific land uses based on case studies in various contextual settings (e.g., urban vs. suburban). The ITE manual can be used to guide potential parking standard refinements so that the requirements align with actual demand (e.g., this could lessen the construction burden to the developer and/or reduce the amount of CBD land devoted to vehicle parking). While the ITE parking estimates are not a part of the Richland municipal code, planning consultants and public agencies sometimes refer to its findings in evaluating potential parking strategies. Table 2.3.d provides a comparison of the RMC minimum parking ratio standards with the ITE manual findings/recommendations.

Motor Vehicle Parking Ratios

The table below provides a comparison of the minimum parking ratios by land use (i.e., parking demand) pursuant to the RMC standards and the findings/recommendations from the ITE Parking Generation manual. For most land uses, the parking ratios are the same between the code and the ITE manual. For select uses, the City requires much higher parking ratios than what case studies have revealed as the standard demand (e.g., residential and places of assembly). For some land uses, the RMC requires less parking than the ITE manual. The information herein can provide insight on the future parking demand in the Focus Area and serve as baseline data for potential regulatory amendments (e.g., updating the municipal code with new minimum parking ratio standards).

Table 2.3.d Motor Vehicle Parking Ratio Comparison (RMC and the ITE Manual)					
Land Use	RMC		ITE Manual		Difference
	Standard	Measurement Unit	Standard	Measurement Unit	
Single-family attached and detached dwellings, manufactured homes, condominiums, and duplexes	2	Dwelling Unit	1.7	Dwelling Unit	0.30
Multiple-family complexes	1.5	Dwelling Unit	1.7	Dwelling Unit	-0.20
Apartments, studio	1	Dwelling Unit	1	Per Bedroom	
Housing for the elderly	1	2 Dwelling units	0.9	Dwelling Unit	-0.40
Rooming houses, boarding houses, and dormitories	1	Person capacity	0.7	Per Bedroom	
Hotels and motels	1	Per Room	1.15	Per Room	-0.15
Plus Required Space for Any Restaurant	1	100 sq. ft. GFA	--	--	--
Plus 50% of required spaces for other associated uses	--	--	--	--	--
Elementary schools	2	classroom	0.95	Per Employee	--
Middle Schools			1.4	Per Employee	--
High Schools	8	Classroom	0.26	Per Student	--
Colleges, universities, and instructional facilities – adult	1	3 classroom seats	0.4	Per Student	--
Day Care Centers	2	staff person, 4 space minimum	1.22	Per Employee	0.78
Churches, mortuaries, and funeral homes	1	4 per chapel seats	9.44	1,000 sq. ft. GFA	--
Rest homes, nursing homes and convalescent centers	1	staff doctor	0.39	Per Bed	--
plus	1	3 staff members	--	--	--
plus	1	5 beds	--	--	--

Table 2.3.d Motor Vehicle Parking Ratio Comparison (RMC and the ITE Manual)					
Land Use	RMC		ITE Manual		Difference
	Standard	Measurement Unit	Standard	Measurement Unit	
Hospitals	1	staff doctor	2.25	1,000 sq. ft. GFA	--
plus	1	3 staff members	--	--	--
plus	1	3 beds	--	--	--
Medical and dental clinics	1	250 sq. ft. GFA	3.89	1,000 sq. ft. GFA	0.11
Banks, businesses, or professional offices	1	350 sq. ft. GFA less 3 spaces for each drive-thru window up to a maximum reduction of 33% of the required spaces.	2.39	1,000 sq. ft. GFA	0.47
Drive-thru windows – banks	6	drive-thru window (8" x 18")	3.72	1,000 sq. ft. GFA	--
plus	1	service space	--	--	--
plus	1	window (exit space)	--	--	--
Drive-through windows – nonbank and nonfood	1	window	--	--	--
plus	1	window (stacking space)	--	--	--
plus	1	max. number of on-duty employees	--	--	--
Food stores, markets, drugstores, liquor stores, and designed shopping centers less than 3,000 square feet GFA (exclusive of basement areas)	1	400 sq. ft. GFA	5.44	1,000 sq. ft. GFA	-2.94
Food stores, markets, drugstores, liquor stores, and designed shopping centers more than 3,000 square feet GFA (exclusive of basement areas)	1	300 sq. ft. GFA	2.93	1,000 sq. ft. GFA	--
Small appliance, personal service, hardware, household equipment, clothing and other retail stores	1	400 sq. ft. GFA	2.66	1,000 sq. ft. GFA	--
Large appliance and furniture stores	1	800 sq. ft. GFA	3.53	1,000 sq. ft. GFA	--

Table 2.3.d Motor Vehicle Parking Ratio Comparison (RMC and the ITE Manual)					
Land Use	RMC		ITE Manual		Difference
	Standard	Measurement Unit	Standard	Measurement Unit	
Wholesale stores, warehouses, storage buildings, motor vehicle or machinery sales	1	employee (4 space min.)	2.73	1,000 sq. ft. GFA	--
Service stations	1	employee (4 space min.)	1.69	1,000 sq. ft. GFA	--
plus	1	service bay (bay not counted as a space)	--	--	--
Automobile laundries and car washes	2	ingress of each lane/bay	--	--	--
plus	2	egress of each lane/bay	--	--	--
Self-service laundromat	1	2 washing machines	--	--	--
Manufacturing	1	2 employees on largest shift	0.92	1,000 sq. ft. GFA	--
Restaurant and Tavern Seated customers	1	100 sq. ft. GFA	9.93	1,000 sq. ft. GFA	--
Restaurant and Tavern Take out service	1	100 sq. ft. GFA	--	--	--
Restaurant and Tavern Drive-in only	1	50 sq. ft. GFA	--	--	--
Restaurant and Tavern Drive-in as fixed type of facility	1	100 sq. ft. GFA	--	--	--
Restaurant and Tavern Drive-through	5	window (8 space min.)	12.41	1,000 sq. ft. GFA	--
Places of assembly, dance halls, skating rinks and exhibition halls without fixed seats	1	150 sq. ft. GFA	5.8	1,000 sq. ft. GFA	--
Places of assembly, stadiums, sports arenas, auditoriums with fixed seats	1	3 seats	7.45	1,000 sq. ft. GFA	--
Bowling alleys	5	each lane	4.39	Per Lane	--
Tennis, squash, handball, etc.	2	court	2.67	Per Court	--
Swimming pools	1	50 sq. ft. surface water area	--	--	--
Basketball and volleyball	6	court	--	--	--
Golf	7	green	8.5	Holes	-1.50

Table 2.3.d Motor Vehicle Parking Ratio Comparison (RMC and the ITE Manual)					
Land Use	RMC		ITE Manual		Difference
	Standard	Measurement Unit	Standard	Measurement Unit	
Places of Assembly and Recreational Facilities Indoor not previously mentioned	1	250 sq. ft. GFA	2.7	1,000 sq. ft. GFA	1.93
Places of Assembly and Recreational Facilities Outdoor not previously mentioned	1	2,500 sq. ft. land area	1.21	Acres	16.21

Section 2.4: Current Parking Conditions

In general, the Focus Area has an ample parking supply to serve its existing tenants while possessing excess capacity to accommodate some urban infill development and/or expansions of its existing uses. However, it is acknowledged that parking is more available (and conveniently located) in some areas of the CBD when compared to others. This section summarizes the existing parking supply and utilization observations in the Focus Area; this information can be used as baseline data for determining potential parking-related strategies that would support larger scale redevelopment projects, lessening development costs for tenants/developers, and improving access/convenience for CBD patrons.

The Consultant Team (led by Fehr & Peers) examined and documented the existing parking supply in the CBD Focus Area on individual lots/parcels (i.e., off-street parking areas) and within street rights-of-way (i.e., on-street parking) to serve as baseline data for the study. In doing so, the consultants calculated the existing parking supply using current (and readily available) aerial photography and field observations. Each parking facility was given a unique identification number (or “ID”) with its estimated stall capacity; this data was compiled and recorded on a spreadsheet and imported into geographic information systems (GIS) software. In summary, there are over 10,000 off-street parking stalls and space for approximately 875 vehicles within designated on-street parking locations.

On-Street Parking – Most of the rights-of-way in the CBD support on-street parking. At the same time, many corridors allow for parking but do not have striped stalls; in those situations, the parking capacity was estimated based on linear feet (e.g., assuming one vehicle needs approximately 25 linear feet on average to maneuver and park). On-street parking supply was mostly concentrated in the west half of the CBD. Notably, neither Jadwin Avenue nor George Washington Way possess on-street parking facilities as they are major thoroughfares and the City has near-term plans to convert the corridors to a couplet design. The estimated on-street parking capacity was recorded on the project spreadsheet, incorporated into the GIS software, and assigned a unique area ID.

Off-Street Parking / Parking Lots – Virtually all the properties in the CBD have on-site parking lots that serve their uses/buildings (which is normally associated with more suburban settings versus urban centers). Based on the land use patterns and field observations, some parking lots serve multiple uses (namely, adjacent lots under the same ownership); this is particularly evident around the Kadlec Regional Medical Center (and clinics) and The Parkway. Off-street parking lots were supplied throughout the Focus Area, covering a significant portion of the CBD. Each parking area was assigned a unique ID and the associated parking quantities/capacity was recorded for each. Locations that appeared to be under construction or preparing for future development were given IDs but not capacities (since those areas did not include designated parking stalls and/or were slated for reconstruction).

Parking Utilization Data Collection

The consultants conducted field observations to determine the rates of parking utilization/occupancy in the CBD. Data was collected May 24, 2022 (a weekday while school was in session), from 7AM to 7PM at two-hour increments to determine the parking utilization rates at various times of the day. The parking facility occupancies were observed again the following day and appeared to be very similar to the previous. In doing so, Fehr & Peers documented the number of vehicles in each parking lot during the two-hour time periods.

The utilization was compared to the overall parking lot quantity/capacity to determine a percentage of occupancy for those areas. Occupancies in large facilities were estimated in terms of the percent of the total capacity occupied, while occupancies in smaller facilities were able to be counted more precisely. The recorded information was then joined to the GIS-based facility data. This data was applied to maps to show a summary of occupancy for each time period for on-street and off-street parking areas in the CBD. See Figures 2.4.1–2.4.6 for maps of the parking occupancy by time of day by lot/right-of-way within the Focus Area. Appendix C lists the parking capacity and utilization for each parking area during specific times of the day.

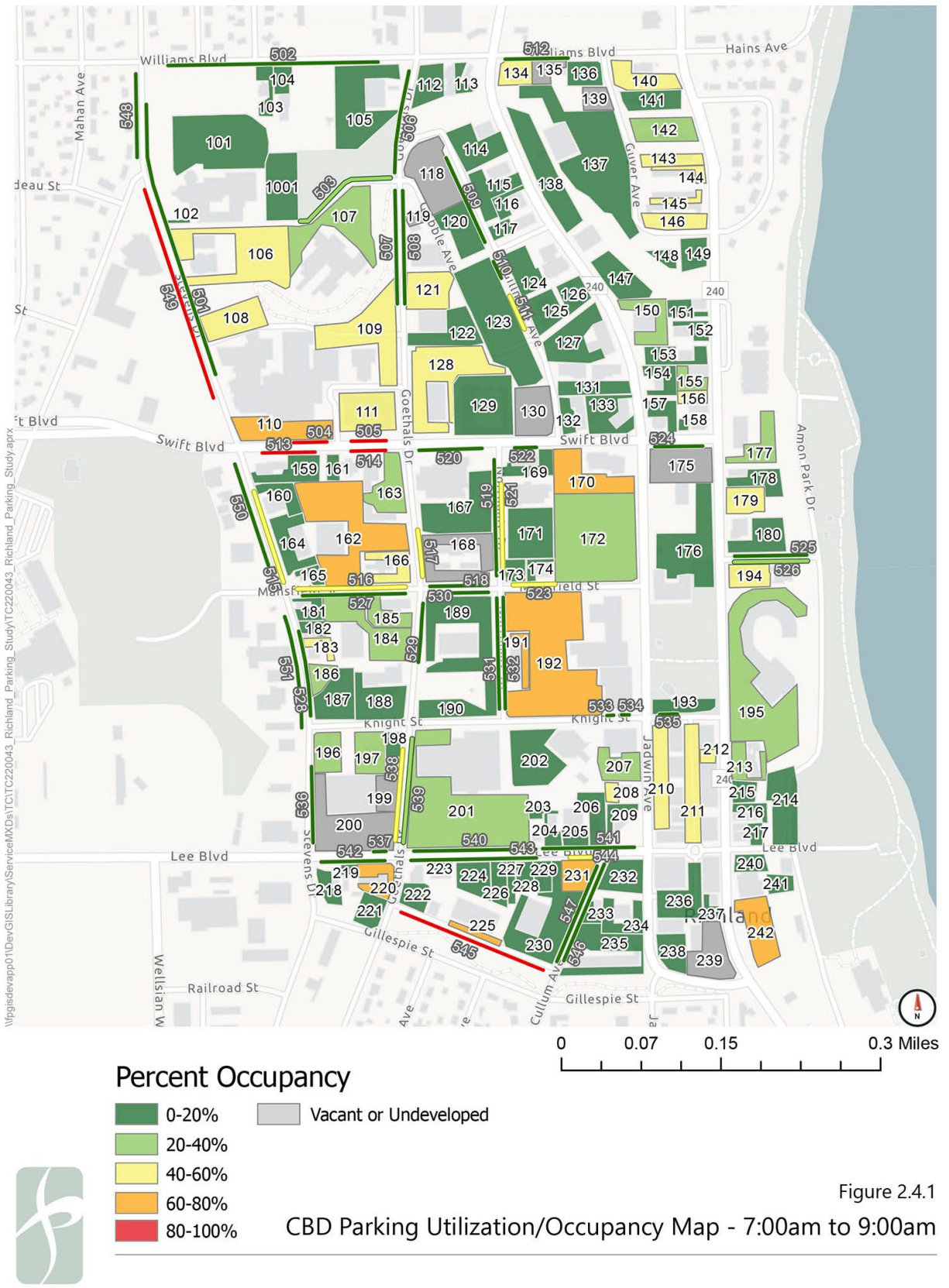


Figure 2.4.1. CBD Parking Utilization/Occupancy Map – 7:00am to 9:00am

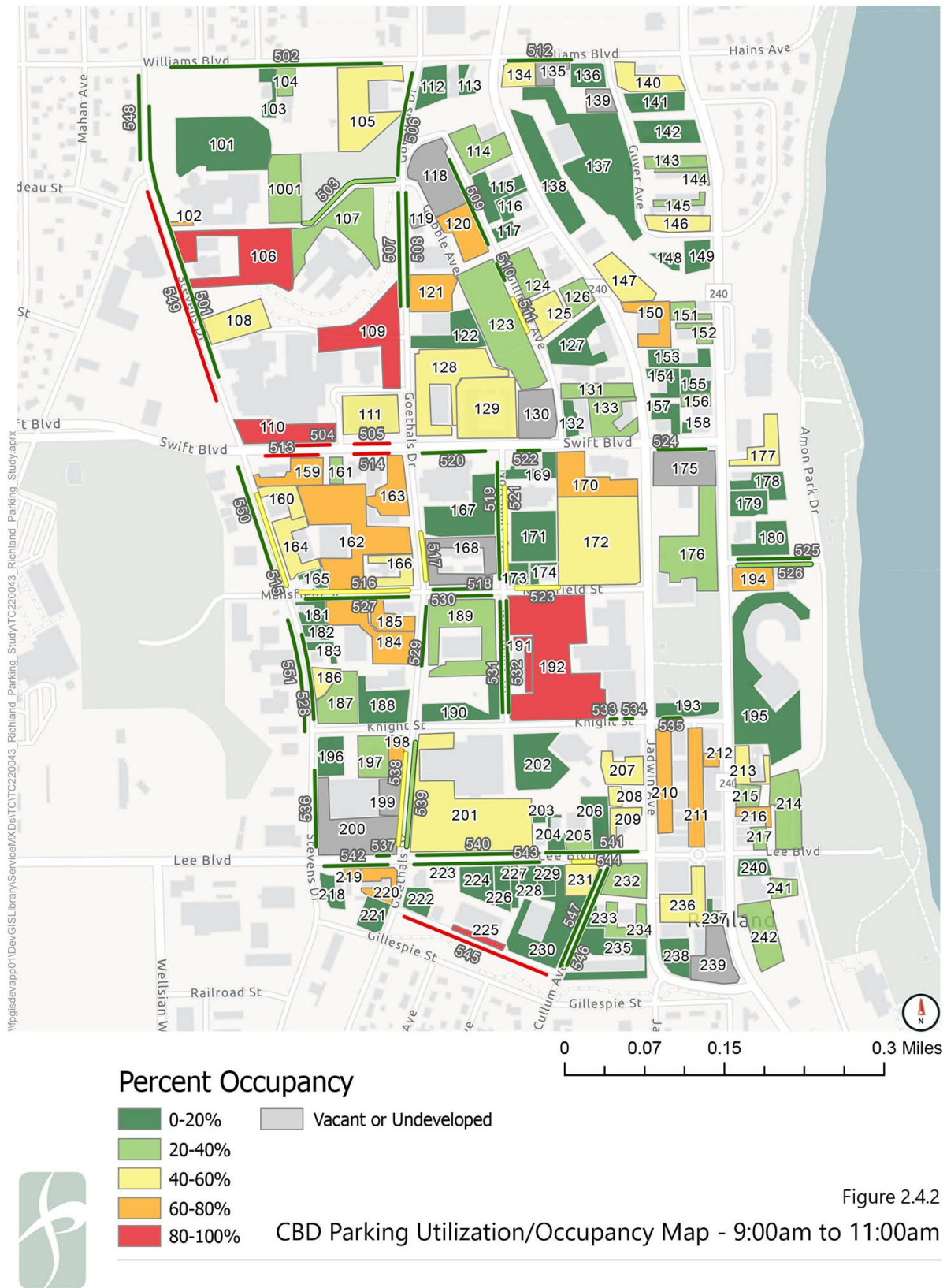


Figure 2.4.2. CBD Parking Utilization/Occupancy Map – 9:00am to 11:00am

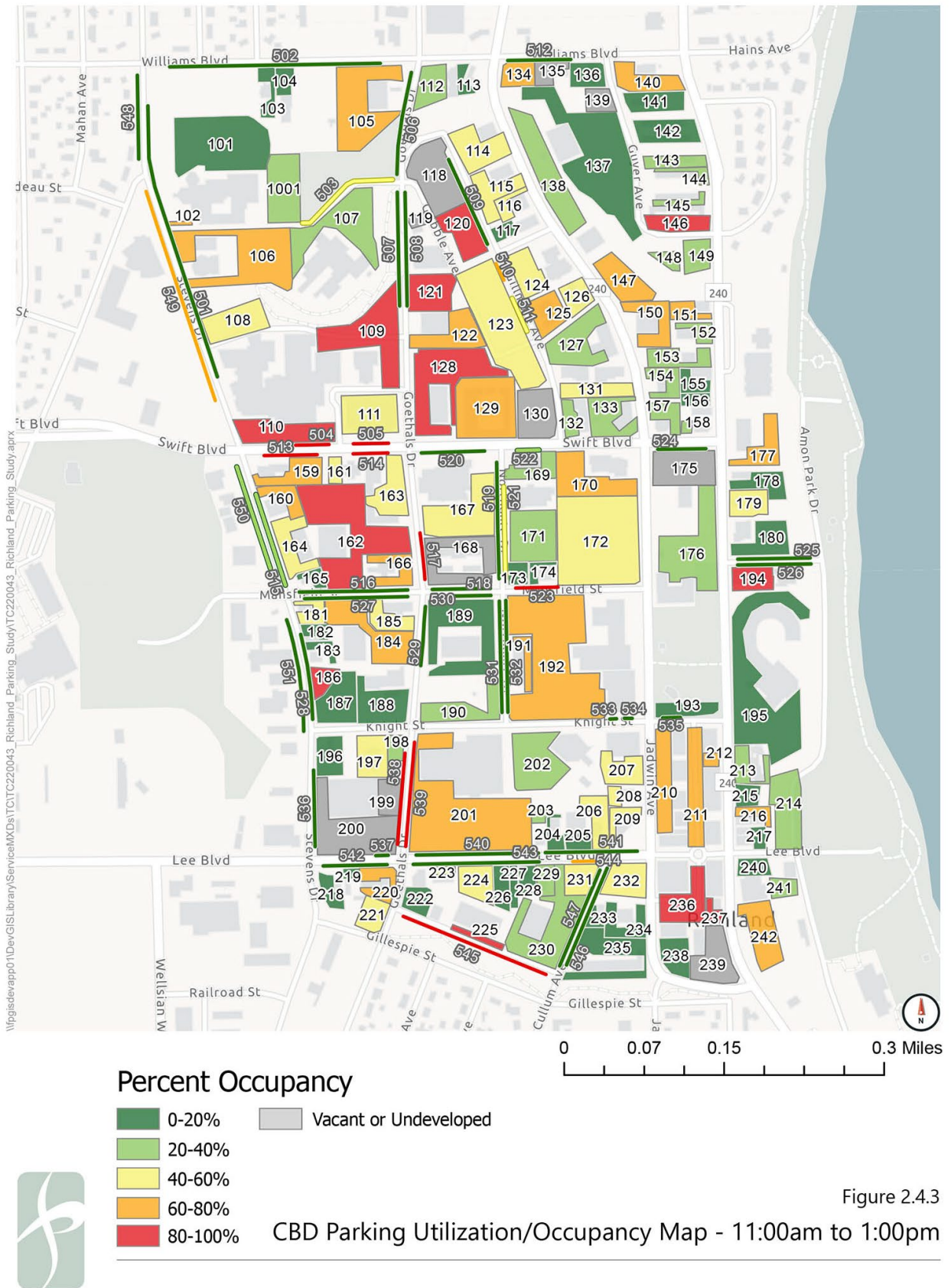


Figure 2.4.3. CBD Parking Utilization/Occupancy Map – 11:00am to 1:00pm

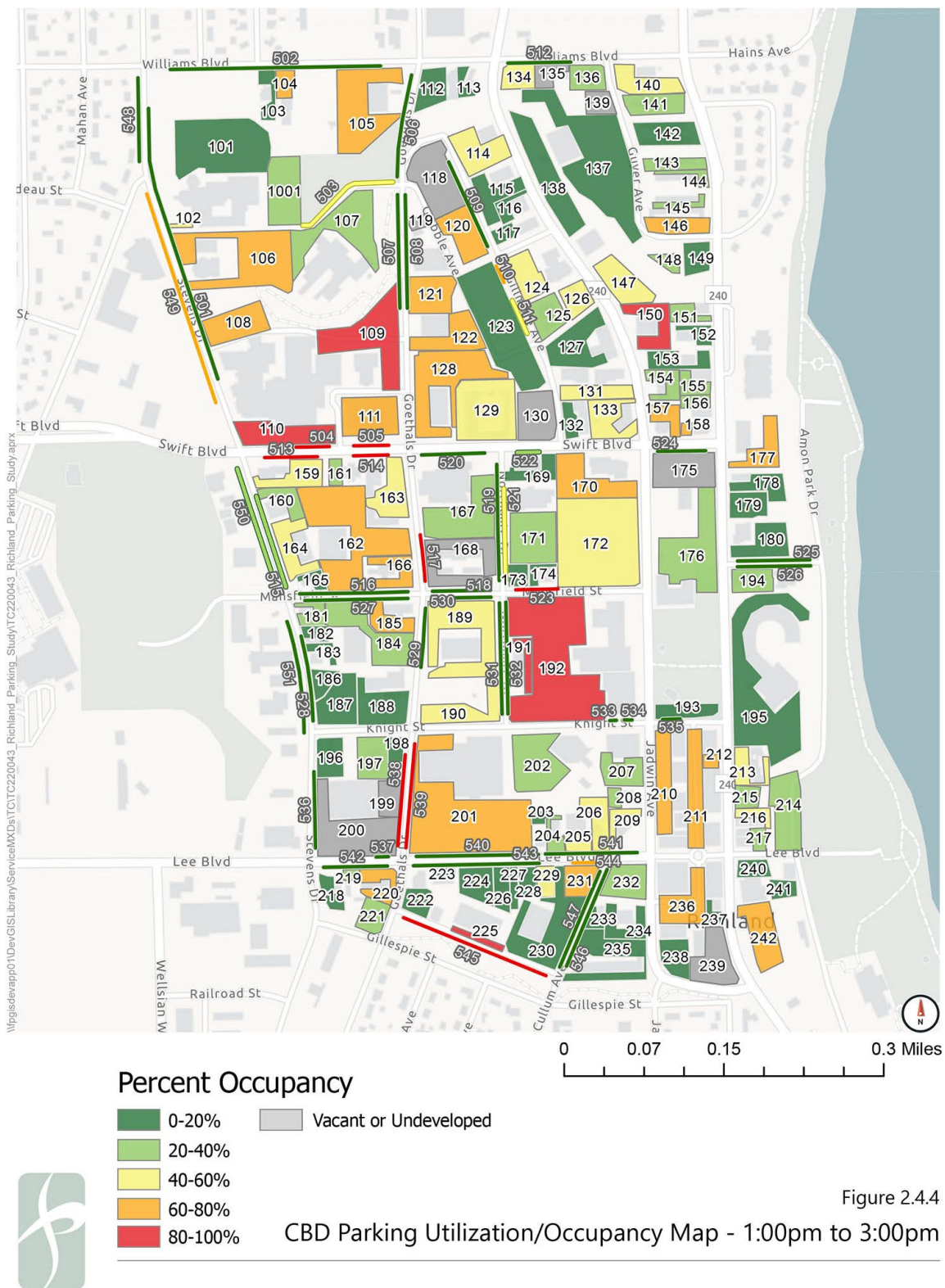


Figure 2.4.4. CBD Parking Utilization/Occupancy Map – 1:00pm to 3:00pm

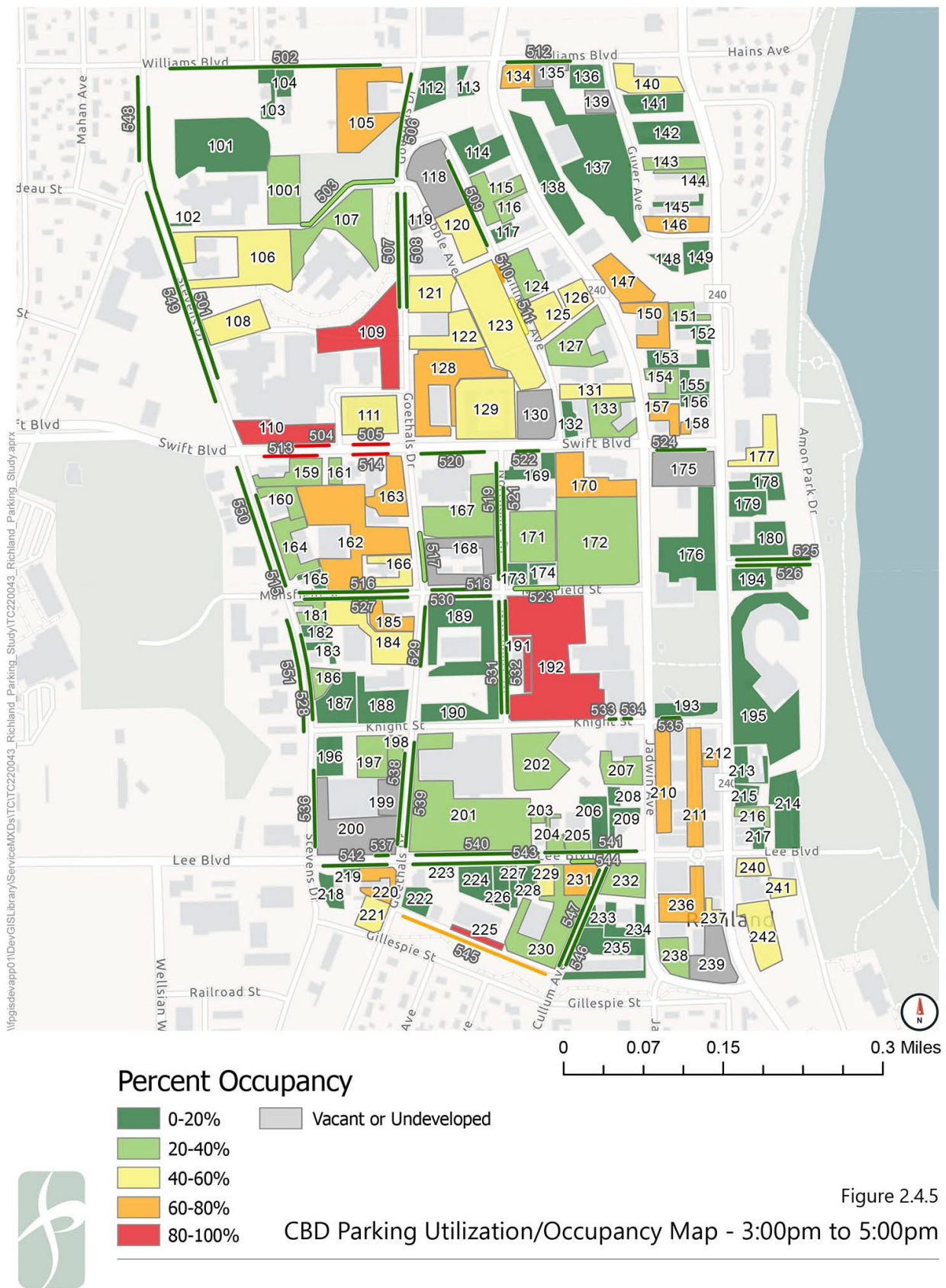


Figure 2.4.5. CBD Parking Utilization/Occupancy Map – 3:00pm to 5:00pm

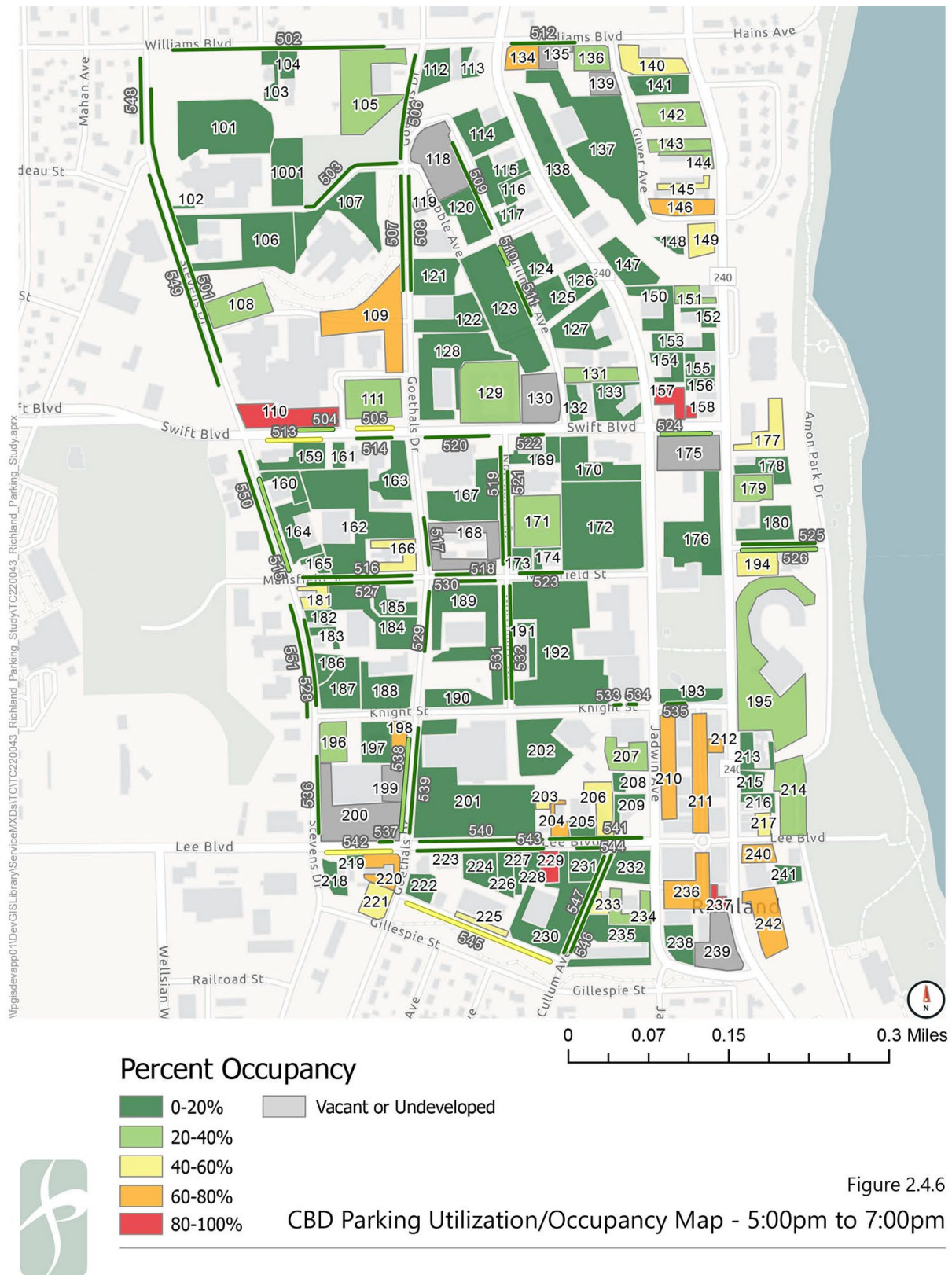


Figure 2.4.6. CBD Parking Utilization/Occupancy Map – 5:00pm to 7:00pm

Key Findings

Table 2.4.a shows the total on-street and off-street parking occupancy by time of day. Figures 2.4.1–2.4.6 (shown in the previous subsection) show the rates of parking utilization during specific time periods. This data demonstrates that most the CBD’s existing parking areas remain underutilized throughout the day, suggesting that there is ample parking to accommodate the existing land uses and community destinations in the Focus Area.

For on-street parking, the occupancy/utilization rates peaked at 26% during the 11am-1pm period while the average hovered at 20%. Off-street parking (i.e., on-site parking lots) peaked at 50% in the 11am-1pm lunch time yet averaged 38% utilized. Most locations in the CBD are busiest during typical office hours (9AM-5PM), certain locations near retail and dining peaked later in the day.

By comparing the utilization rates and parking supply it appears that the CBD has excess parking to serve current uses/destinations. However, it is acknowledged that some notable properties have high utilization rates (occupying 80-100% of the available stalls); these include the hospital and medical facilities, near the Federal Building, and near The Parkway area at the south end of the CBD.

Table 2.4.a Motor Vehicle Parking Ratio Comparison (RMC and the ITE Manual)							
Occupancy	7am-9am	9am-11am	11am-1pm	1pm-3pm	3pm-5pm	5pm-7pm	Average
On-street	20%	24%	26%	25%	15%	11%	20%
Off-street	30%	40%	50%	45%	40%	20%	38%

Section 2.5: Downtown Connectivity Study

The City of Richland is currently working to further develop engineering plans for the Downtown Connectivity Improvements project, which will convert George Washington Way (GWW) and Jadwin Avenue to one-way streets between Symons Street and the GWW/Jadwin convergence (at the southeast end of the Focus Area). The project objective is to improve traffic flow and circulation through the CBD to outlying neighborhoods in the City. The preliminary couplet design would include three lanes of travel in each direction (a northbound direction on GWW and a southbound direction on Jadwin Avenue). While subject to change as more detailed designs are completed, the 2020 Downtown Connectivity Study identified up to 14,400 more linear feet for parking on George Washington Way and up to 12,000 more feet on Jadwin. This is the equivalent of about 1,050 additional on-street parking spaces for the CBD.



Figure 2.5.1. One-Way Couplets Preliminary Design Configuration

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View of existing bakery and streetscape in The Parkway

Chapter 3: Stakeholder Perspectives

Section 3.1: Engagement Overview

As communities plan for effective (and locally accepted) parking strategies, there is value in engaging with local stakeholders to understand various perspectives relating to current conditions, major destinations, future development potential, and solutions to parking-related situations. In Summer of 2022, the project consultants conducted a series of stakeholder group interviews so that local values, perspectives, and recommendations would be documented and integrated into the parking study for Richland’s CBD. City staff identified interview participants with representatives from the City of Richland, development entities (i.e., development firms), real estate/brokerage agencies, and local business owners; fourteen individuals participated in the stakeholder group interviews.

Interview Topics

The project consultants facilitated virtual stakeholder interviews and posed open ended questions relating to a variety of redevelopment and parking-related topics. The goal was to allow the participants to provide local insight on how they foresee the CBD will revitalize in the future, current parking supply, major parking generators (or problematic areas), and potential solutions. The following lists the question topics; Section 3.2 summarizes the common respondent themes, whereas Appendix A includes the detailed meeting notes from each interview.

- **Affiliation:** Participants were asked to describe their role/affiliation relating to Richland’s CBD.
- **Redevelopment Opportunities / Catalyst Sites:** Participants were asked to describe what they see as the near- and long-term opportunities for the CBD in terms of amenities, businesses, housing, and redevelopment. They were asked to identify specific properties that would be ideal for redevelopment and to define the type of development scale the City should plan for in the CBD (e.g., urban-scaled, mixed-use development vs. low scale projects).
- **Area and Redevelopment Challenges:** Participants were asked to explain the current and potential long-term challenges for the CBD and redevelopment/infill projects in and around the Focus Area. They were asked what sort of solutions the community should employ to overcome these challenges/hardships.
- **Parking Conditions:** Participants were asked to describe the parking situation(s) in the CBD in terms of supply, location, and convenience. They were asked to identify which seasons, days of the week, and times were the most challenging for parking. They were also asked if people park once and patronize multiple destinations on the same trip OR drive to each destination individually.
- **Walking, Biking, and Transit Conditions:** Participants were asked to describe the current pedestrian and bicycling conditions in and around the CBD in terms of usage, convenience, connections, and existing infrastructure. They were also asked to assess the current transit service and level of use amongst locals.
- **Preliminary Parking Strategies:** Participants were asked to comment on three potential parking-related strategies and the level of resident/visitor support: (a) time limits on high use street parking stalls, (b) paid meters for high use street parking stalls, and (c) a centralized, publicly accessible parking garage with fees.

Section 3.2: Respondent Themes

The interview participants provided tremendous insight on local perspectives on the redevelopment potential for the CBD, existing challenges/opportunities, parking conditions, multimodal considerations, and potential parking-related strategies. This information can be used to craft potential parking strategies that align with area conditions and responds to local values. The following summarizes the respondent themes that resulted from the interviews (the detailed interview notes are provided in Appendix A).

- **Redevelopment Opportunity:** All participants acknowledged that the CBD has tremendous redevelopment potential with a primary interest in multi-level mixed-use projects that would promote walkability and district vitality. Most participants identified the former Albertsons shopping center, the old City Hall site, 1200 Jadwin Avenue, vacant sites within The Parkway, and large surface parking lots throughout the CBD as notable redevelopment opportunities.
- **Redevelopment Challenges:** Most participants confirmed that local developer entities are skeptical and/or lack interest to construct new projects within the CBD as the region has a large supply of vacant land in more suburban locations. Many participants noted that costs associated with site demolition (of existing structures), abatement requirements, and off-site improvements make projects less financially feasible. Other suggested that the City’s codes hinder redevelopment activities based on minimum parking ratios, prohibitions on drive-thru facilities, and building orientation requirements (i.e., buildings must be sited close to the street). Virtually all participants suggested that developers/investment entities are waiting for someone to make the first move to construct a new project before they will consider investing in the area

themselves. Others noted that banks consider the CBD a high-risk area for lending which makes projects less cost feasible.

- **Parking Supply:** All participants suggested the CBD has plenty of parking but acknowledged that some active enclaves are higher parking generators. Several participants suggested that the City/community promote a shared parking strategy amongst users (e.g., the Federal Building and office users could allow restaurants to use parking lots after normal working hours). Many participants suggested that the CBD needs better signage and pedestrian linkages to public parking areas/lots. Notably, a few participants explained that people may be unaware of the parking allowances along CBD streets (namely Williams Boulevard). All participants acknowledged that there is a local perception of a parking scarcity since most people are accustomed to parking in front of their destination (as opposed to walking a few blocks). All participants acknowledged that businesses and customers have a perception that parking is limited in the CBD.
- **Parking Demand By Land Use:** Few participants provided recommendations/insight on the typical parking demand for individual uses. For those that commented, participants recommended that new residential projects need more than one designated parking stall per unit, whereas some participants believe parking demand is linked to the number of bedrooms in a unit. A couple participants indicated that office uses typically require 1 stall per 300-sf, and retail uses demand 1 stall per 200-sf. Many business owner participants indicated that they require employees to park at offsite locations so customers can utilize nearby stalls.
- **Preliminary Parking Strategies:** Most participants saw value in enacting parking time limits for on-street stalls if applied in high use areas (e.g., around the parks and The Parkway), whereas some commented that there needs to be options for individuals that need to visit the CBD for extended periods of time (i.e., 3 or more hours). Some participants cautioned that time limits may agitate potential customers and discourage visits to the CBD but advised that the culture may change as more amenities emerge in the district. All participants expressed concern about adverse impacts and resident push back if paid parking meters were installed in high use areas of the CBD though some participants acknowledged that it may be a notable strategy to promote stall turn over. Most participants advised the City needs to create a formal parking enforcement division if time limits and/or parking meters are added to the CBD. Several participants acknowledged that a centralized paid public parking garage may improve parking opportunities in the CBD, though many suggested a garage is not needed at this time but could be a long-range capital investment. Most participants recommended a new garage should be constructed on the city-owned lot at Lee/Jadwin but advised the structure should include ground floor commercial tenant spaces so there is activity along the corridor. Some city-staff participants noted that funding a garage is challenging. Several participants acknowledged that the City leaders do not want to be the first in the region to enact new policies (e.g., paid meters and parking time limits).
- **Local Culture:** Most participants suggested that the region's older generation may be less excited for urban-scaled mixed-use development, whereas younger generations are seeking out this type of lifestyle. Most participants recommended that the City needs to effectively communicate its goals to create a vibrant mixed-use CBD where walking and biking are prioritized over driving. Participants expressed concerns that residents may be initially skeptical of parking strategies and land use patterns that require individuals to park at remote locations, pay to park, and/or limit the duration a vehicle can park on the street. Participants acknowledged a local culture where individuals drive to each of their destinations rather than parking once and patronizing multiple businesses during the same trip.

- **Walking and Biking:** The participants have a mixed perception of the walkability in the CBD, some indicated that the district is highly walkable while others claimed the area is disjointed and not comfortable for pedestrians (mainly due to the heavy traffic volumes and a lack of amenities). Many participants claimed that the arterial roadways are difficult to cross and create negative safety perceptions. Participants indicated that the CBD is less conducive to biking; a few participants suggested that the area is good for recreational riders but not oriented to bike commuting.
- **Transit:** Few participants provided comment on transit use in the region, however, some respondents confirm that bus use is not popular in the region and driving is simply quicker. Some participants confirmed that transit service enhancements are not planned in and around the CBD (e.g., fareless square, district circulator, and similar services).



Example of a multi-level mixed use infill building in Bellingham, Washington

Chapter 4: Redevelopment Opportunities

Section 4.1: Redevelopment Overview

Richland's CBD has substantial redevelopment potential that could bring additional housing, employment, civic uses, and commercial services that contribute to community vitality. As redevelopment occurs, this will move the CBD closer to the City's goals for a vibrant, walkable, and mixed-use destination that can attract new tenants, residents, and visitors to the region. As part of this parking study, the Consultant Team conducted a property inventory that involved a diverse set of datasets and field observations aimed to identify brownfields and other underutilized parcels in the CBD that have near-term redevelopment potential; the methodology and findings are provided in section 4.2.

As redevelopment occurs in the CBD, the resulting projects are anticipated to be mixed-use and follow an urban development form that promotes walking, bicycling, and community gathering. These projects are expected to be multi-level and occupy most of their lot area (consistent with typical vibrant downtown environments). This redevelopment form will necessitate new parking strategies to (i) allow for their planned urban intensity, (ii) support a more efficient use of the properties, (iii) downplay the visual and functional impacts of vehicular use components, (iv) accommodate other mobility options, and (v) provide flexible/alternative parking solutions (over building additional surface parking lots throughout the CBD). Redevelopment in the CBD may occur in a variety of forms including urban infill development, adaptive reuse projects, and/or as comprehensive site redevelopment projects (these are described below); each form provides both opportunities and challenges for Richland's revitalization.

- **Urban Infill** – This describes new development that may occur on vacant lots and/or underutilized areas of a lot/parcel. Examples include new buildings constructed atop surface parking lots and/or vacant portions of a parcel. Infill development must comply with the City’s current zoning standards which require new buildings to be oriented to adjacent streets resulting in an urban form. Urban infill creates additional economic opportunity for existing projects by providing additional habitable space (and income) on a property.
- **Adaptive Reuse** – This describes improvements to existing buildings/structures aimed to support new tenants. Examples include interior/exterior enhancements that changes the use of a property for new occupants such as housing, commercial services, and office. Adaptive reuse projects are applicable to the City’s zoning standards which may require facade enhancements, pedestrian connections, and new building entrances oriented to adjacent rights-of-way. Adaptive reuse projects create opportunity for renewed/modernized tenant spaces, building preservation, and enhanced site appearance/functionality. Adaptive reuse activities are sometimes much less expensive when compared to new construction; adaptively reusing buildings present potentially lower costs to business startups and new tenants.
- **Site Redevelopment** – This describes the complete or partial removal of existing site components (e.g., structures, parking areas, etc.) to allow for new buildings and associated property features. Many times, site redevelopment is considered feasible when the existing structures (a) are in disrepair (and the improvement costs outweigh the potential rents/usage), (b) cannot be adaptively reused for new uses, and/or (c) a more intensive project (and the associated construction costs) would produce substantially more revenue when compared to current site conditions. Site redevelopment activities normally include costs associated with building demolition and extended periods where revenue is not generated on the property.

Section 4.2: Redevelopment Analysis

As part of the parking study, the City has the objective to identify the development potential for sites within the CBD that would be most conducive for redevelopment in the near-term (within 10-years). In doing so there was opportunity to estimate the associated parking demand (based on City standards and the ITE Parking Generation Manual) to use as baseline data for defining potential parking strategies that would make those project most feasible. While the City wants the CBD to evolve into a vibrant, mixed-use destination, it is important to conduct an analysis (i) to identify sites that are most conducive for redevelopment, and (ii) to project the associated development intensities. Notably, redevelopment is expected to occur on brownfields and other underutilized sites over high-performing, fully occupied properties.

The Consultant Team (led by Stantec) conducted a property inventory for all the parcels/tax lots within the CBD Focus Area to (i) collect and analyze parcel characteristics, (ii) identify properties with untapped redevelopment potential, and (iii) apply scoring/ranking criteria to identify priority sites (with near-term redevelopment opportunities). Later, the Team applied development assumptions to the high-ranking sites to (a) identify potential redevelopment intensities/land uses, and (b) calculate the associated parking demand for those projects. This analysis is intended to determine a plausible redevelopment estimate for the Focus Area that could be used to devise a series of parking-related strategies to support both existing tenants/uses and future projects. The following subsections outline the inventory methodology/assumptions, identify the near-term redevelopment sites, and estimates the potential redevelopment projects (and associated parking demand) in the CBD.

Inventory Methodology and Data Sources

In May 2022, the Consultant Team created the initial property inventory using geographic information systems (GIS) and tax lot data obtained from government agencies (namely BFCOG, Benton County, the City of Richland, and the State of Washington) and conducted “field observations” to supplement the property data. The Consultant Team created a property inventory matrix (i.e., spreadsheet) and associated maps to display the property conditions for the Focus Area. The Team used the following data sources to build (and later evaluate) the inventory:

Table 4.2.a. Brownfield/Property Inventory Data Sources	
<i>Inventory Data Source</i>	<i>Components</i>
Data Source A: Tax Lot Information Database Stantec created a tax lot information database that includes property characteristics from BFCOG, Benton County, and/or the City of Richland. This information was imported into a spreadsheet and applied to a base map. Each parcel was assigned an inventory identification number.	Property Characteristics: ▪ Address / property identification number ▪ Owner / business name ▪ Zoning ▪ Size ▪ Structures (and age) ▪ Land and structure values ▪ Improvement to Land Value Ratio (ILVR)¹
Data Source B: Environmental Databases Stantec reviewed public environmental database listings to identify tax lots with potential environmental impacts caused by past property use or have associated documentation at the state/federal level.	▪ State of Washington Environmental Data Bases ▪ Federal Environmental Data Bases (FRS)
Data Source C: Field Observations Stantec conducted a more in-depth analysis for the tax lots in the Focus Area to verify the information collected in Data Sources A and B by conducting field observations (visiting the Focus Area and notating the property conditions) to confirm current land use/occupancy and other site conditions. Stantec incorporated supplemental data sources where appropriate such as aerial/streetview photography and staff interviews.	▪ Current land use ▪ Occupancy ▪ Obvious Environmental Conditions (e.g., containers/drums, above ground storage tanks, pavement/soil staining, etc.). ▪ Blight Indicator
Notes: 1. ILVR is determined/calculated by dividing the assessed value for improvements (e.g., buildings and structures) by the assessed value of the land. Properties with high land values when compared to structure values indicate the property is <i>underutilized</i> and could support future development. An ILVR of 0 typically means a tax lot is vacant, and a value <1 indicates that the land is more valuable than the improvements, and therefore is underutilized in terms of development potential).	

Prioritization Criteria and Site Ranking – After the data sources were applied to the inventory, the Consultant Team used the information to apply a scoring system (a) to identify properties that have redevelopment potential and (b) to determine which of those sites would be most conducive for redevelopment in the near-term (within 10-years). The Team ranked the sites by applying scoring criteria to the various site characteristics on each parcel within the Focus Area. The scoring criteria considers site characteristics including property size, improvement to land value ratio (ILVR), the presence of an environmental database record or historical land use of concern, building age, and abandonment. Table 4.2.b lists the criteria, associated score/points (if the conditions are present), and the reasoning for the criterion rating (as it relates to revitalization and the parking study).

Table 4.2.b Scoring Criteria Matrix			
Criterion	Points	Description	Reasoning
A: Site Size <i>Method: GIS Analysis</i>	1.0	1.0 acre or greater property size	The criterion assigns scores based on lot size. Sizes one acre or greater have high potential to accommodate significant redevelopment projects, whereas sizes less than 0.25 acres may only accommodate modest redevelopment activity.
	0.5	0.25 acres or greater AND less than 1.0 acre	
	0	Less than 0.25 acres	
B: Underutilization / Improvement to Land Value Ratio (ILVR) <i>Method: GIS Analysis</i>	1.0	ILVR < 0.5	The criterion assigns scores based on the properties' ILVR. A lot having an ILVR less than 0.5 means the property is more valuable than its buildings and suggests the property is underutilized and has the potential to support additional development. In contrast, lots with an ILVR greater than 1.0 suggests the property is utilized and less likely to be razed and redeveloped.
	0.5	ILVR > 0.5 AND ≤ 1.0	
	0	ILVR >1.0	
C: Environmental Data Base <i>Method: GIS Analysis / State & Federal Databases</i>	1	Site is on an environmental database listing with confirmed release	This criterion assigns scores based on whether the lot is on a state or federal environmental database. Lots with these conditions should be prioritized for redevelopment to address the potential environmental liabilities through site cleanup and/or abatement.
	0.5	Site is on an environmental database listing	
	0	Site is NOT on an environmental database listing (no records)	
D. Building Age (pre- 1980) <i>Method: GIS Analysis *** (only if available via County/City datasets)</i>	1	Building was constructed prior to 1980	This criterion assigns a score to identify buildings that were constructed prior to 1980 – buildings constructed before this time have a higher potential for containing asbestos and other hazardous building materials. Additionally, older buildings may be less conducive to accommodate modern-day tenant needs (e.g., floorplan layout, access, etc.)
	0	Building was constructed in 1980 or newer	

Table 4.2.b Scoring Criteria Matrix			
Criterion	Points	Description	Reasoning
E: Vacant / Undeveloped Property <i>Method: GIS Analysis / Field Observations</i>	2	Site does not have a building/structure – the property is undeveloped	This criterion assigns a score to identify lots which are currently undeveloped and do not possess a building. There is opportunity to target these properties for (re)development. An environmental site assessment (ESA) may be needed to proceed with development activities.
	0	Site has a building	
F: Vacant Building (no tenant) <i>Method: Field Observations</i>	2	Site does not have a current occupant AND/OR has a vacant building (identified through field observations) that could be adaptively reused	This criterion assigns a score to identify lots that do not have an occupant/tenant AND/OR have a vacant building. Vacant buildings could be actively reused for new uses. Older buildings may suggest the need for studies (ESAs) to ensure the building can be safely reoccupied and/or improved.
	1	Building only has an upper OR lower floor tenant	
	0	Site has an active tenant	
G: Non-Residential/Mixed-Use Zoning <i>Method: GIS Analysis / Field Observations</i>	1	Site is within one of the City's nonresidential/mixed-use zone	This criterion assigns a score to identify lots that are within a nonresidential or mixed-use zone – nonresidential properties have a higher potential of being a brownfield (whereas, residential properties, including houses, are less likely to have soil/ground water contaminants caused by a historical use)
	0	Site is NOT within a non-residential/mixed-use zone	
H: Blight Indicator <i>Method: Field Observations</i>	1	Site or building has debris, broken windows, and/or deteriorating exterior/ roof.	This criterion assigns a score to identify buildings/sites that have various signs of deterioration, blight, and deferred maintenance. Sites that are in poor condition should be prioritized for revitalization/redevelopment.
	0.5	Site or building shows signs of minor deferred maintenance (e.g., peeling paint, overgrown vegetation)	
	0	Site or buildings are in good condition	

Near-Term Redevelopment Sites

The inventory and site ranking analysis identified 38 parcels that are believed to possess near-term redevelopment potential for urban-scaled mixed-use projects in the CBD. Forty-three (43) parcels within the Focus Area scored 5 or higher; whereas five (5) of those sites were deemed ineligible for redevelopment (four are designated open space tracts associated with an urban greenway and one includes a street and deeded parking lot in The Parkway). Common site characteristics amongst these parcels include vacancy status (either the site or building), underutilization (meaning the land is worth more than site improvements), and property size (containing enough land area to support meaningful development). Some sites have old structures (that pre-date 1980) and others were listed on a state/federal environmental listing which may necessitate environmental studies (e.g., Phase I/II ESAs) and potential cleanup activities. Notably, the lower ranking sites (scoring less than 5) are believed to be less likely to be redeveloped in the near-term since they are highly utilized, nearly fully leased with active tenants, and/or contain valuable site improvements.

The majority of the near-term (or high ranking) redevelopment sites are located on the north side of Swift Boulevard between Goethals Drive and Gillmore Avenue. Other notable sites include the parking lot associated with City Hall, the Federal Building property, the former Albertson's store, the City-owned parking lot on Lee Street, and two large parcels along Jadwin Avenue. Figure 4.2.1 depicts the property scoring/ranking for all the parcels in the Focus Area based on scoring thresholds 0-2.5, 3.0-4.5, and 5.0-7.0 and indicating high-ranking parcels ineligible for redevelopment (shown with a crosshatch). The parcels depicted in translucent orange are believed to be conducive for near-term redevelopment and most would be considered brownfields. Table 4.2.c. lists the 38 priority (or high-ranking sites) along with their criteria scores. Appendix D lists the property characteristics and scores for all the parcels included in the Focus Area.

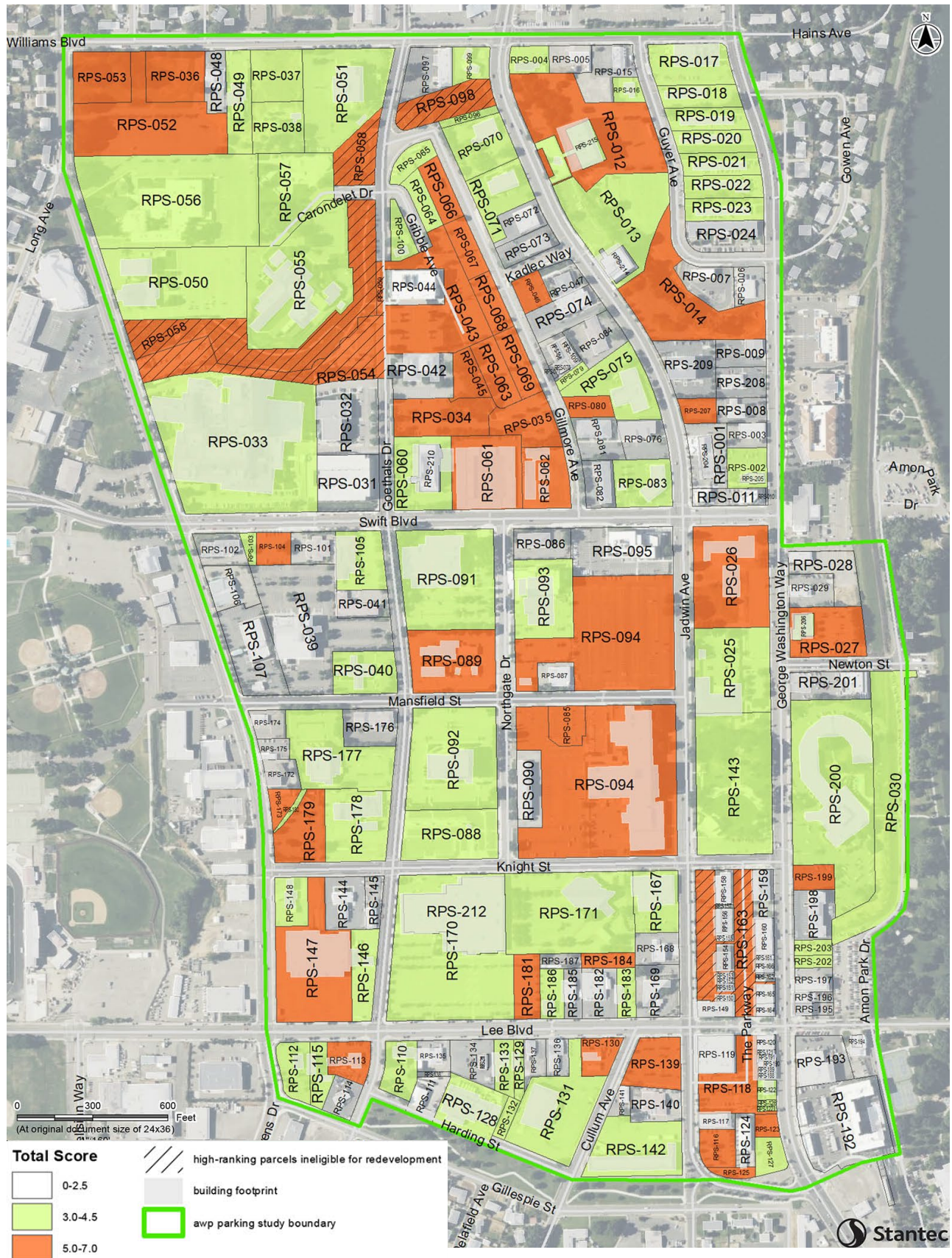


Figure 4.2.1. Inventory Scoring Map

Table 4.2.b Priority Redevelopment Sites

<i>Parcel ID</i>	<i>Map ID</i>	<i>Site Nomination Score (0 or 2)</i>	<i>Site Size Score (0, 0.5, 1)</i>	<i>Underutilization / Improvement to Land Value Ratio (ILVR) Score (0, 0.5, 1)</i>	<i>Environmental Data Base Score (0, 1, 2)</i>	<i>Building Age (pre- 1980) Score (0, 1) *est</i>	<i>Vacant / Undeveloped Property Score (0, 1, 2)</i>	<i>Vacant Building (no tenant) Score (0, 1, 2)</i>	<i>Non-Residential/ Mixed-Use Zoning Score (0, 1)</i>	<i>Blight Indicator Score (0, 0.5, 1)</i>	<i>Total Score</i>	<i>Acreage</i>
111981020618019	RPS-012	0	1	1	0	0	2	1	1	0	6.0	3.45
111981020618021	RPS-014	0	1	1	0	1	2	0	1	0	6.0	2.81
111981020623004	RPS-026	0	1	1	1	0	2	0	1	0	6.0	2.80
111981020635001	RPS-027	0	1	1	0	0	2	0	1	0	5.0	1.37
111982011941002	RPS-034	0	1	1	0	1	2	0	1	0	6.0	1.34
111982011941003	RPS-035	0	0.5	1	0	1	2	0	1	0	5.5	0.98
111982012024001	RPS-036	0	1	1	0	1	2	0	1	0	6.0	1.10
111982012466003	RPS-043	0	1	1	0	1	2	0	1	0	6.0	2.65
111982012466005	RPS-045	0	0.5	1	0	1	2	0	1	0	5.5	0.52
111982013058001	RPS-046	0	0.5	1	0	1	2	0	1	0	5.5	0.39
111982020613007	RPS-052	0	1	1	0	1	2	0	1	0	6.0	3.18
111982020613008	RPS-053	0	1	1	0	0	2	0	1	0	5.0	1.08
111982020615002	RPS-061	0	1	0	2	1	0	0	1	0	5.0	1.89
111982020615003	RPS-062	0	1	1	0	0	2	0	1	0	5.0	1.03
111982020616011	RPS-063	0	0.5	1	0	1	2	0	1	0	5.5	0.67
111982020616016	RPS-066	0	0.5	1	0	1	2	0	1	0	5.5	0.54
111982020616017	RPS-067	0	0.5	1	0	1	2	0	1	0	5.5	0.51
111982020616018	RPS-068	0	0.5	1	0	1	2	0	1	0	5.5	0.51
111982020616019	RPS-069	0	0.5	1	0	1	2	0	1	0	5.5	0.59
111982020617021	RPS-080	0	0.5	1	0	1	2	0	1	0	5.5	0.36
111982020629001	RPS-085	0	0.5	1	1	1	2	0	1	0	6.5	0.52
111982020629008	RPS-089	0	1	1	2	0	0	0	1	0	5.0	1.96
111982020629018	RPS-094	0	1	0	2	1	2	0	1	0	7.0	12.60
111982020637008	RPS-104	0	0.5	1	0	1	2	0	1	0	5.5	0.41

Table 4.2.b Priority Redevelopment Sites

<i>Parcel ID</i>	<i>Map ID</i>	<i>Site Nomination Score (0 or 2)</i>	<i>Site Size Score (0, 0.5, 1)</i>	<i>Underutilization / Improvement to Land Value Ratio (ILVR) Score (0, 0.5, 1)</i>	<i>Environmental Data Base Score (0, 1, 2)</i>	<i>Building Age (pre-1980) Score (0, 1) *est</i>	<i>Vacant / Undeveloped Property Score (0, 1, 2)</i>	<i>Vacant Building (no tenant) Score (0, 1, 2)</i>	<i>Non-Residential/ Mixed-Use Zoning Score (0, 1)</i>	<i>Blight Indicator Score (0, 0.5, 1)</i>	<i>Total Score</i>	<i>Acreage</i>
111983020402002	RPS-113	0	0.5	0.5	2	1	0	0	1	0	5.0	0.58
111983020558002	RPS-116	0	0.5	1	0	1	2	0	1	0	5.5	0.49
111983020558004	RPS-118	0	1	1	0	0	2	0	1	0	5.0	1.17
111983020558010	RPS-123	0	0	1	1	0	2	0	1	0	5.0	0.20
111983020558012	RPS-125	0	0	1	0	1	2	0	1	0	5.0	0.16
111983020560005	RPS-130	0	0.5	0.5	0	1	2	0	1	0	5.0	0.48
111983020561002	RPS-139	0	0.5	1	0	1	2	0	1	0	5.5	0.94
111983020626005	RPS-147	0	1	0	1	1	0	1	1	0	5.0	2.9198
111983020638005	RPS-173	0	0.5	0.5	2	1	0	0	1	0	5.0	0.278
111983030000002	RPS-179	0	1	1	0	1	2	0	1	0	6.0	1.064
111983040000001	RPS-181	0	0.5	1	0	1	2	0	1	0	5.5	0.6267
111983040000004	RPS-184	0	0.5	1	0	1	2	0	1	0	5.5	0.2974
111984020630005	RPS-199	0	0.5	1	0	1	2	0	1	0	5.5	0.379
111981BP2232003	RPS-207	0	0.5	1	0	1	2	0	1	0	5.5	0.3279

Redevelopment Estimates

The Consultant Team generated redevelopment estimates for each of the 38 near-term (and high-ranking) redevelopment sites by applying a series of development assumptions. This allows the City (and the Consultant Team) to identify and plan for near-term redevelopment activity in and around Richland's CBD with a particular emphasis on identifying supportive parking strategies. Appendix E lists the development calculations for the 38 near-term redevelopment sites whereas the following sections summarize the findings.

Development Assumptions

The following lists the development assumptions that the Consultant Team applied to the 38 high-ranking sites for the purposes of generating redevelopment (and intensity) estimates and associated parking demand – the Team confirmed these assumptions with the City before completing the estimates.

- **Medical Office** – Based on the legacy land use patterns, the City/Consultant Team assumed the parcels in the northwest CBD quadrant (northwest of Swift Boulevard and Jadwin Avenue) would redevelop primarily as medical office (with support services including small eateries/cafes and general office operations). The general land use assumptions for a given project in this geographic area of the CBD would include: 5% restaurant, 45% general office, and 50% medical office/clinics.
- **Mixed-Use Development** – Based on the community's revitalization goals (for the CBD to become a vibrant mixed-use destination) and historic land use patterns, the City/Consultant Team assumed most of the CBD would redevelop as mixed-use projects. Those projects would include ground floor commercial space (retail/restaurant tenants) with housing occupying the upper floors. These are general assumptions for the basis of generating redevelopment estimates; the Project Team acknowledges that those properties could redevelop as other land uses. The general land use assumptions for a given mixed-use project would include: 5% restaurant, 5% retail, and 90% housing.
- **Building Levels** - The City/Consultant Team assumed new projects in the CBD would average five levels of habitable building area to align with local revitalization goals while considering development trends (and project scale) in the larger region (i.e., the Tri-Cities region is more suburban in character and new mixed-use centers may not be overly dense considering the large availability of vacant land, project-specific financing challenges, and a lack of other dense/mixed-use projects in the region). Furthermore, low-rise buildings may be able to utilize timber construction methods (over steel) which would make projects more cost feasible.
- **Floor Area Ratio (FAR)** – Based on the building levels assumption, the City/Consultant Team assumed new projects could be built to a 5.0 FAR, meaning that building sizes/square footages would be five-times the size of the parcel in which they are located. This FAR assumption would result in multi-level buildings that would cover most of the site area in which they occupy (which is consistent with other, dense downtown environments).
- **Residential Unit Size** – The City/Consultant Team assumed an average residential unit size of 1,000 square-feet for future mixed-use / housing projects in the CBD. This average unit size would account for a variety of housing types in a single structure including studio units and multi-bedroom homes. A total unit estimate could be generated for each project using the FAR assumptions (based on parcel size) and then dividing the residential portion of the building area/size by 1,000.

Redevelopment Forecast

After applying the development assumptions (listed above) to the 38 high-ranking redevelopment sites, the Consultant Team estimates that the CBD has the potential for 6,155,101 square feet of new (or renovated) non-residential building area. This would include a mix of retail, restaurant, office, and medical uses. Furthermore, the estimates also identify the potential for ~10,421 new residential units on upper floors of new mixed-use projects. It is acknowledged that some existing buildings on those sites may be demolished and redeveloped with new structures. In other situations, existing buildings may be adaptively reused and include expansions. This analysis involved a relatively simple calculation based on the site ranking, parcel size, and development assumptions application; the analysis did not consider site impediments such as environmental features and/or easements that may otherwise limit redevelopment potential. Appendix E provides more detail on the redevelopment calculations.

Estimated Redevelopment Parking Demand

Based on the non-residential building square footage and dwelling unit estimates, the City's current parking standards (i.e., minimum parking ratio by land use) would require the redevelopment projects to accommodate parking for 42,336 vehicles. In comparison, parking ratios based on the ITE Parking Generation Manual would require projects to accommodate 42,788 vehicles (the City's standards would require less parking). Based on these parking estimates, developers would need to construct multi-level parking structures to meet the parking requirements; given the water table in the vicinity, underground parking might not be feasible. In either standard, development projects may be grossly challenged to provide on-site stalls based on the cost of construction and the limited land area on individual parcels. Additionally, as Richland's CBD urbanizes into a mixed-use walkable destination, future occupants/tenants may choose to utilize other modes of transportation (e.g., transit, walking, bicycling, and/or ride-share services). Thus, it is important for the City to employ a diverse set of parking-related strategies so it can recruit and accommodate new mixed-use projects.



View of the existing Knight Street Transit Center with office buildings in the distance

Chapter 5: Parking Strategies

Section 5.1: Strategies Overview

Based on existing conditions, stakeholder feedback, and the redevelopment forecasts for the CBD, the Consultant Team identified a series of strategies that the City and its community partners may choose to employ to address parking needs, supply, and access. These strategies are aimed to address three main objectives:

- **Objective 1: Support Existing Businesses/Customers** – The first objective centers on improving parking access and availability to support existing businesses and their customers in the CBD. Several existing businesses rely on remote lots, shared parking facilities, and/or street parking for customers/employees, and many times these parking locations are full or are less convenient to access. In many situations, existing businesses (and built out properties) cannot construct additional parking due to constrained lot sizes and/or the associated costs which make parking expansions infeasible. There is also opportunity to create a local culture where customers (and CBD visitors alike) park once and patronize multiple businesses/destinations in one trip (without moving their vehicle multiple times at each venue). Furthermore, there is opportunity to better inform visitors of parking allowances and locations throughout the CBD (whereas it may not be overtly clear to motorists that parking is allowed on certain streets and remote lots in the area).
- **Objective 2: Accommodate Future Redevelopment** – The second objective aims to create flexibility and options to address parking demand for future redevelopment projects that are envisioned for the CBD. Based on Comprehensive Plan goals, zoning allowances, and stakeholder feedback, those projects would be multi-level and constructed at urban intensities that would

require large parking quantities that would necessitate structured parking (which are expensive and would require substantial lot area). There is opportunity to allow for flexible parking requirements, allow for shared and off-site arrangements, and to create a culture where individuals choose alternate modes of travel (over private automobiles).

- **Objective 3: Create a Mixed-use Walkable CBD** – The third objective aims to transform the current CBD from a suburban, auto-oriented environment to a mixed-use, walkable destination. The long-range vision for the CBD would include urban-scaled buildings (oriented to adjacent streets) with a variety of land uses within a single structure. This would create an urban environment where walking between individual destinations would be both comfortable and convenient. This future character also creates opportunities for increased transit use, bicycling, and ride-share utilization. Furthermore, future streetscape projects could add more parking within public rights-of-way. Surface parking lots and parking structures take up land that could otherwise be used to accommodate new, habitable development projects that contribute to district vitality. As the CBD transitions to a more urban form, there may be less demand for parking when compared to more isolated, suburban locations.

Parking Strategies

This parking study identifies four (4) parking-related strategies aimed to address the objectives listed above. Each strategy includes a list of individual initiatives (or programs) that will help advance the City's goal to transition the CBD into a mixed-use walkable destination. The main strategies are briefly described below, the subsequent sections provide more detail and list their associated initiatives.

- **Strategy A. Regulatory Amendments** – this includes a series of zoning/code amendments that the City may choose to conduct to (a) add flexibility to parking-related site elements while (b) ensuring new projects are built to an urban form (e.g., pedestrian-oriented site design that lessens the demand on motor vehicle travel).
- **Strategy B. Capital Projects** – this includes a series of capital improvement project recommendations for the CBD that would add parking capacity, improve navigation/access, and support alternate modes of travel.
- **Strategy C. Parking Programs** – this includes programming options that the City may choose to employ that would increase parking availability/stall turnover (e.g., time limits, meters, etc.), improve enforcement, and allow municipal staff to better track certain parking arrangements (for businesses and/or individual projects).
- **Strategy D. Marketing and Promotion** – this includes marketing, promotion, and outreach initiatives that would educate residents, businesses, visitors, and stakeholders on the City's long-range goals for the CBD and devise ways to recruit developers experienced in urban-scaled, mixed-use projects.

Section 5.2: Strategy A. Regulatory Refinements (RA)

Perhaps the simplest parking-related strategy includes amendments/refinements to the City's zoning and development standards so that future infill, adaptive reuse, and redevelopment projects (a) are afforded more flexibility with regards to providing parking, (b) follow specific urban design forms, and (c) contribute to the CBD's evolution into a highly walkable destination that is supportive of alternate modes of travel (and lessen dependence on private motor vehicle use). The recommended regulatory refinements can be described in the following categories:

- **Flexible Parking Standards** – The City's current code lists minimum parking ratios for specific land uses which will require substantial site area and construction costs which may be challenging for new projects. While the current code allows for some regulatory relief, (including reductions and shared parking arrangements) there is opportunity to add additional allowances and flexibility to reduce the required parking that is constructed/provided on individual lots.
- **Urban Design Considerations** – The City's current zoning standards are intended to achieve a mixed-use, urban-scaled development form in the CBD (e.g., buildings sited close to the street, design standards for facades, entrances oriented to streets). However, there is opportunity for adaptive reuse projects include additional site/building modifications so that existing suburban-style (and auto-oriented) projects add pedestrian amenities/access. Furthermore, new drive-through facilities (allowed as a Special Use in the CBD) and other auto-oriented uses could take away from the City's intended character for the CBD; there are opportunities to further restrict (or regulate) these uses.
- **Electric Vehicle (EV) Technologies/Usage** – The City's current code does not require new EV charging stations/infrastructure, although this is a rising technology across the Country – motorists may seek out destinations (over others) based on EV charging availability. There is opportunity to plan for EV charging infrastructure as part of new projects (both private development and roadway redevelopment).

The following table lists recommended initiatives related to regulatory refinements.

Table 5.2.a. Strategy A. Regulatory Refinements (RA) Initiatives List		
Item	Initiative	Recommendation and Description
RA-1	Amend the City's Minimum Parking Ratios	There is opportunity to reduce the City's parking ratio standards so that new projects are not required to construct an excessive amount of on-site parking (and asphalt). Notably, developers may choose to provide additional parking if they feel the tenants/market would require more. The City should reduce its minimum parking ratios for certain uses within the CBD to align with the following (these are based on the ITE Parking Generation Manual recommendations and when comparing other urban areas in Washington): ▪ Banks, Businesses, or professional offices – 2.4 stall per 1,000-sf (current 2.85 per 1,000-sf) ▪ Place of Worship – 9.44 stall per 1,000-sf (current based on seats / 4 per seat) ▪ Residential – 1 stall per unit (current 1.5 per unit) ▪ Food Stores (> 3,000-sf) – 1 stall per 1,000-sf (current 3.33 per 1,000-sf)

Table 5.2.a. Strategy A. Regulatory Refinements (RA) Initiatives List		
Item	Initiative	Recommendation and Description
RA-2	Allow parking studies in lieu of code minimums	There is opportunity to allow developers/businesses/tenants to determine the parking demands/needs for individual projects which may include a multifaceted approach to parking management (e.g., on-site parking, shared parking). The City should amend its zoning code to allow all projects in the CBD to provide a parking study and alternative parking strategies for individual projects in the CBD in lieu of meeting the minimum parking ratios. The studies may include strategies such as: reduced ratios to coincide with the proposed land uses/development characteristics, shared parking with nearby properties (within 1,200-ft or two blocks), adjacent street parking (though not reserved), transit incentives, bicycle facilities, etc.
RA-3	Reduce the required minimum parking stall dimensions	Parking lots and parking structures require substantial site area which are challenging for infill/redevelopment projects on urban parcels. Potential reductions in the spatial requirements may support project feasibility. The City should amend its minimum parking stall dimensions to allow for more site efficiencies and to lessen the area devoted to parking (e.g., minor dimensional adjustments would allow for design flexibility). Change to 9' x 18.5' (current 9' X 20')
RA-4	Create additional design standards for drive-through facilities	The CBD is intended to transition into an urban, mixed-use destination oriented to pedestrians; auto-oriented site elements take away from this intended character. The City should adopt additional design requirements/criteria for drive-through facilities in the CBD to (a) downplay their visual/functional impacts, (b) discourage auto-oriented features, and (c), promote a pedestrian-oriented site design. The criteria should include the following: - Limit drive-through service window locations (e.g., not in front). - Limit the drive-through sizes (e.g., service/queuing lane sizes, number of service windows/ordering speakers). - Require a traffic study that addresses queuing. **Alternatively – prohibit drive-through service windows in the CBD
RA-5	Require adaptive reuse projects add entrances to adjacent streets	The City's codes include site design standards so that infill/redevelopment projects are constructed to follow an urban form; at the same time, the CBD has several suburban-style projects that are less conducive to walking. There is opportunity to adopt additional code standards (or internal procedures) to require pedestrian elements and building entrances be added as part of adaptive reuse projects (so that suburban projects are enhanced over time). The City should adopt standards/thresholds so that tenant improvements and other major site modifications to existing sites/buildings trigger design compliance to building facades and pedestrian access standards (i.e., new building entrances on street-facing facades, new pedestrian pathways).
RA-6	Adopt design guidelines for new parking structures	Parking structures may be needed in the future as they would provide additional on-site parking capacity to serve new projects; however, these structures may create gaps in commercial/district activity along street corridors. There is opportunity to require street-facing parking structures to provide commercial space along roadway corridors to achieve a continuous collection of active uses. The City should adopt design guidelines for new parking garages so that structures are better integrated into the CBD urban framework, structures can be adaptively reused for habitable space (when warranted), and the community obtains active uses along ground floor facades. The standards may include the following: - Require parking decks to be level (so structures can be adaptively used for habitable area in the future). - Require ground-floor commercial tenant space along primary corridors.

Table 5.2.a. Strategy A. Regulatory Refinements (RA) Initiatives List

Item	Initiative	Recommendation and Description
		Require street-facing facades to mimic architectural styles of habitable buildings (e.g., window openings, materials, etc.)
RA-7	Provide/require electric vehicle charging stations	EV use is expected to rise across the nation and motorists may choose to visit certain destinations over others based on their ability to provide charging infrastructure for those vehicles. There is opportunity to require EV infrastructure as part of both public and private projects in the CBD to keep the district competitive and to accommodate this rising “green” technology. The City should adopt standards so that new developments/adaptive reuse projects provide electric vehicle charging stations to keep pace with changing technologies and vehicle types. As examples, (1) King County, Washington requires 10% of the parking stalls serving apartments to have EV charging stations, and 5% for non-residential uses; (2) RCW 19.27.540 — Tasks the Washington State Building Code Council with adopting rules for electric vehicle supply equipment (EVSE) installation at all new buildings that provide on-site parking. At least one parking space, or 10% of parking spaces rounded to the next whole number, must be made-ready for Level 2 EVSE. Electrical capacity must accommodate the potential to serve a minimum of 20% of the total parking spaces with Level 2 EVSE¹. The standards for Richland may include the following: - Require that new projects (and renovations to existing parking lots/garages) include EV charging stations as a minimum percent of the total supply. - Provide EV charging stations on a portion of the public on-street parking stalls (as part of the City’s public works policies/standards). <i>**Alternatively, require projects be pre-wired so stations can be installed incrementally to coincide with local demand (e.g., EV ready).</i> Further information: As of November 2022, the Washington Department of Commerce provides on-line resources relating to Electric Vehicle planning at: https://www.commerce.wa.gov/growing-the-economy/energy/electric-vehicles/resources-govt-agencies/
RA-8	Adopt specific block length standards for the CBD	Richland’s CBD has large city blocks which make walking/bicycling less convenient (and comfortable) as individuals must travel larger distances to reach destinations. There is opportunity to urbanize the CBD in a way that achieves a tighter street grid. The City should adopt specific block length standards for the CBD area to promote additional street connections (creating more connectivity through the large city blocks comprising the district). The standards should incorporate the following components: - Limit block lengths to 600 linear feet (the current block standard is 1,500-ft). - Require pedestrian passageways or new street connections to meet the block limitation standards. - Require that new streets include sidewalks, bicycle facilities, on-street parking, and travel lanes. - Apply block length standards to both redevelopment and adaptive reuse projects.
References/Citations 1. MRSC - Planning for Electric Vehicles. mrsc.org/Home/Explore-Topics/Environment/Sustainability/Planning-for-Electric-Vehicles.aspx .		

Section 5.3: Strategy B. Capital Projects (CP)

Overtime, the CBD could benefit from thoughtful capital projects (and investments) that would increase parking quantity, help visitors better navigate the district, promote alternate modes of transportation, improve safety, and enhance access/mobility for pedestrians, bicyclists, and transit users. The City should further explore and budget for an array of capital projects in and around the CBD that would benefit parking conditions now and well into the future. The recommended capital projects can be described in the following categories:

- **Parking Supply** – Based on the redevelopment estimates (Chapter 4) and the stakeholder feedback (Chapter 3), the CBD may demand additional parking supply near major destinations and as part of new projects. There is opportunity to define ways to add more parking supply to the CBD within rights-of-way (i.e., street parking) and as part of district-scale parking structures (either public or shared amongst multiple projects).
- **Wayfinding/Signage** – The current CBD has several areas that allow public parking, but the lack of signage may leave motorists unaware of its availability. Furthermore, visitors may be unaware of the location and distance of these parking areas compared to their desired destination. There is opportunity to create a comprehensive wayfinding and directional signage program in the CBD to clarify (a) the parking allowances, (b) their location, and (c) distance to key destinations.
- **Transit Service** – Ben Franklin Transit operates several bus lines to (and through) the CBD though ridership rates have remained flat (or even declined) over the last several years. Increased transit use would support future redevelopment projects, lessen vehicle traffic, and potentially reduce parking demand in the CBD. There is opportunity to make investments that (a) strengthen walking/biking from transit stops to destinations, (b) incentivize transit use, and (c) create new transit service (e.g., district circulator, on-demand autonomous vehicles).
- **Pedestrian/Bicycle Infrastructure** – The CBD could use physical enhancements to achieve an urban environment that is more conducive to nonmotorized travel (which would lessen parking demand), whereas the current district has some gaps in the sidewalk network, limited bicycle lanes, a lack of bicycle racks, poor lighting (in certain corridors) and large distances for pedestrians/bicyclists to travel. There is opportunity to improve the pedestrian and bicycle infrastructure in the CBD to promote alternate modes of travel and improve safety/access.
- **Land Use Mix/Urban Design** - The City intends to grow the CBD into a mixed-use, urban destination; this redevelopment form is most conducive for alternate modes of travel (like walking, bicycling, and transit use). There is opportunity to proactively recruit new private development projects and construct new public services that follow pedestrian-oriented urban design principles, so the CBD evolves into a true urban destination.

The following table lists recommended initiatives related to capital projects.

Table 5.3.a. Strategy B. Capital Projects (CP) Initiatives List		
Item	Initiative	Recommendation and Description
CP-1	Paint striping to CBD streets	Most of the rights-of-way in the CBD allows on-street parking though there is a lack of signage/pavement markings that inform motorists of the parking allowances. There is opportunity to better designate parking on public streets to increase utilization. The City should provide striping and signage along CBD rights-of-way to designate public parking areas and to inform motorists of the City's parking allowances. This program may include the following: - Formally stripe "parking boxes" within CBD rights-of-way to better define parking areas on streets (do not stripe individual stalls as this usually requires more space for fewer vehicles to park on a given block – motorists tend to park closer to other vehicles in parking boxes versus striped stalls). - Post signage along corridors where parking is allowed (i.e., clarify where motorists can park on certain streets) with a particular focus on blocks where parking is allowed but rarely utilized.
CP-2	Develop a parking structure	As the CBD urbanizes, there will be growing demand for parking though it could be accommodated (partially) by a district parking structure that could serve multiple land uses/projects in lieu of constructing parking with each new project. Furthermore, a district parking structure could better service nonconforming buildings that may not have the ability to provide on-site parking (due to site size constraints). Long-term (within 5-10 years), the City should conduct a feasibility study to construct a district-scaled public parking garage in the CBD. The study should consider the following elements: - Focus on the city-owned lot at Lee and Jadwin and/or the lot next to City Hall. - Include ground floor commercial space along major street frontages (as appropriate). - Assess whether to charge fees for parking usage. - Identify funding and other revenue sources to construct/maintain the structure. - Identify potential partners to share with project implementation, maintenance, and funding (e.g., other government agencies, medical facilities, colleges, and other major CBD tenants).
CP-3	Implement a wayfinding program	The CBD has several roadway corridors that allow on-street parking and several remote public lots; however, these parking locations may be a few blocks away from major destinations. Furthermore, some visitors may have the mental perception that these parking locations are too far removed from destinations. The City should install wayfinding signage throughout the CBD to direct motorists to public parking areas and major destinations, and to help pedestrians/bicyclists navigate the district. The wayfinding project should include the following components: - Include a common brand (e.g., logos, colors, fonts). - Designed for motorists, pedestrians, and cyclists (e.g., different sizes, locations, and scale based on intended user). - Focus on major destinations and public parking areas. - Include a management and maintenance plan. - Include a responsible City department/division. - Include maps and destination directories at major pedestrian activity areas (e.g., parks and public buildings).

Table 5.3.a. Strategy B. Capital Projects (CP) Initiatives List

Item	Initiative	Recommendation and Description
CP-4	Add bicycle infrastructure to the CBD	Alternate travel modes such as bicycling will help reduce motor vehicle use (and the associated parking demand) in the CBD. Currently the CBD has limited bicycle infrastructure; additional bicycle lanes, connections, and bike racks would enhance the experience for cyclists in the CBD and potentially increase bicycle commuting to and around the district. The City should continue to introduce, maintain, and construct bicycle infrastructure in and around the CBD to promote alternative modes of transportation. The program may include the following components: ▪ Add designated bicycle lanes to CBD streets (namely Knight Street, Lee Boulevard, and Goethals Drive – which may replace the central turning lanes). ▪ Add bike racks at major destinations and civic uses. ▪ Create incentives for redevelopment and adaptive reuse projects to provide interior and/or secured long-term bicycle parking (e.g., locked storage rooms, bicycle lockers, etc.).
CP-5	Operate a CBD circulator (i.e., transit/shuttle service)	Ben Franklin Transit operates several bus lines in the CBD; these lines provide connections to other City neighborhoods and/or outlying areas in the Tri-Cities region. There is opportunity to create new transit service focused on connecting patrons/visitors to the various destinations within the CBD in lieu of driving to (and parking at) multiple locations on a single visit. The new transit service could also connect pedestrians between destinations that may be a little too far for walking (within a reasonable timeframe). The City should explore the feasibility of adding a transit circulator or other district-scale transit service in the CBD to reduce the need for driving between destinations. The program may include some or all the following components: ▪ Create a transit circulator (i.e., bus/shuttle) within the CBD with stops at major destinations. ▪ Consider an autonomous vehicle with on-demand technologies. ▪ Implement a “fare-less square” program within the CBD to allow users to board any bus that travels through the district at no charge (e.g., agreements with Ben Franklin County).
CP-6	Add lighting to CBD roadways	There are several roadway corridors and public parking areas which lack adequate lighting; this creates a potential safety hazard for visitors/employees walking to/from remote areas in the CBD. The City should conduct a feasibility study and adopt an implementation plan to add lighting along dark or dimly-lit corridors within the CBD (to address safety and surveillance concerns). The program should include the following components: ▪ Assess current lighting conditions along all CBD corridors. ▪ Identify lighting needs, phasing, and funding sources. ▪ Adopt specific lighting styles and fixtures for the CBD. ▪ Add lighting as part of all roadway capital projects.
CP-7	Add pedestrian amenities	The City intends to transform the CBD into a mixed-use pedestrian oriented destination, whereas, the current district has gaps in the sidewalk network, limited mid-block crossing areas, and a lack of landscaping/street furniture which are typical urban design elements associated with vibrant downtowns. There is opportunity to strengthen the pedestrian experience/environment to complement redevelopment projects, promote walkability, improve utilization of remote parking locations, and to lessen the overall district parking demand. The City should add a wide array of amenities/facilities throughout the CBD to make the district more comfortable for pedestrians; this may include the following:

Table 5.3.a. Strategy B. Capital Projects (CP) Initiatives List

<i>Item</i>	<i>Initiative</i>	<i>Recommendation and Description</i>
		- Perform crosswalk upgrades at all CBD intersections (as appropriate). Upgrades may include some or all of the following elements where none currently exist: pavement markings, signage (pedestrian and vehicle-scaled), and ADA accessible ramps (at sidewalks) and signalization (in busy corridors),. Notable crosswalk upgrades may be needed for the following intersections: William Boulevard/Guyer Avenue, Goethals Drive/Gillmore Street, Goethals Drive/Carondelet Drive, Mansfield Street/Northgate Drive, and Cullum Avenue/Harding Street. - Add signalized mid-block crossings at high use areas (namely along Lee Boulevard, Knight Street, Mansfield Street, Northgate Drive, Goethals Drive, and Gillmore Street since these corridors have large blocks). - Add street furniture (e.g., benches and seating) at major destinations, intersections, and community amenities. Add seating (as appropriate) to all roadway capital projects. - Adopt specific seating styles for the CBD. - Identify community partners to help add seating (e.g., sponsorship programs that would fund seating).
CP-8	Promote mixed-use urban-scaled projects in the CBD	The City's goal to create a vibrant mixed-use destination will require thoughtful, well-designed infill, redevelopment, and adaptive reuse projects; new mixed-use projects built to an urban form will create an environment most conducive for walking/biking/transit use. The City should proactively recruit developers to construct mixed-use projects in the CBD that provide housing, employment, and commercial services so that the district transforms into an urban-scaled and walkable destination with less dependance on private automobiles. - Identify CBD properties that have capacity for urban infill development (e.g., large parking lots, underutilized lot areas). - Identify buildings that could be adaptively reused for new community-serving uses (e.g., buildings with high vacancies and/or are in disrepair). - Partner with property owners and real estate professionals to build support for infill/adaptive reuse projects (e.g., identify opportunity and excitement for new projects). - Recruit developers to the CBD with experience in constructing/funding mixed-use projects at urban intensities.

Section 5.4: Strategy C. Parking Programs (PP)

The City can employ a series of initiatives aimed to track and manage parking conditions in the CBD with a primary focus on public parking within rights-of-ways and on individual municipal lots. Notably, parking programs would help enhance parking supply and availability in those areas through administrative policies (which should be employed parallel to potential capital projects which were discussed in the previous section). The recommended parking programs can be described in the following categories:

- **Parking Utilization Tracking** – The City has maintained long-term agreements with businesses (and other CBD tenants) for their employees/customers to utilize a portion of the City’s municipal lots to accommodate all or portions of their required parking. Through staff interviews, it was learned that the City may need to develop new methods to annually track the parking utilization under each agreement (accounting for changes in usage, business operations, and closures) and make appropriate changes/refinements thereto.
- **Street Parking Management Programs** – Street parking is complementary in the CBD and many of the stalls are not subject to time/use restrictions (meaning motorists can park vehicles at a single location for long durations). There is opportunity to further study the feasibility (and local acceptance) of time limitations and potential fees for parking on public streets and within municipal parking lots.
- **Enforcement** – Currently, the City’s Police Department enforces some parking-related conditions including junk/inoperative vehicles and improperly parked cars, however, the City does not have a division or staff that is specifically designed to enforce potential time limits and fees (in the event the City chooses to implement those programs). There is opportunity to create a formal municipal department/division tasked with parking enforcement and collecting/managing associated fees (whether parking fee revenue or fines).
- **Incentives** – Currently, the City has few incentives to entice visitors/employees/customers to utilize alternate modes of transportation and/or to reduce vehicle use within the CBD. There is opportunity to adopt and promote an array of incentives aimed to reduce vehicle use, promote transit, and/or expand parking opportunities in the CBD.

The following table lists recommended initiatives related to parking programs.

Table 5.4.a. Strategy C. Capital Projects (PP) Initiatives List		
Item	Initiative	Recommendation and Description
PP-1	Develop a public parking tracking system	The City maintains several agreements with property owners/businesses in the CBD to allow individuals to use a portion of its municipal parking lots for public use. Over the years, the City experienced challenges tracking/maintaining these agreements and the quantity of parking stalls that may be available for other tenants (e.g., when one business closes, there should be a formal process to dissolve the associated parking agreement). The City should develop a tracking system or parking database of the various parking agreements for tenants to utilize the city-owned lots (including existing users, closed businesses, and new users); the program may include the following components: ▪ Review past agreements which allow use of the city-owned lot to meet minimum parking requirements for specific properties in the CBD. ▪ Calculate/assess the parking usage (and available capacity). ▪ Adopt policies that detail eligibility standards, terms, termination clauses, and fees (as appropriate).

Table 5.4.a. Strategy C. Capital Projects (PP) Initiatives List

<i>Item</i>	<i>Initiative</i>	<i>Recommendation and Description</i>
PP-2.a	Implement parking time limits at high-use areas	Currently, most CBD streets allow motorists to park their cars for extended periods of time (especially at high use areas) which reduces parking availability for other visitors. There is opportunity to implement parking time limitations at certain locations to encourage parking stall turn over; whereas, long-term parking should be provided at outlying areas of the CBD. The City should conduct a feasibility study to implement parking time limitations on streets and within public parking lots in the CBD to promote high parking turn over (and discourage long-term parking); the study should include the following components: ▪ Identify streets/parking lots that have high parking utilization. ▪ Identify areas that would be most conducive for time limitations. Identify areas that would be subject to 90-minute, 2-hour, and 3-hour time limitations. ▪ Define days/time periods the parking restrictions would apply (e.g., Monday-Saturday between 9am and 6pm) ▪ Engage stakeholders in the feasibility analysis. ▪ Identify a phasing and implementation plan.
PP-2.b	Implement parking fees at high-use areas	The CBD currently provides free parking within most rights-of-way and within municipal parking lots, creating a disincentive for individuals to limit their parking duration at any one location. Coupled with potential parking time limitations, there is opportunity to explore the feasibility of charging modest parking fees for public parking stalls near major destinations; the fees would discourage prolonged parking periods and generate revenue for a potential enforcement program and other capital projects in the CBD. Long-term (within 5-10 years) and in concert with PP-2.a, the City should conduct a feasibility study to implement parking rates/fees on streets and within public parking lots in the CBD to discourage long-term parking and to generate revenue. ▪ Identify streets/parking lots that have high parking utilization. ▪ Identify areas that would be most conducive for parking fees (e.g., convenient, high demand stalls may be applicable to fees) ▪ Define potential parking rates (which promote high parking turn over while not discouraging visitors to the CBD). ▪ Define payment methods that would be most feasible for Richland (e.g., meters, pay stations, mobile apps, or a combination thereof). ▪ Define days/time periods the parking fees would apply (e.g., Monday-Saturday between 9am and 6pm) ▪ Consider a monthly parking pass program for residents and routine users. ▪ Define fines for violations. ▪ Identify how the generated fees (and fines) would be allocated within the larger City budget (e.g., earmarked for CBD enforcement and capital projects vs. general fund allocation).
PP-3	Create a formal parking enforcement entity within the City	The City does not have a robust parking enforcement entity that would regulate public parking usage (and payment, if applicable), and issue/track citations. There is opportunity to create a unique department/division within the City's administrative framework that would enforce the City's future parking policy/rules. The City should create a formal parking enforcement entity for the CBD along with staff, budget allocations, responsibilities, and legal authority. Parking enforcement will be key to the effectiveness of strategies PP-2.a and PP-2.b.

Table 5.4.a. Strategy C. Capital Projects (PP) Initiatives List

<i>Item</i>	<i>Initiative</i>	<i>Recommendation and Description</i>
PP-4	Formalize shared parking agreements	Through stakeholder interviews, it was learned that there are several informal arrangements where major property owners in the CBD allow visitors to park on their properties during non-peak periods to patronize other destinations in the district. There is opportunity for the City to work with those property owners to formalize parking allowances for the public to park on those properties; this would help the City continually track its parking demand/utilization and lessen the need (and costs) for new public parking facilities. On an annual basis (and to recognize changing real estate conditions on individual properties), the City should formalize shared parking agreements with certain property owners to allow public use of parking lots/garages during certain times of the day. **Note , this situation does not include shared parking agreements with adjacent properties.
PP-5	Create incentives for reduced transit fares in the CBD	Successful downtown districts include higher transit use and place less emphasis on motor vehicle travel with the goals to reduce parking demand and the area devoted to parking facilities. The CBD has an abundance of transit service, albeit ridership numbers have remained stagnant over the past few years. As a notable strategy, there is opportunity to explore/provide financial incentives that would entice CBD employees/residents to utilize transit services. The City (in collaboration with Ben-Franklin Transit) should create incentive programs for CBD employers and residential projects to obtain reduced cost transit passes (aimed to increase transit use and reduce parking demand).
PP-6	Create a residential parking permit program for CBD streets	Over time, as the CBD grows with new residential projects, there will be situations where residents (and their guests) will rely on street parking for extended periods of time. There is opportunity to create a permitting program to better accommodate residential demand. The City should implement a parking permit program where CBD residents can park on downtown streets without time restrictions. This may come with annual fees and/or are part of land use approvals for residential projects in the CBD. **Note – This should be explored when new residential projects are planned/constructed in the CBD.
PP-7	Create a program for merchants to offer validation to cover parking fees	Through stakeholder interviews, it was learned that parking fees (and/or time limits) for street parking stalls may discourage (or confuse) potential customers visiting the CBD (at least in the early years following implementation). However, there is opportunity to create programs/incentives to off-set parking fees in exchange for purchases/business patronage in the CBD. If the City implements parking fees, the City should create a program where CBD merchants can provide parking validation to customers who purchase goods/services. The validation would cover associated parking fees or reimburse customers.
PP-8	Establish a Parking Management Program for the CBD	Over time, the myriad of parking programs for the CBD may necessitate staff and a formal department (especially for tracking, permitting, and capital project administration). Long-term, the City should create a Parking Management Program for the CBD to study, implement, and manage the parking-related strategies/initiatives in the district. This would include annual budget allocations, staff, and authority provisions.

Section 5.5: Strategy D. Marketing and Promotion (MP)

The City (and several community stakeholders) have the long-term goal to transform the CBD into a vibrant mixed-use destination centered around walking/biking/transit over private vehicle use. At the same time, many community stakeholders may be unaware of this revitalization goal and may question the City's parking related strategies. To build community support for urban-scale redevelopment and utilization of alternate travel modes, the City should employ a series of outreach activities to communicate its long-term revitalization goals and its parking-related strategies (especially near the time any given strategy is about to be applied to the CBD). Additionally, there is tremendous opportunity for the City to form partnerships with businesses/employers/housing projects to implement its parking strategies and to communicate information to targeted audiences (i.e., individuals living/working/shopping in the CBD). The following table lists recommended initiatives related to marketing and promotion.

Table 5.5.a. Strategy D. Marketing and Promotion (MP) Initiatives List		
Item	Initiative	Recommendation and Description
MP-1	Implement a community outreach plan	There is opportunity for the City to communicate its revitalization goals and potential parking-related strategies to the community so it can obtain feedback and to build consensus on future projects/programs. The City should employ a community outreach plan aimed to continually communicate to the public the City's actions/investments (e.g., programs aimed to create a walkable, mixed-use destination). The outreach plan should include the following components: ▪ Communicate the changing parking-related policies/methods for the CBD. ▪ Create partnerships with Business Improvement Districts, employers, businesses, and housing projects in the CBD. ▪ Provide regular communication on the City's social media platforms and as part of regional economic development/tourism promotion programs. ▪ Promote/communicate the various parking-related programs/incentives as part of the City's permitting process and pre-application conferences with developers. ▪ Recruit development entities to construct pedestrian-oriented, urban-scaled, mixed-use projects.
MP-2	Partner with CBD businesses	The City should partner with businesses in the CBD to promote parking options, strategies, policies, and capital improvements. The program may include the following components: ▪ Promote parking locations/options to businesses in the CBD (to help inform customers) ▪ Develop a CBD parking location map (with quantities and walking distances to major destinations) ▪ Post the parking location map at area businesses and major employers.

Appendices

Appendix A – Stakeholder Interviews

Appendix B – Richland Comprehensive Plan Goals and Policies

Appendix C – Parking Area Spreadsheet / Capacity and Utilization

Appendix D – Property Inventory Map and Spreadsheet

Appendix E – Redevelopment Estimates Spreadsheet

Appendix A – Stakeholder Interviews

As described in Chapter 3 of this parking study, the Consultant Team conducted a series of stakeholder group interviews during the Summer of 2022 to obtain local perspectives relating to CBD parking conditions, redevelopment opportunities, and potential parking-related strategies. The following summarizes the questions posed and the participant responses.

To: Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG) From: Ryan Givens, Planner
Ryan.Givens@stantec.com

File: Benton-Franklin Council of Governments (BFCOG) EPA Brownfield Grant Date: June 28, 2022

Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 1 – City Staff / June 28, 2022 / 10:00am

Stakeholder Participants – Group 1 – City Staff June 28, 2022 / 10:00am	
Participant	
Pete Rogalsky, Public Works Director (unable to attend) Carlo D-Alessandro, Transportation Manager Marianne Boring, Community Volunteer Darin Arrasmith (city staff observant)	

Interview Questions & Responses – Group 1 – City Staff June 28, 2022 / 10:00am	
Question/Inquiry	Participant Responses
Q.1 - Describe your role/affiliation with Richland's Central Business District (CBD).	Carlo – Works as the City's transportation manager focused on the municipal road network, sidewalks, and crosswalks. Indicated the CBD has two arterial roads (George Washington Way and Jadwin Avenue) which are major portions of the transportation network and will require a lot of signalization upgrades. Marianne – Served on the planning commission since 2006 (and until recently) and worked on tools, policies, and regulations that support the CBD. Acknowledged that a lot of recent developments are not in keeping with the design elements/intent for the CBD. Acknowledges that the City is very business friendly and sometimes does not fully enforce the full extent of their codes (i.e., design elements). Noted a desire for the City to focus more on design and enforcement.
Q.2.a - Describe the near- and long-term opportunities you see for the CBD in terms of amenities, businesses, housing, and redevelopment. Q.2.b - What type of development scale should the City plan for in the CBD (e.g., urban-scaled, mixed use development vs. low scale projects)	Carlo – Acknowledged that he does not deal with policies affecting private development projects. Explained that the City is working on the Downtown Connectivity project that will transform George Washington Way and Jadwin Avenue into a one-way couplet. Explained that the project will create facilities for active transportation, on-street parking, and pedestrian amenities. Offered that the City can provide the concept plan of the couplet.

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Interview Questions & Responses – Group 1 – City Staff June 28, 2022 / 10:00am	
Question/Inquiry	Participant Responses
	Suggested that there is not a lot of local support for eliminating parking unless it is replaced somewhere else. Recommended that people want to park at their destination (rather than parking elsewhere and walking). Noted it is unclear whether the development community would support parking on the sides/rear of their buildings (even though the code requires parking at those site locations). Marianne – Envisioned downtown to evolve into a series of slow, one-way streets and centralized public parking facilities. Noted that the connectivity project will help the area feel like a downtown destination. Noted there is opportunity to support and advocate for mixed-use development. Suggested there should be a focus on adaptive reuse over new projects. Recommended the CBD should evolve into a district for living, working, and dining. Acknowledged that there is a local perception that customers will only patronize a business if there is parking right in front of the venue/shop. Noted that successful downtowns have centralized parking and people walk to the shops. Pointed to opportunities to redevelop existing surface parking lots (but also create a central parking facility). Acknowledged that the CBD has a tremendous amount of parking.
Q.3 - Describe the challenges to redevelopment, housing, and businesses in the CBD.	Carlo – Noted that the roadway network is capable of handling larger CBD development projects and explained that there is available capacity on the streets (the streets are not a barrier to redevelopment and projects would not need to construct a lot of off-site improvements). Noted there is plenty of underutilized space in the CBD to accommodate new projects – there are areas in need of redevelopment. Acknowledged a need to bring people downtown to live, work, and play. Explained that the region has plenty of vacant land within the urban growth boundary so most development occurs in suburban locations on the fringe. Marianne – Suggested that many developers are apprehensive to be the first investors in the CBD (no one wants to be first). Clarified that there is a new residential project on the edge of the CBD and it experienced difficulties. Also explained that a recent infill project has a perceived lack of parking, so it seemingly “failed”. Explained that the area has high water tables and there is contamination on some sites that prevent underground parking.
Q.4.a - Which properties in the CBD do you feel have substantial redevelopment/infill potential. Q.4.b -What types of projects would be ideal for those properties?	Carlo – Suggested the sites on the corner of George Washington Way (GWW) and Jadwin Avenue and the property along Swift between Jadwin and GWW. Noted that there is a development entity that was interested in constructing a mixed-use project in that vicinity. Marianne – Identified the following sites/properties:

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Interview Questions & Responses – Group 1 – City Staff June 28, 2022 / 10:00am	
Question/Inquiry	Participant Responses
	1. Uptown Mall Site: There is an agreement that City maintains/owns some of the parking – the City signed a 99 year agreement and she suggested that the lease be renegotiated. Explained that all 11 owners must agree to allow any substantial site changes; she recommended a formal partnership amongst the entities. 2. Across from City Hall on Swift: The site would be ideal for mixed-use development to support the hospital and the larger CBD. 3. Former Albertsons Site: The property is a vacant shopping center along Lee Boulevard and would be ideal for mixed-use/Apartments (several schools are within walking distance and there is opportunity for support services). 4. Properties along George Washington Way near Williams Boulevard (next to McDonalds): The properties include older apartments and medical office buildings – noted that the Connectivity Study (couplet) alignment may impact these sites yet there is opportunity for redevelopment.
Q.5.a - Describe the parking situation in the CBD in terms of supply, location, and convenience. Q.5.b - Do people park once and patronize multiple destinations on the same trip OR drive to each destination individually? Q.5.c -What days of the week and during what season is parking the most challenging in the CBD?	Carlo – Expressed personal enjoyment for biking/walking. Noted that there is a local opposition to parking and then walking to destinations. Suggested that there is always parking available in the CBD (e.g., in/near parks, at the community center, within streets, and within The Parkway, etc.). Acknowledged that there is public parking at the City Hall/Federal Buildings. Noted that there are public events on Thursday nights at the plaza and there is a lot of parking lot utilization at the Federal Building. Explained that a lot of on-street parking also serves as the City's snow storage zone. Suggested that a lot more people come downtown in the Summer (i.e., more parking utilization). Marianne – (Agreed with Carlo). Suggested there is too much parking in the CBD. Noted that successful downtowns have fewer parking lots but several paid public lots.
Q.6 - Describe the parking demand for the following uses: • Housing (e.g., number of stalls expected per unit) • Retail • Restaurant • Office	Carlo – Observed that many apartment buildings utilize on-street parking (more than other land uses). Explained that commercial projects in the CBD have their own parking lots and don't rely on street parking. Acknowledged that parking lots serving the hospital and Federal Building fill up and that The Parkway is always busy. Marianne – Recommended that the City reduce the parking requirements for development projects in the CBD. Acknowledged that the City's parking standards appear to work well for other parts of the City but the CBD should be addressed differently.
Q.7.a - Describe the walkability perspectives and conditions in the CBD.	Carlo – Suggested that walking and biking are difficult in the CBD due to the arterial roadways that are devoid of biking facilities (the Downtown Connectivity Study couplet design

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Question/Inquiry	Participant Responses
Q.7.b - What types of improvements and capital projects should the City prioritize to promote more walking?	will make it more comfortable for non-motorized modes). Noted that there are not a lot of buffers to protect pedestrians from traffic (e.g., row of parking, landscaping, etc.). Noted that the City has an ADA accessibility plan. Acknowledged that the CBD is not pedestrian-focused, whereas pedestrians should have priority. Also noted that the City has a complete streets policy – when they resurface streets the City adds bike lanes. Marianne – (Agreed with Carlo). Suggested that reduced travel speeds would help with pedestrian/bicycle use.
Q.8.a -Describe the level of transit use in the Richland area. (e.g., would people use transit services? Under what circumstances do you feel people would try transit?) Q.8.b -What improvements or service changes should the City prioritize?	<i>No Responses</i>
Q.9.a -Describe the level of bicycle use in the Richland area. Q.9.b -What improvements or capital projects should the City prioritize to promote more bicycle use?	<i>See Responses to Q.7</i>
Q.10 -Would the market/community support time limits and/or parking fees (say \$1 per hour) for street-parking in the CBD? These two strategies are the most effective for increasing parking availability, and parking may be harder to find if time limits and paid parking are not implemented.	Carlo – Noted that some streets have parking time limits, but they are not enforced. Explained that the City does not have parking enforcement officers; whereas, all parking complaints go to code enforcement. Noted a personal dislike for paid parking but acknowledged it may be a good strategy for high use areas. Marianne – Noted a dislike for parking strategies that lack enforcement. Suggested that adding a parking enforcement division at the City would create jobs. Explained that Richland does not like to be the first in the region to do anything (if parking time limits were created, Richland would be the only municipality in the Tri-Cities region with that policy). Acknowledged that parking limits/fees would be beneficial for stalls right in front of businesses (as opposed to other locations).
Q.11.a - Would a central parking facility (lot or garage) be a viable parking strategy for the CBD? Q.11.b -Parking lots and garages can often cost between \$20,000 to \$100,000 per parking spot. Knowing how expensive parking is to build, would you support paid parking at any new facilities, and if so, how much would you be willing to park for a few hours or all day? Q.11.c - If so, where in the CBD should it be located? Q.11.d - If so, describe your opinion whether it should be a public or private facility?	Carlo – Recommended a publicly-accessible parking garage next to the 3 Margaritas restaurant (at Lee and Jadwin) which would serve the Farmers Market and The Parkway. Marianne – Recommended a garage on the Federal Building property and/or across from City Hall.

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Interview Questions & Responses – Group 1 – City Staff June 28, 2022 / 10:00am	
Question/Inquiry	Participant Responses
Q.12.a - Are there any other parking improvements you'd like to see in Richland? Q.12.b - Do you have any other comments on parking in Downtown Richland?	<i>No Responses</i>
<i>For business owners only:</i> Q.13.a - Where do your employees generally park? Q.13.b - Do you feel that there is adequate and convenient parking for your employees? Q.13.c - Do you feel that there is adequate and convenient parking for your customers? Q.13.d - How long do your employees and customers generally stay?	<i>No Responses – Questions were not posed to these participants.</i>

To: Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG) From: Ryan Givens, Planner
Ryan.Givens@stantec.com

File: Benton-Franklin Council of Governments (BFCOG) EPA Brownfield Grant Date: July 12, 2022

Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 1 – City Staff / July 12, 2022 / 4:00pm

Stakeholder Participants – Group 1 – City Staff July 12, 2022 / 4:00pm	
Participant	
Amanda (“Mandy”) Wallner, Economic Development Manager	

Interview Questions & Responses – Group 1 – City Staff July 12, 2022 / 4:00pm	
Question/Inquiry	Participant Responses
Q.1 - Describe your role/affiliation with Richland's Central Business District (CBD).	Mandy – Employed as the City's Economic Development Manager to aid with City initiatives and to provide guidance/support to private investment entities. Explained that the CBD is the main downtown core, and its redevelopment is a key goal from the decision makers. Explained that the City has two business improvement districts (BIDs) covering the Uptown Mall and The Parkway, and the City participates at board meetings; there is a desire to get the BID more involved in larger CBD initiatives. Explained that The Parkway BID has relatively local fees (i.e., \$15 a month) and includes trash and landscaping maintenance as benefits; the BID has not been heavily active in the recent years. Noted that the City is looking at other effective management structures such as a main street program. Explained that the City is somewhat proactive in business/development recruitment and acts as a liaison for potential investors/developers by making connections between investors and property owners. Noted that the City has a retail recruiter (through a consultant agreement). Explained that there is a City priority to add housing to the CBD which would entice other services to the district (e.g., a grocery store).

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Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

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Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 1 – City Staff / July 12, 2022 / 4:00pm

Interview Questions & Responses – Group 1 – City Staff July 12, 2022 / 4:00pm	
Question/Inquiry	Participant Responses
Q.2.a - Describe the near- and long-term opportunities you see for the CBD in terms of amenities, businesses, housing, and redevelopment. Q.2.b - What type of development scale should the City plan for in the CBD (e.g., urban-scaled, mixed use development vs. low scale projects)	Mandy – Suggested that the CBD has tremendous redevelopment opportunities. Referred to The Kendall Yards redevelopment project in Spokane as a good example. Explained that the City would like to see more mixed-use projects in the CBD with ground floor retail and housing on the upper floors. Acknowledged that the recently completed Park Place project is a great success story for Richland. Recommended that five to six level projects would be an appropriate scale for the CBD. Suggested that the former Albertson's shopping center property has redevelopment opportunity that would benefit the CBD. Identified an opportunity to construct a parking garage with ground floor tenant spaces on the municipal parking lot next to the 3 Margaritas restaurant (and suggested that adjacent properties could be included with appropriate partnerships). Acknowledged that a parking structure on the Federal Building property would benefit the CBD but the federal agencies are not interested at this time.
Q.3 - Describe the challenges to redevelopment, housing, and businesses in the CBD.	Mandy – Acknowledged that many of the local developers in the Tri-Cities region are not focused on urban projects. Suggested that CBD redevelopment activity may be contingent on one entity making the first move before others will want to invest in similar urban-scaled mixed-use projects. Explained that many local developers and architect representatives have indicated that CBD mixed-use projects are not cost feasible. Also clarified that most local developers are not self-financing projects, and several banks feel that the market is high risk so lending is difficult. Felt there is a community desire and market opportunity for mixed-use projects in the CBD. Acknowledged that Washington State Condominium laws may be challenging and may be a deterrent for potential developers. Noted that older populations living in Richland may be less interested in mixed-use projects/lifestyles.
Q.4.a - Which properties in the CBD do you feel have substantial redevelopment/infill potential. Q.4.b -What types of projects would be ideal for those properties?	Mandy – Recommended the municipal lot on Lee Avenue (next to 3 Margaritas) would be an ideal redevelopment site (with a priority on a public parking garage with ground floor retail with thoughtful facade design). Also recommended the vacant parking lots along George Washington Way for infill development. Noted that the former Days Inn property is being redeveloped as micro apartments. Acknowledged that several of the existing bank buildings in the CBD may be good candidates for adaptive reuse (and long-term, the banking operations may not need the entire building space). Recommended that the former Albertsons shopping center parcel has redevelopment potential. Noted that the old fire station has been identified for its redevelopment potential. Identified a notable parcel at Gilmore and Swift and infill opportunities along Stevens.

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Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

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Interview Questions & Responses – Group 1 – City Staff July 12, 2022 / 4:00pm	
Question/Inquiry	Participant Responses
Q.5.a - Describe the parking situation in the CBD in terms of supply, location, and convenience. Q.5.b - Do people park once and patronize multiple destinations on the same trip OR drive to each destination individually? Q.5.c -What days of the week and during what season is parking the most challenging in the CBD?	Mandy – Suggested that the CBD has plenty of parking but in all the wrong places. Suggested that there is a need for more parking near The Parkway. Explained that the City's Planning Department has committed parking on the municipal lot (for specific commercial tenants to utilize) but has not developed an effective tracking system or enforcement measures. Noted that the parking lots between Stevens and Jadwin appear to be over parked. Acknowledged there is opportunity to switch out parking in some areas and move it near The Parkway. Explained that many people in the region prefer to park in front of their destinations and are less likely to park at a remote location and walk. Clarified that during the week people park once and visit multiple destinations (due to parking scarcity), but other times, people moved their cars between trips. Noted that during the week and during office hours, the CBD has the least amount of available parking (e.g., between 11:00am and 3:00pm). Also explained that parking is highly utilized during events, Summer is busier, and in the Winter snow storage creates more parking-related challenges.
Q.6 - Describe the parking demand for the following uses: • Housing (e.g., number of stalls expected per unit) • Retail • Restaurant • Office	Mandy – Explained that many times, developers indicate that they are building retail space (which requires less parking) but then lease to a restaurant tenant (which requires a higher parking ratio) – this creates challenges for permit review/approval. Suggested that apartments with one stall per unit may not be enough in the Richland market (as the Tri-Cities has a lot of families that expect additional designated parking stalls). Explained that a lot of people in the region do not want to pay for parking.
Q.7.a - Describe the walkability perspectives and conditions in the CBD. Q.7.b - What types of improvements and capital projects should the City prioritize to promote more walking?	Mandy – Explained that the City strives to be walkable/ bikeable. Noted that a lot of cyclists use the sidewalks even if there are bike lanes to avoid conflicts with motorized vehicles. Noted that Swift is very walkable but other corridors are less conducive for pedestrians. Acknowledged that the City has installed several signalized crossings and enhanced crosswalks but there is a lot of jaywalking because it's simply more convenient to get across the street at mid-block locations. Acknowledged that connectivity in the CBD is fragmented.
Q.8.a -Describe the level of transit use in the Richland area. (e.g., would people use transit services? Under what circumstances do you feel people would try transit?) Q.8.b -What improvements or service changes should the City prioritize?	Mandy – Acknowledged that transit service is vastly underutilized based on the development form in the region – there little to no walkable, mixed-used destinations. Suggested that people are not accustomed to walking very far to their destination(s) and the Lime scooters have not been popular in the region. Confirmed that there have been no discussions of a fare-less square (or similar program) for the CBD, however, there is interest to establish a "Creative

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Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

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Interview Questions & Responses – Group 1 – City Staff July 12, 2022 / 4:00pm	
Question/Inquiry	Participant Responses
	District” between Uptown Mall and The Parkway (which could include mobility-related programs/initiatives).
Q.9.a -Describe the level of bicycle use in the Richland area. Q.9.b -What improvements or capital projects should the City prioritize to promote more bicycle use?	See responses to Q.7.
Q.10 -Would the market/community support time limits and/or parking fees (say \$1 per hour) for street-parking in the CBD? These two strategies are the most effective for increasing parking availability, and parking may be harder to find if time limits and paid parking are not implemented.	Mandy – Suggested that parking time limits and meters could be a potential strategy at certain locations in the CBD and a study should consider a wider area. Noted that Vancouver, Washington has 2- and 3-hour parking zones everywhere in downtown but there needs to be solutions for longer-parking with appropriate signage. Acknowledged a concern that parking time-limits may agitate visitors enough for them not to return.
Q.11.a - Would a central parking facility (lot or garage) be a viable parking strategy for the CBD? Q.11.b -Parking lots and garages can often cost between \$20,000 to \$100,000 per parking spot. Knowing how expensive parking is to build, would you support paid parking at any new facilities, and if so, how much would you be willing to park for a few hours or all day? Q.11.c - If so, where in the CBD should it be located? Q.11.d - If so, describe your opinion whether it should be a public or private facility?	Mandy – Suggested that a paid public parking garage may be a good strategy for the CBD if there was a feasible way to fund the project. Recommended that a public garage should include well-design facades and possess ground floor commercial tenant spaces. Interested in creative financing for a public parking facility. Noted that there are some projects (outside Richland) that have rooftop parking in lieu of surface lots. Noted that the water table is high in/around the CBD which makes underground parking challenging.
Q.12.a - Are there any other parking improvements you’d like to see in Richland? Q.12.b - Do you have any other comments on parking in Downtown Richland?	Mandy – Suggested the property at 1200 Jadwin Avenue is a huge redevelopment opportunity. Explained that the investment entity disclosed the potential of razing the building due to adaptive reuse limitations for housing. Acknowledged the water resource that passes through the property is both a constraint and opportunity.
<i>For business owners only:</i> Q.13.a - Where do your employees generally park? Q.13.b - Do you feel that there is adequate and convenient parking for your employees? Q.13.c - Do you feel that there is adequate and convenient parking for your customers? Q.13.d - How long do your employees and customers generally stay?	Questions not posed to the participant.

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Participant	
Amanda (“Mandy”) Wallner, Economic Development Manager	

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Question/Inquiry	Participant Responses
Q.1 - Describe your role/affiliation with Richland's Central Business District (CBD).	Mandy – Employed as the City's Economic Development Manager to aid with City initiatives and to provide guidance/support to private investment entities. Explained that the CBD is the main downtown core, and its redevelopment is a key goal from the decision makers. Explained that the City has two business improvement districts (BIDs) covering the Uptown Mall and The Parkway, and the City participates at board meetings; there is a desire to get the BID more involved in larger CBD initiatives. Explained that The Parkway BID has relatively local fees (i.e., \$15 a month) and includes trash and landscaping maintenance as benefits; the BID has not been heavily active in the recent years. Noted that the City is looking at other effective management structures such as a main street program. Explained that the City is somewhat proactive in business/development recruitment and acts as a liaison for potential investors/developers by making connections between investors and property owners. Noted that the City has a retail recruiter (through a consultant agreement). Explained that there is a City priority to add housing to the CBD which would entice other services to the district (e.g., a grocery store).

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Q.2.a - Describe the near- and long-term opportunities you see for the CBD in terms of amenities, businesses, housing, and redevelopment. Q.2.b - What type of development scale should the City plan for in the CBD (e.g., urban-scaled, mixed use development vs. low scale projects)	Mandy – Suggested that the CBD has tremendous redevelopment opportunities. Referred to The Kendall Yards redevelopment project in Spokane as a good example. Explained that the City would like to see more mixed-use projects in the CBD with ground floor retail and housing on the upper floors. Acknowledged that the recently completed Park Place project is a great success story for Richland. Recommended that five to six level projects would be an appropriate scale for the CBD. Suggested that the former Albertson's shopping center property has redevelopment opportunity that would benefit the CBD. Identified an opportunity to construct a parking garage with ground floor tenant spaces on the municipal parking lot next to the 3 Margaritas restaurant (and suggested that adjacent properties could be included with appropriate partnerships). Acknowledged that a parking structure on the Federal Building property would benefit the CBD but the federal agencies are not interested at this time.
Q.3 - Describe the challenges to redevelopment, housing, and businesses in the CBD.	Mandy – Acknowledged that many of the local developers in the Tri-Cities region are not focused on urban projects. Suggested that CBD redevelopment activity may be contingent on one entity making the first move before others will want to invest in similar urban-scaled mixed-use projects. Explained that many local developers and architect representatives have indicated that CBD mixed-use projects are not cost feasible. Also clarified that most local developers are not self-financing projects, and several banks feel that the market is high risk so lending is difficult. Felt there is a community desire and market opportunity for mixed-use projects in the CBD. Acknowledged that Washington State Condominium laws may be challenging and may be a deterrent for potential developers. Noted that older populations living in Richland may be less interested in mixed-use projects/lifestyles.
Q.4.a - Which properties in the CBD do you feel have substantial redevelopment/infill potential. Q.4.b -What types of projects would be ideal for those properties?	Mandy – Recommended the municipal lot on Lee Avenue (next to 3 Margaritas) would be an ideal redevelopment site (with a priority on a public parking garage with ground floor retail with thoughtful facade design). Also recommended the vacant parking lots along George Washington Way for infill development. Noted that the former Days Inn property is being redeveloped as micro apartments. Acknowledged that several of the existing bank buildings in the CBD may be good candidates for adaptive reuse (and long-term, the banking operations may not need the entire building space). Recommended that the former Albertsons shopping center parcel has redevelopment potential. Noted that the old fire station has been identified for its redevelopment potential. Identified a notable parcel at Gilmore and Swift and infill opportunities along Stevens.

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Q.7.a - Describe the walkability perspectives and conditions in the CBD. Q.7.b - What types of improvements and capital projects should the City prioritize to promote more walking?	Mandy – Explained that the City strives to be walkable/ bikeable. Noted that a lot of cyclists use the sidewalks even if there are bike lanes to avoid conflicts with motorized vehicles. Noted that Swift is very walkable but other corridors are less conducive for pedestrians. Acknowledged that the City has installed several signalized crossings and enhanced crosswalks but there is a lot of jaywalking because it's simply more convenient to get across the street at mid-block locations. Acknowledged that connectivity in the CBD is fragmented.
Q.8.a -Describe the level of transit use in the Richland area. (e.g., would people use transit services? Under what circumstances do you feel people would try transit?) Q.8.b -What improvements or service changes should the City prioritize?	Mandy – Acknowledged that transit service is vastly underutilized based on the development form in the region – there little to no walkable, mixed-used destinations. Suggested that people are not accustomed to walking very far to their destination(s) and the Lime scooters have not been popular in the region. Confirmed that there have been no discussions of a fare-less square (or similar program) for the CBD, however, there is interest to establish a "Creative

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Interview Questions & Responses – Group 1 – City Staff July 12, 2022 / 4:00pm	
Question/Inquiry	Participant Responses
	District” between Uptown Mall and The Parkway (which could include mobility-related programs/initiatives).
Q.9.a -Describe the level of bicycle use in the Richland area. Q.9.b -What improvements or capital projects should the City prioritize to promote more bicycle use?	See responses to Q.7.
Q.10 -Would the market/community support time limits and/or parking fees (say \$1 per hour) for street-parking in the CBD? These two strategies are the most effective for increasing parking availability, and parking may be harder to find if time limits and paid parking are not implemented.	Mandy – Suggested that parking time limits and meters could be a potential strategy at certain locations in the CBD and a study should consider a wider area. Noted that Vancouver, Washington has 2- and 3-hour parking zones everywhere in downtown but there needs to be solutions for longer-parking with appropriate signage. Acknowledged a concern that parking time-limits may agitate visitors enough for them not to return.
Q.11.a - Would a central parking facility (lot or garage) be a viable parking strategy for the CBD? Q.11.b -Parking lots and garages can often cost between \$20,000 to \$100,000 per parking spot. Knowing how expensive parking is to build, would you support paid parking at any new facilities, and if so, how much would you be willing to park for a few hours or all day? Q.11.c - If so, where in the CBD should it be located? Q.11.d - If so, describe your opinion whether it should be a public or private facility?	Mandy – Suggested that a paid public parking garage may be a good strategy for the CBD if there was a feasible way to fund the project. Recommended that a public garage should include well-design facades and possess ground floor commercial tenant spaces. Interested in creative financing for a public parking facility. Noted that there are some projects (outside Richland) that have rooftop parking in lieu of surface lots. Noted that the water table is high in/around the CBD which makes underground parking challenging.
Q.12.a - Are there any other parking improvements you’d like to see in Richland? Q.12.b - Do you have any other comments on parking in Downtown Richland?	Mandy – Suggested the property at 1200 Jadwin Avenue is a huge redevelopment opportunity. Explained that the investment entity disclosed the potential of razing the building due to adaptive reuse limitations for housing. Acknowledged the water resource that passes through the property is both a constraint and opportunity.
<i>For business owners only:</i> Q.13.a - Where do your employees generally park? Q.13.b - Do you feel that there is adequate and convenient parking for your employees? Q.13.c - Do you feel that there is adequate and convenient parking for your customers? Q.13.d - How long do your employees and customers generally stay?	Questions not posed to the participant.

To: Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG) From: Ryan Givens, Planner
Ryan.Givens@stantec.com

File: Benton-Franklin Council of Governments (BFCOG) EPA Brownfield Grant Date: June 29, 2022

Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 2 – Development Entities / June 29, 2022

Stakeholder Participants – Group 2 – Development Entities June 29, 2022 / 1:30pm	
Participant	
Seth GaRey, CE John	

Interview Questions & Responses – Group 2 – Development Entities June 29, 2022 / 1:30pm	
Question/Inquiry	Participant Responses
Q.1 - Describe your role at your firm and your familiarity with Richland's Central Business District (CBD).	Seth – Serves as the Director of Development and manages the projects from conceptual design to construction. Manages the consultants and contractors. Serves as the eyes and ears for the firm's development projects.
Q.2.a - Describe the near- and long-term opportunities you see for the CBD in terms of amenities, businesses, housing, and redevelopment. Q.2.b - What type of development scale should the City plan for in the CBD (e.g., urban-scaled, mixed use development vs. low scale projects)	Seth – Acknowledged that Richland feels similar to Vancouver, Washington and Beaverton, Oregon which are suburban cities that are starting to urbanize. Suggested that Richland's CBD could follow the same redevelopment approach as the Cedar Hills Crossing shopping center in Beaverton (it was once an indoor mall but is transitioning to a pedestrian-oriented town center). Recommended that Richland's CBD has opportunities for new buildings to be constructed along the district streets. Noted that the planned couplet and street parking (current and planned) are good assets for redevelopment.
Q.3 - Describe the challenges to redevelopment, housing, and businesses in the CBD.	Seth – Suggested that developers can't design against an auto-centric environment (e.g., it is difficult to construct street facing buildings along heavy arterials where no parking or pedestrian activity exists). Recommended that developers/ the City be realistic on how people will travel to the projects. Acknowledged that retailers want to be on a busy street but suggests designing the parking so it feels more urban so that are willing people to park once and visit multiple places during the same trip. Noted that when developers are forced to have entrances on major streets, tenants will demand another entrance from the rear parking lot. Recommended convincing new tenants to follow an urban development form.

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Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

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Interview Questions & Responses – Group 2 – Development Entities June 29, 2022 / 1:30pm	
Question/Inquiry	Participant Responses
	Acknowledged that people in suburban settings are less willing to park further away and walk to their destination but in established urban centers, people are more willing to walk further. Explained that housing will only come after the amenities are in place (i.e., plan and redevelop the CBD organically; residents will want to live there when there is an array of commercial destinations, and it becomes a lifestyle). Acknowledged that frontage improvements are really costly to developers and recommended the City perform those investments (as applicable). Recommended that the City ensure that basic utilities are in place to further entice investment. Noted that some cities buy derelict properties and solicit a developer entity to create a catalyst project for the CBD.
Q.4.a - Which properties in the CBD do you feel have substantial redevelopment/infill potential. Q.4.b -What types of projects would be ideal for those properties?	Seth – Recommended that the City prioritize redevelopment on the busiest corridors/streets and/or at successful destinations, and then later focus on more interior lots. Acknowledged that the focus area benefits from a lot of parking so developers could phase a development in a way to build a parking structure later (rather than at the start of a project). Pointed to The Round and Cedar Hills Crossing projects in Beaverton as good examples of a phased redevelopment approach.
Q.5.a - Describe the parking situation in the CBD in terms of supply, location, and convenience. Q.5.b - Do people park once and patronize multiple destinations on the same trip OR drive to each destination individually? Q.5.c -What days of the week and during what season is parking the most challenging in the CBD?	<i>Question was not posed to the participant.</i>
Q.6 - Describe the parking demand for the following uses: • Housing (e.g., number of stalls expected per unit) • Retail • Restaurant • Office	Seth – Suggested that residential urban infill projects typically provide 1.5 stalls per unit. Noted that medical and government tenants are usually not busy after daytime working hours and could share parking with other uses. Suggested that shopping centers (or mixed-use projects) can provide 4.25 stalls per 1,000-sf (this allows for shared parking based on the variety of tenants) since people typically park once and patronize multiple businesses. Noted that CE John likes the parking lots to be full (as empty lots are not good for marketing). Noted that oversized parking lots are expensive and is a wasted opportunity (those underutilized parking areas could otherwise support new income generating buildings/tenant spaces).
Q.7.a - Describe the walkability perspectives and conditions in the CBD.	<i>Question was not posed to the participant.</i>

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Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

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Interview Questions & Responses – Group 2 – Development Entities June 29, 2022 / 1:30pm	
Question/Inquiry	Participant Responses
Q.7.b - What types of improvements and capital projects should the City prioritize to promote more walking?	
Q.8.a -Describe the level of transit use in the Richland area. (e.g., would people use transit services? Under what circumstances do you feel people would try transit?) Q.8.b -What improvements or service changes should the City prioritize?	<i>Question was not posed to the participant.</i>
Q.9.a -Describe the level of bicycle use in the Richland area. Q.9.b -What improvements or capital projects should the City prioritize to promote more bicycle use?	<i>Question was not posed to the participant.</i>
Q.10 -Would the market/community support time limits and/or parking fees (say \$1 per hour) for street-parking in the CBD? These two strategies are the most effective for increasing parking availability, and parking may be harder to find if time limits and paid parking are not implemented.	Seth – Noted that in his experience there are no pay to park or time limits in Vancouver, Washington; Salem, Oregon; and Beaverton, Oregon (which are good comparison markets). Recommended that the City start with time limits but further study paid parking arrangements and implement those strategies later (once there is a higher parking demand in the CBD, paid parking may be feasible and locally-accepted).
Q.11.a - Would a central parking facility (lot or garage) be a viable parking strategy for the CBD? Q.11.b -Parking lots and garages can often cost between \$20,000 to \$100,000 per parking spot. Knowing how expensive parking is to build, would you support paid parking at any new facilities, and if so, how much would you be willing to park for a few hours or all day? Q.11.c - If so, where in the CBD should it be located? Q.11.d - If so, describe your opinion whether it should be a public or private facility?	<i>No participant response.</i>
Q.12.a - Are there any other parking improvements you'd like to see in Richland? Q.12.b - Do you have any other comments on parking in Downtown Richland?	<i>No participant response.</i>
<i>For business owners only:</i> Q.13.a - Where do your employees generally park? Q.13.b - Do you feel that there is adequate and convenient parking for your employees? Q.13.c - Do you feel that there is adequate and convenient parking for your customers? Q.13.d - How long do your employees and customers generally stay?	<i>Question was not posed to the participant.</i>

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Ryan.Givens@stantec.com

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Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 2 – Development Entities / June 29, 2022

Stakeholder Participants – Group 2 – Development Entities June 29, 2022 / 11:00am	
Participant	
Kyle Kraemer, Prosper Ventures	

Interview Questions & Responses – Group 2 – Development Entities June 29, 2022 / 11:00am	
Question/Inquiry	Participant Responses
Q.1 - Describe your role/affiliation with Richland's Central Business District (CBD).	Kyle – Explained his role as a partner/investment group with an emphasis on The Parkway and noted that his entity owns the open land by the theater. Explained their intent to construct a 15,000-sf, 2-level retail/restaurant project on the property. Noted a design challenge to provide enough parking to align with the City's minimum parking requirements (given the location and small parcel size). Expressed a desired to acquire remnant right-of-way that may be left over from the planned roadway projects (e.g., the couplet).
Q.2.a - Describe the near- and long-term opportunities you see for the CBD in terms of amenities, businesses, housing, and redevelopment. Q.2.b - What type of development scale should the City plan for in the CBD (e.g., urban-scaled, mixed use development vs. low scale projects)	Kyle – Noted that the new apartment project near the river shows a local transition to mixed use in the CBD. Acknowledged his personal goal for the CBD to redevelop with more activity, since most people do not visit the area. Explained a desire for multi-level, mixed-use development (where many existing CBD buildings are just a couple of stories). Noted there are areas in the CBD that could support larger development. Pointed to the old courthouse and police department properties as potential locations for dense projects. Acknowledged that the City is looking at redevelopment.
Q.3 - Describe the challenges to redevelopment, housing, and businesses in the CBD.	Kyle – Experienced some push back from the City based on their project vision in The Parkway (i.e., concerns about development scale). Acknowledged that many community leaders don't want to see a lot of change (e.g., park and walk character), and the local culture/mindset do not consider other development opportunities. Noted that the new co-working space in The Parkway was a challenge.

June 29, 2022

Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

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Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 2 – Development Entities / June 29, 2022

Interview Questions & Responses – Group 2 – Development Entities June 29, 2022 / 11:00am	
Question/Inquiry	Participant Responses
	Suggested that some contractors find the City's codes to be challenging and there lacks regulatory flexibility for adaptive reuse projects. Noted that the region's younger generation is craving more mixed-use development (e.g., young individuals may leave the city if the market does not provide those environments).
Q.4.a - Which properties in the CBD do you feel have substantial redevelopment/infill potential. Q.4.b -What types of projects would be ideal for those properties?	Kyle – Suggested that The Parkway property (at Jadwin and Parkway) is a great catalyst site. Recommended that new apartments on the river could be another good catalyst for the CBD and would support local businesses. Noted that the old City Hall property is a significant redevelopment opportunity (hopes that the City plans for something useful and not a strip mall or fast-food business).
Q.5.a - Describe the parking situation in the CBD in terms of supply, location, and convenience. Q.5.b - Do people park once and patronize multiple destinations on the same trip OR drive to each destination individually? Q.5.c -What days of the week and during what season is parking the most challenging in the CBD?	Kyle – Suggested that the parking supply is very low around The Parkway and the park, and there are a few areas where individuals must cross busy arterials. Acknowledged a local mindset that people want to park right by their destination. Acknowledged that some people park once and patronize multiple destinations (e.g., attend the Farmers Market then visit shops). Articulated a vision to attract/create more night life with hopes for more parking utilization into the evening/during weekends (i.e., more activity than just during daytime working hours).
Q.6 - Describe the parking demand for the following uses: • Housing (e.g., number of stalls expected per unit) • Retail • Restaurant • Office	Kyle – Suggested that a shift to a mixed-use development form will allow people to live closer to the area and amenities. Recommended that the community do more things to draw people to the CBD. Confessed his lack of knowledge for tenant parking demand but relies on the City's parking requirements when planning a project.
Q.7.a - Describe the walkability perspectives and conditions in the CBD. Q.7.b - What types of improvements and capital projects should the City prioritize to promote more walking?	Kyle – Explained that the City tried to improve the mobility conditions (e.g., adding bike lanes and crosswalks), but suggested the CBD has pretty poor walkability. Suggested the opportunity to use bike paths along the river and then provide more connection into the CBD. Acknowledged that the City explored some roadway improvement alternatives as part of the Downtown Connectivity study which included additional pedestrian/bicycle amenities. Recommended that the bypass around Richland needs to be prioritized as a true freeway so that heavy traffic can be diverted from the Jadwin Avenue/George Washington Way corridors.
Q.8.a -Describe the level of transit use in the Richland area. (e.g., would people use transit services? Under what circumstances do you feel people would try transit?) Q.8.b -What improvements or service changes should the City prioritize?	<i>No response.</i>

June 29, 2022

Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

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Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 2 – Development Entities / June 29, 2022

Interview Questions & Responses – Group 2 – Development Entities June 29, 2022 / 11:00am	
Question/Inquiry	Participant Responses
Q.9.a -Describe the level of bicycle use in the Richland area. Q.9.b -What improvements or capital projects should the City prioritize to promote more bicycle use?	<i>See responses in Q.7</i>
Q.10 -Would the market/community support time limits and/or parking fees (say \$1 per hour) for street-parking in the CBD? These two strategies are the most effective for increasing parking availability, and parking may be harder to find if time limits and paid parking are not implemented.	Kyle – Suggested that people may agree to parking time limits and meters if they understood the overall plan and future vision for the CBD. Explained that people may object if there is not an outreach strategy to these policies. Noted that it could be a compelling strategy. Explained that the City explored a payment-in-lieu option for projects that don't want to construct on-site parking – the money would have been used for more district scale public parking options.
Q.11.a - Would a central parking facility (lot or garage) be a viable parking strategy for the CBD? Q.11.b -Parking lots and garages can often cost between \$20,000 to \$100,000 per parking spot. Knowing how expensive parking is to build, would you support paid parking at any new facilities, and if so, how much would you be willing to park for a few hours or all day? Q.11.c - If so, where in the CBD should it be located? Q.11.d - If so, describe your opinion whether it should be a public or private facility?	Kyle – Noted a support for a centralized public parking facility/garage. Recommended the city-owned property along Lee (next to the 3 Margaritas restaurant) would be an ideal location. Acknowledged that a parking garage at The Parkway would not be inviting. Noted that people may be more willing to pay for parking in the garage (vs, meters for on-street parking).
Q.12.a - Are there any other parking improvements you'd like to see in Richland? Q.12.b - Do you have any other comments on parking in Downtown Richland?	<i>No response</i>
<i>For business owners only:</i> Q.13.a - Where do your employees generally park? Q.13.b - Do you feel that there is adequate and convenient parking for your employees? Q.13.c - Do you feel that there is adequate and convenient parking for your customers? Q.13.d - How long do your employees and customers generally stay?	<i>Question was not posed to the participant.</i>

To: Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG) From: Ryan Givens, Planner
Ryan.Givens@stantec.com

File: Benton-Franklin Council of Governments (BFCOG) EPA Brownfield Grant Date: June 30, 2022

Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 3 – Realtors and Broker / June 30, 2022

Stakeholder Participants – Group 3 – Realtors and Brokers June 30, 2022 / 12:00pm	
Participant	
Rob Ellsworth – SVN Retter Company	

Interview Questions & Responses – Group 3 – Realtors and Brokers June 30, 2022 / 12:00pm	
Question/Inquiry	Participant Responses
Q.1 - Describe your role/affiliation with Richland's Central Business District (CBD).	Rob – Works as a commercial real estate broker involved in leasing and sales contracts. Explained that a lot of his real estate work occurs in the CBD.
Q.2.a - Describe the near- and long-term opportunities you see for the CBD in terms of amenities, businesses, housing, and redevelopment. Q.2.b - What type of development scale should the City plan for in the CBD (e.g., urban-scaled, mixed use development vs. low scale projects)	Rob – Explained there are a lot of conversations about the CBD. Suggested the City needs to reach a conclusion on the couplet design (since there are several unknowns about the alignment and property impacts). Noted that there are zoning challenges in accommodating drive-thru facilities in the CBD (there is rising market demand for drive-thru and curb side food delivery service). Determined that there are a lot of benefits/assets in the CBD and, notably, there is plenty of parking (especially within city-owned lots). Affirmed that the CBD has potential for more projects like the Park Place Apartments project.
Q.3 - Describe the challenges to redevelopment, housing, and businesses in the CBD.	Rob – Explained that the CBD has limited properties for development, yet at the regional scale, there is plenty of vacant properties available. Noted that properties in the CBD will include demolition and remedial requirements which are added development costs. Explained that the region is not in redevelopment mode (like other metropolitan areas). Acknowledged the George Washington Way corridor is very busy and has the most near-term redevelopment potential.
Q.4.a - Which properties in the CBD do you feel have substantial redevelopment/infill potential. Q.4.b -What types of projects would be ideal for those properties?	Rob – Stated that the former City Hall property is the biggest redevelopment site that would benefit the CBD. Also stated that the older apartments along George Washington Way

June 30, 2022

Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

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Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 3 – Realtors and Broker / June 30, 2022

Interview Questions & Responses – Group 3 – Realtors and Brokers June 30, 2022 / 12:00pm	
Question/Inquiry	Participant Responses
	(South of Washington Boulevard) is another key opportunity area.
Q.5.a - Describe the parking situation in the CBD in terms of supply, location, and convenience. Q.5.b - Do people park once and patronize multiple destinations on the same trip OR drive to each destination individually? Q.5.c -What days of the week and during what season is parking the most challenging in the CBD?	Rob – Stated that the parking situation is very mixed when considering various areas of the CBD. Explained that The Parkway vicinity has limited parking, but outlying areas/properties have plenty of parking. Shared that a tenant in a recently completed adaptive reuse project was concerned about parking supply. Noted that the Federal Building and City Hall has a lot of parking, and there is opportunity to surplus excess parking for other uses. Shared that there are not a lot of places where people can park once and go to multiple business (exceptions are The Parkway and the Uptown Mall). Explained that the local culture is to drive to everything. Noted that parking demand/supply is generally consistent but during the Summer there is more utilization along George Washington Way.
Q.6 - Describe the parking demand for the following uses: • Housing (e.g., number of stalls expected per unit) • Retail • Restaurant • Office	Rob – Explained that residential parking demand is usually dependent on bedroom count, office tenants normally need 1 space per 300-sf, and retail demands 1 per 200-sf. Noted that most tenants in high activity areas will claim there is inadequate parking.
Q.7.a - Describe the walkability perspectives and conditions in the CBD. Q.7.b - What types of improvements and capital projects should the City prioritize to promote more walking?	Rob – Shared that Richland is pretty walkable compared to other areas in the region.
Q.8.a -Describe the level of transit use in the Richland area. (e.g., would people use transit services? Under what circumstances do you feel people would try transit?) Q.8.b -What improvements or service changes should the City prioritize?	<i>No Response.</i>
Q.9.a -Describe the level of bicycle use in the Richland area. Q.9.b -What improvements or capital projects should the City prioritize to promote more bicycle use?	<i>No Response.</i>
Q.10 -Would the market/community support time limits and/or parking fees (say \$1 per hour) for street-parking in the CBD? These two strategies are the most effective for increasing parking availability, and parking may be harder to find if time limits and paid parking are not implemented.	Rob – Explained that there is no paid street parking in the region; if this is introduced in Richland it would be the first community to do so. Noted that this would be a new initiative that people would have to get used to. Stated that two-hour parking limits may be acceptable to local customers.

June 30, 2022

Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

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Interview Questions & Responses – Group 3 – Realtors and Brokers June 30, 2022 / 12:00pm	
Question/Inquiry	Participant Responses
Q.11.a - Would a central parking facility (lot or garage) be a viable parking strategy for the CBD? Q.11.b -Parking lots and garages can often cost between \$20,000 to \$100,000 per parking spot. Knowing how expensive parking is to build, would you support paid parking at any new facilities, and if so, how much would you be willing to park for a few hours or all day? Q.11.c - If so, where in the CBD should it be located? Q.11.d - If so, describe your opinion whether it should be a public or private facility?	Rob – Suggested that a centralized public parking garage may work well in the CBD. Recommended that the City lot in front of the 3 Margaritas restaurant would be a good location but cautioned about “giving up the corner” to a non-commercial use – ground floor retail would be a good component to the garage.
Q.12.a - Are there any other parking improvements you’d like to see in Richland? Q.12.b - Do you have any other comments on parking in Downtown Richland?	<i>No Response.</i>
<i>For business owners only:</i> Q.13.a - Where do your employees generally park? Q.13.b - Do you feel that there is adequate and convenient parking for your employees? Q.13.c - Do you feel that there is adequate and convenient parking for your customers? Q.13.d - How long do your employees and customers generally stay?	<i>Question not posed to the participant.</i>

To: Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

 From: Ryan Givens, Planner

 Ryan.Givens@stantec.com

File: Benton-Franklin Council of Governments (BFCOG) EPA Brownfield Grant

 Date: July 13, 2022

Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 4 – Business Owners / July 13, 2022

Stakeholder Participants – Group 4 – Business Owners and Community Representatives July 13, 2022 / 9:00am	
Participant	
Molly Manager – Wine Social	

Interview Questions & Responses – Group 4 – Business Owners and Community Representatives July 13, 2022 / 9:00am	
Question/Inquiry	Participant Responses
Q.1 - Describe your role/affiliation with Richland's Central Business District (CBD).	Molly – Works as the general manager at Wine Social which serves a before and after dinner clientele. Noted that the venue serves light food dishes to complement its beverage service and provides educational programs. Explains she manages staff, purchasing, and plans the educational programming.
Q.2.a - Describe the near- and long-term opportunities you see for the CBD in terms of amenities, businesses, housing, and redevelopment. Q.2.b - What type of development scale should the City plan for in the CBD (e.g., urban-scaled, mixed use development vs. low scale projects)	Molly - Explained that there are pockets of walkable areas but the CBD is disconnected. Noted that The Parkway is very walkable. Explained that many of the primary streets have heavy traffic speeds making it difficult for walking/crossing. Also explained that the busy arterial roadways are challenging for an outside environment, especially outdoor dining. Identified that the park is difficult to access given the road design. Explained that the CBD has a few abandoned hotels and open gravel pits that discourage people to walk because of safety perceptions. Recommended improving pedestrian access to and from The Parkway and noted that the CBD needs to achieve a consistent design.
Q.3 - Describe the challenges to redevelopment, housing, and businesses in the CBD.	Molly – Explained that areas outside of The Parkway have difficulties attracting pedestrian customer traffic, whereas The Parkway is a walkable urban environment. Noted that the CBD has many standalone retail buildings and drive thru restaurants which are not conducive for pedestrians. Stated that the CBD has numerous large parking lots.
Q.4.a - Which properties in the CBD do you feel have substantial redevelopment/infill potential.	Molly – Suggested that the vacant properties within/around The Parkway are ideal for redevelopment. Noted there is also

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Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

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Interview Questions & Responses – Group 4 – Business Owners and Community Representatives July 13, 2022 / 9:00am	
Question/Inquiry	Participant Responses
Q.4.b -What types of projects would be ideal for those properties?	opportunity for infill projects near the river; notably, the region lacks mixed-use developments with restaurants and patios along the River (or even a view to the river). Noted that Richland does not have developed riverfront destinations (i.e., mixed-use projects).
Q.5.a - Describe the parking situation in the CBD in terms of supply, location, and convenience. Q.5.b - Do people park once and patronize multiple destinations on the same trip OR drive to each destination individually? Q.5.c -What days of the week and during what season is parking the most challenging in the CBD?	Molly – Explained that the CBD parking situation is pretty dire. Noted that in The Parkway, there are parking stalls in front of businesses and surface lots behind the buildings. Pointed to the municipal lot by the 3 Margaritas restaurant but noted there are not a lot of parking locations near the park. Suggested that there is a perception that it is unsafe to walk to the remote municipal parking lots. Explained it is difficult to find parking at dinner time; people normally circle the block several times in search of close parking. Stated that people usually park multiple times, moving for each destination. Suggested there is not a convenient central parking lot that would be easily accessible from major destinations. Noted that Summer and dinner times are very challenging to those seeking parking.
Q.6 - Describe the parking demand for the following uses: • Housing (e.g., number of stalls expected per unit) • Retail • Restaurant • Office	Molly – Explained the Wine Social has an approved occupancy for 75 people but generally has 4 staff plus 50 customers. Estimated that Wine Social needs around 20 stalls at peak times and 10-15 stalls for other timeframes. Explained that her business does not provide takeaway food, so they have a longer parking demand when compared to other venues.
Q.7.a - Describe the walkability perspectives and conditions in the CBD. Q.7.b - What types of improvements and capital projects should the City prioritize to promote more walking?	<i>See responses to Q.5</i>
Q.8.a -Describe the level of transit use in the Richland area. (e.g., would people use transit services? Under what circumstances do you feel people would try transit?) Q.8.b -What improvements or service changes should the City prioritize?	Molly – Explained that few people use public transit, and it is very easy to drive across the region in 20 minutes. Provided an example that a bus ride from Kennewick to Richland would take upwards of 2 hours.
Q.9.a -Describe the level of bicycle use in the Richland area. Q.9.b -What improvements or capital projects should the City prioritize to promote more bicycle use?	Molly – Suggested that biking is good for recreational purposes but not commuting.
Q.10 -Would the market/community support time limits and/or parking fees (say \$1 per hour) for street-parking in the CBD? These two strategies are the most effective for increasing parking availability, and	Molly – Explained as a manager, she would be concerned about impacts to the business (especially for patrons staying longer). Noted that Richland appears to have a slow-moving mindset when it comes to parking and urbanism. Suggested

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Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

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Interview Questions & Responses – Group 4 – Business Owners and Community Representatives July 13, 2022 / 9:00am	
Question/Inquiry	Participant Responses
parking may be harder to find if time limits and paid parking are not implemented.	adding parallel parking to the planned couplet would create a physical barrier for pedestrians and create a better sense of safety/comfort which may promote walking. Suggested that paid street parking on the couplet may be appropriate though there may be citizen/resident push back for paid parking in general.
Q.11.a - Would a central parking facility (lot or garage) be a viable parking strategy for the CBD? Q.11.b -Parking lots and garages can often cost between \$20,000 to \$100,000 per parking spot. Knowing how expensive parking is to build, would you support paid parking at any new facilities, and if so, how much would you be willing to park for a few hours or all day? Q.11.c - If so, where in the CBD should it be located? Q.11.d - If so, describe your opinion whether it should be a public or private facility?	Molly – Suggested that a parking garage is generally a good idea, but the CBD is currently disjointed and that needs to be solved for it to work. Noted that right now, there is adequate parking in the CBD. Recommended additional on-street parallel parking. Suggested that the City/community needs to define a district scale parking strategy.
Q.12.a - Are there any other parking improvements you'd like to see in Richland? Q.12.b - Do you have any other comments on parking in Downtown Richland?	<i>No response.</i>
<i>For business owners only:</i> Q.13.a - Where do your employees generally park? Q.13.b - Do you feel that there is adequate and convenient parking for your employees? Q.13.c - Do you feel that there is adequate and convenient parking for your customers? Q.13.d - How long do your employees and customers generally stay?	Molly – Explained that many employees park in the lot behind the buildings (and several other businesses in The Parkway do the same). Noted there is adequate parking for the employees within The Parkway though parking is sort of challenging during lunch time. Noted that employee shifts are usually five hours. Explained that customers often complain about parking during the lunch hours, but they can usually find parking within The Parkway unless there is an event. Noted that customers typical stay for 2 hours and many customers patronize multiple businesses on the same visit.

To: Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

 From: Ryan Givens, Planner
 Ryan.Givens@stantec.com

File: Benton-Franklin Council of Governments (BFCOG) EPA Brownfield Grant

 Date: July 13, 2022

Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 4 – Business Owners / July 13, 2022

Stakeholder Participants – Group 4 – Business Owners and Community Representatives July 13, 2022 / 9:00am	
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Q.3 - Describe the challenges to redevelopment, housing, and businesses in the CBD.	Molly – Explained that areas outside of The Parkway have difficulties attracting pedestrian customer traffic, whereas The Parkway is a walkable urban environment. Noted that the CBD has many standalone retail buildings and drive thru restaurants which are not conducive for pedestrians. Stated that the CBD has numerous large parking lots.
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Q.4.b -What types of projects would be ideal for those properties?	opportunity for infill projects near the river; notably, the region lacks mixed-use developments with restaurants and patios along the River (or even a view to the river). Noted that Richland does not have developed riverfront destinations (i.e., mixed-use projects).
Q.5.a - Describe the parking situation in the CBD in terms of supply, location, and convenience. Q.5.b - Do people park once and patronize multiple destinations on the same trip OR drive to each destination individually? Q.5.c -What days of the week and during what season is parking the most challenging in the CBD?	Molly – Explained that the CBD parking situation is pretty dire. Noted that in The Parkway, there are parking stalls in front of businesses and surface lots behind the buildings. Pointed to the municipal lot by the 3 Margaritas restaurant but noted there are not a lot of parking locations near the park. Suggested that there is a perception that it is unsafe to walk to the remote municipal parking lots. Explained it is difficult to find parking at dinner time; people normally circle the block several times in search of close parking. Stated that people usually park multiple times, moving for each destination. Suggested there is not a convenient central parking lot that would be easily accessible from major destinations. Noted that Summer and dinner times are very challenging to those seeking parking.
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Q.7.a - Describe the walkability perspectives and conditions in the CBD. Q.7.b - What types of improvements and capital projects should the City prioritize to promote more walking?	<i>See responses to Q.5</i>
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Q.12.a - Are there any other parking improvements you'd like to see in Richland? Q.12.b - Do you have any other comments on parking in Downtown Richland?	<i>No response.</i>
<i>For business owners only:</i> Q.13.a - Where do your employees generally park? Q.13.b - Do you feel that there is adequate and convenient parking for your employees? Q.13.c - Do you feel that there is adequate and convenient parking for your customers? Q.13.d - How long do your employees and customers generally stay?	Molly – Explained that many employees park in the lot behind the buildings (and several other businesses in The Parkway do the same). Noted there is adequate parking for the employees within The Parkway though parking is sort of challenging during lunch time. Noted that employee shifts are usually five hours. Explained that customers often complain about parking during the lunch hours, but they can usually find parking within The Parkway unless there is an event. Noted that customers typical stay for 2 hours and many customers patronize multiple businesses on the same visit.

To: Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

 From: Ryan Givens, Planner
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File: Benton-Franklin Council of Governments (BFCOG) EPA Brownfield Grant

 Date: June 30, 2022

Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 4 – Business Owners / June 30, 2022

Stakeholder Participants – Group 4 – Business Owners and Community Representatives June 30, 2022 / 10:00am	
Participant	
JD Nolan – Fat Olives Darin Warnick - Greenies	

Interview Questions & Responses – Group 4 – Business Owners and Community Representatives June 30, 2022 / 10:00am	
Question/Inquiry	Participant Responses
Q.1 - Describe your role/affiliation with Richland's Central Business District (CBD).	Darin – Serves as the President of The Parkway Business Improvement District (BID) and is the owner of Greenie bike shop. Noted that in other cities, people are usually comfortable with walking a few blocks from where they park, whereas people in the Tri-Cities region expect to have parking right in front of their destination. Suggested the City install signage and provide education to help customers navigate and find parking. Acknowledged that there is limited parking on The Parkway. Noted that the City does not have an effective parking enforcement program and there are no ramifications to parking all day on the street. JD – Owns the Fat Olives restaurant at Williams Boulevard and Jadwin Avenue. Noted that the north area of the CBD does not have parking challenges like other areas of the district. Noted a local culture where potential customers will not patronize his business if the parking lot is full even though there are other near-by parking options. Noted that people may be unaware that public parking is allowed on the north side of Williams Boulevard and within portions of the Uptown Mall (i.e., there is no signage).
Q.2.a - Describe the near- and long-term opportunities you see for the CBD in terms of amenities, businesses, housing, and redevelopment.	Darin – Expressed a desire to see fewer cars in the CBD and more walking and biking. Suggested more pedestrians would create opportunities for restaurants and services (tenants like a walking commerce). Acknowledged that George Washington Way carries a lot of traffic, and the corridor needs better bike lanes and sidewalk connections. Noted

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Interview Questions & Responses – Group 4 – Business Owners and Community Representatives June 30, 2022 / 10:00am	
Question/Inquiry	Participant Responses
Q.2.b - What type of development scale should the City plan for in the CBD (e.g., urban-scaled, mixed use development vs. low scale projects)	that a concentration of people creates opportunity for more density, mixed-use, and multi-level development. Expressed a desire to see more mixed-use projects (i.e., commercial ground-floor with housing on upper floors). Suggested that new projects would have designated bicycle parking and electric vehicle (EV) charging stations. JD – Agrees with Darin. Acknowledged that The Park Place Apartments is a good development project for the CBD and sees opportunities like this on the north end. Noted that there are talks of redeveloping the empty office building at 1200 Jadwin. Acknowledged that the CBD has issues with property crime. Expressed hope that the old City Hall property redevelops with a meaningful project. Desired more mixed-use developments throughout the CBD, yet appreciates how the area is trending.
Q.3 - Describe the challenges to redevelopment, housing, and businesses in the CBD.	Darin – Noted that there is a local culture where people expect to drive/park right in front of business destinations, whereas younger generations are more open to walking and other modes of transportation. JD – Agrees with Darin. Referred to Downtown Vancouver, Washington as a good success story and it has become a destination. Suggested that the community needs to retrain the older generations in the Tri-Cities about other options/development forms.
Q.4.a - Which properties in the CBD do you feel have substantial redevelopment/infill potential. Q.4.b -What types of projects would be ideal for those properties?	Darin – Suggested the motel the city just bought, the old City Hall property, and the vacant office building at 1200 Jadwin would be ideal redevelopment locations/projects. JD – Suggested the old City Hall property and the office building at 1200 Jadwin would be ideal redevelopment projects.
Q.5.a - Describe the parking situation in the CBD in terms of supply, location, and convenience. Q.5.b - Do people park once and patronize multiple destinations on the same trip OR drive to each destination individually? Q.5.c -What days of the week and during what season is parking the most challenging in the CBD?	Darin – Confirmed that, in The Parkway, people park once and patronize multiple businesses. Suggested there is plenty of parking in the CBD. Noted that the parking lot next to 3 Margaritas restaurant is a city-owned property and open for public use. Suggested that employees in The Parkway should park off site. Recommended that the City implement a better parking enforcement program. Noted that the lowest parking demand occurs between 9:00am-11:00am, whereas lots are mostly utilized over the lunch hour and during evening/dinner times. Noted that the Winter season has lower utilization rates but events at the HAPO shows more parking demand. JD – Suggested that there is plenty of parking in the CBD. Noted that no one parks on Williams Boulevard (potentially due to the lack of signage) and that few people utilize the public parking in the Uptown Mall property. Acknowledged the need to utilize existing parking properly. Noted there is

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Interview Questions & Responses – Group 4 – Business Owners and Community Representatives June 30, 2022 / 10:00am	
Question/Inquiry	Participant Responses
	less of influx of noon/lunch time customers whereas dinner time shows more parking utilization.
Q.6 - Describe the parking demand for the following uses: • Housing (e.g., number of stalls expected per unit) • Retail • Restaurant • Office	<i>No responses.</i>
Q.7.a - Describe the walkability perspectives and conditions in the CBD. Q.7.b - What types of improvements and capital projects should the City prioritize to promote more walking?	Darin – Expressed a desire for more pedestrian/bike infrastructure. JD – Agrees with Darin.
Q.8.a -Describe the level of transit use in the Richland area. (e.g., would people use transit services? Under what circumstances do you feel people would try transit?) Q.8.b -What improvements or service changes should the City prioritize?	<i>No responses.</i>
Q.9.a -Describe the level of bicycle use in the Richland area. Q.9.b -What improvements or capital projects should the City prioritize to promote more bicycle use?	<i>No responses.</i>
Q.10 -Would the market/community support time limits and/or parking fees (say \$1 per hour) for street-parking in the CBD? These two strategies are the most effective for increasing parking availability, and parking may be harder to find if time limits and paid parking are not implemented.	Darin – Expressed support for nominal parking rates for on-street parking. Suggested that payment through mobile apps would be a good option. Noted that other urban areas have parking fees and introducing paid parking in Richland would require a change in culture (e.g., people may complain at first but overtime it would work). JD – Agrees with Darin.
Q.11.a - Would a central parking facility (lot or garage) be a viable parking strategy for the CBD? Q.11.b -Parking lots and garages can often cost between \$20,000 to \$100,000 per parking spot. Knowing how expensive parking is to build, would you support paid parking at any new facilities, and if so, how much would you be willing to park for a few hours or all day? Q.11.c - If so, where in the CBD should it be located? Q.11.d - If so, describe your opinion whether it should be a public or private facility?	Darin – Noted the community explored options for a multi-level garage at the lot next to 3 Margaritas. Recommended that the City Hall property needs to be developed more mixed-use rather than just a garage. Noted that an effective parking enforcement strategy is better than building a new garage. Suggested adding meters to both George Washington Way and Jadwin Avenue. JD – Agrees with Darin. Noted that the CBD has enough parking and the money for a garage could be better used on other initiatives. Expressed support for adding parking meters along George Washington Way and Jadwin Avenue.
Q.12.a - Are there any other parking improvements you'd like to see in Richland?	<i>No responses.</i>

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Reference: **Richland Central Business District Parking Study — Stakeholder Interviews – Group 4 – Business Owners / June 30, 2022**

Interview Questions & Responses – Group 4 – Business Owners and Community Representatives June 30, 2022 / 10:00am	
Question/Inquiry	Participant Responses
Q.12.b - Do you have any other comments on parking in Downtown Richland?	
<i>For business owners only:</i> Q.13.a - Where do your employees generally park? Q.13.b - Do you feel that there is adequate and convenient parking for your employees? Q.13.c - Do you feel that there is adequate and convenient parking for your customers? Q.13.d - How long do your employees and customers generally stay?	Darin – Shared that Greenies has an employee manual that requires employees to park at the offsite lot. The Business Improvement District also has a manual and suggests that employees park offsite. Acknowledged that businesses are concerned about safety for their night-time employees (e.g., walking to remote lots). Noted that the areas between The Parkway and offsite lots are not well lit. JD – Noted that his employees park at the Uptown Mall but there are safety concerns for evening/night employees (his business makes exceptions for night-time shift workers).

To: Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG) From: Ryan Givens, Planner
Ryan.Givens@stantec.com

File: Benton-Franklin Council of Governments (BFCOG) EPA Brownfield Grant Date: June 29, 2022

Reference: Richland Central Business District Parking Study — Stakeholder Interviews – Group 4 – Business Owners / June 29, 2022

Stakeholder Participants – Group 4 – Business Owners and Community Representatives June 29, 2022 / 9:30am	
Participant	
Gus Sako – Octopus' Garden / Luna Fish	

Interview Questions & Responses – Group 4 – Business Owners and Community Representatives June 29, 2022 / 9:30am	
Question/Inquiry	Participant Responses
Q.1 - Describe your role/affiliation with Richland's Central Business District (CBD).	Gus – Works as a business owner in the Uptown Mall and volunteers with the City.
Q.2.a - Describe the near- and long-term opportunities you see for the CBD in terms of amenities, businesses, housing, and redevelopment. Q.2.b - What type of development scale should the City plan for in the CBD (e.g., urban-scaled, mixed use development vs. low scale projects)	Gus – Suggested that a lot of people would like to see more density and structured parking in the CBD. Noted that the region is kind of sprawly and there is a lot of low-density development throughout. Explained that the City wants to see more redevelopment within the Swift Corridor. Observed that the George Washington Way corridor is quite busy and acts like a barrier between the CBD and the river. Suggested that Penticton, British Columbia has a similar set up/population to Richland yet its development along the Lake is different and walkable. Noted that Penticton has a downtown that extends off the lake. Noted that Walla Walla has a nice welcoming Downtown (and could see that happening in Richland). Explained that Richland's CBD has a broad mix of businesses but there is a big swath between Williams and Knight that is blighted. Also noted that Port Townsend is a good example of a successful downtown. Recommended that the City pay attention to architecture.
Q.3 - Describe the challenges to redevelopment, housing, and businesses in the CBD.	Gus – Suggested that there are just so many challenges to development projects in the CBD. Recommended that the City amend its codes (as appropriate) and require quality projects. Noted that office uses sometimes create inactive areas in the CBD and those uses do not provide enough customers to support local businesses. Suggested that a free

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Interview Questions & Responses – Group 4 – Business Owners and Community Representatives June 29, 2022 / 9:30am	
Question/Inquiry	Participant Responses
	market approach is going to result in more convenience stores and drive thru uses.
Q.4.a - Which properties in the CBD do you feel have substantial redevelopment/infill potential. Q.4.b -What types of projects would be ideal for those properties?	Gus – Suggested that the properties between Williams Boulevard and Knight have redevelopment potential. Suggested that anything close to the river should be mixed-use, people spaces, and anything that draws people down to the CBD.
Q.5.a - Describe the parking situation in the CBD in terms of supply, location, and convenience. Q.5.b - Do people park once and patronize multiple destinations on the same trip OR drive to each destination individually? Q.5.c -What days of the week and during what season is parking the most challenging in the CBD?	Gus – Suggested there is a lot of parking in the CBD, but there is a perception that parking is limited. Noted that people don't want to walk a block from their parking spot to their destination. Explained that business owners will complain about a lack of parking especially when employees park in front of shops. Shared that he knows where to park and doesn't go to the core of the CBD. Noted that during community events and around Christmas are tough for parking.
Q.6 - Describe the parking demand for the following uses: • Housing (e.g., number of stalls expected per unit) • Retail • Restaurant • Office	<i>No response.</i>
Q.7.a - Describe the walkability perspectives and conditions in the CBD. Q.7.b - What types of improvements and capital projects should the City prioritize to promote more walking?	Gus – Suggested that walking and biking conditions in the CBD are mostly good but George Washington Way is a barrier for those users (the corridor is very difficult to cross and there are negative perceptions).
Q.8.a -Describe the level of transit use in the Richland area. (e.g., would people use transit services? Under what circumstances do you feel people would try transit?) Q.8.b -What improvements or service changes should the City prioritize?	<i>No response.</i>
Q.9.a -Describe the level of bicycle use in the Richland area. Q.9.b -What improvements or capital projects should the City prioritize to promote more bicycle use?	<i>See response to Q.7</i>
Q.10 -Would the market/community support time limits and/or parking fees (say \$1 per hour) for street-parking in the CBD? These two strategies are the most effective for increasing parking availability, and parking may be harder to find if time limits and paid parking are not implemented.	Gus – Suggested that time limits and meters would be problematic. Suggested those initiatives may improve parking availability but people would probably avoid the area (even if it's a nominal fee).

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Interview Questions & Responses – Group 4 – Business Owners and Community Representatives June 29, 2022 / 9:30am	
Question/Inquiry	Participant Responses
Q.11.a - Would a central parking facility (lot or garage) be a viable parking strategy for the CBD? Q.11.b -Parking lots and garages can often cost between \$20,000 to \$100,000 per parking spot. Knowing how expensive parking is to build, would you support paid parking at any new facilities, and if so, how much would you be willing to park for a few hours or all day? Q.11.c - If so, where in the CBD should it be located? Q.11.d - If so, describe your opinion whether it should be a public or private facility?	Gus – Thought the idea of a centralized parking garage would be a good strategy. Suggested the corner of Lee and Jadwin would be a potential location for a garage (i.e., city-owned lot next to the 3 Margaritas restaurant). Also suggested north of Knight. Commented that people may be willing to pay to park in a garage if the rates were low enough.
Q.12.a - Are there any other parking improvements you'd like to see in Richland? Q.12.b - Do you have any other comments on parking in Downtown Richland?	<i>No response.</i>
<i>For business owners only:</i> Q.13.a - Where do your employees generally park? Q.13.b - Do you feel that there is adequate and convenient parking for your employees? Q.13.c - Do you feel that there is adequate and convenient parking for your customers? Q.13.d - How long do your employees and customers generally stay?	Gus – Explained that employee parking is an on-going problem. Suggested that part of it is the mix of businesses; non-retail employees feel they can park right out front (taking away stalls for customers). Noted that there is a perception problem that there is not enough parking because many people want to park right next to where they work. Suggested there is adequate parking for customers in the CBD but the City/community needs to educate people. Suggested that people feel inconvenienced in the CBD, but coincidentally people will park in the outlying lots at a big box retail store. Explained that customers generally stay about one hour and there are designated parking area for employees.

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Project Team – Amanda Wallner and Darin Arrasmith (Richland) and Michelle Holt (BFCOG)

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Reference: **Richland Central Business District Parking Study — Stakeholder Interviews – Group 4 – Business Owners / June 29, 2022**

Appendix B – Richland Comprehensive Plan Goals and Policies

As stated in Section 2.2 of this parking study, the City of Richland’s Comprehensive Plan includes several goals and policies that prioritize/support redevelopment and revitalization in the CBD, these are particularly listed in the Economic Development, Land Use, Housing, and Transportation Elements of the Plan. These goals/policies support the City’s intent to grow/revitalize the CBD into a mixed-use and walkable destination; effective parking strategies are important to support the community’s redevelopment objectives. The following table list the applicable goals and policies as they relate to the parking study and the redevelopment assumptions.

Table 2.0.a – Richland Comprehensive Plan CBD Supportive Goals and Policies	
<i>Goal</i>	<i>Associated Policies</i>
General Community Goals	
Community Goal 2: Create a vibrant, progressive, and physically, socially, economically, and culturally diverse community providing choices of jobs, housing, and recreational opportunities to its residents of all ages.	N/A
Community Goal 6: Implement programs for the improvement of the built environment and its aesthetic quality to maintain a clean, safe, and attractive community.	N/A
Community Goal 7: Develop a vibrant Central Business District planned on a high-density land use.	N/A
Community Goal 8: Provide infrastructure and public facilities that serve the best interest of the community.	N/A
Community Goal 9: Provide and support an efficient, varied, and well-maintained transportation network.	N/A
Community Goal 10: Achieve a diversified mix of private industry and commerce capable of supporting a strong and growing economy.	N/A
Economic Development (ED) Element	
ED Goal 1: Build the diversity, resiliency, and equity of the City’s economy to ensure opportunities for growth and shared prosperity.	Policy 2: Support expansion and improvement of business recruitment, retention and expansion programs to provide outreach and assistance Policy 4: Recognize that infrastructure, including transportation and utility planning are vital to economic development and attracting businesses.
ED Goal 2: Make Richland a center of entrepreneurial business, and research and development opportunities.	Policy 4: Remove unnecessary barriers for start-ups and entrepreneurs.
ED Goal 3: Support businesses of all sizes.	Policy 1: Ensure that small and medium businesses receive similar advantages as large businesses in terms of assistance from the City and other agencies. Policy 2: Streamline and administer regulations to ensure predictability, efficiency, and transparency.

Table 2.0.a – Richland Comprehensive Plan CBD Supportive Goals and Policies

<i>Goal</i>	<i>Associated Policies</i>
ED Goal 4: Work closely with healthcare, education, and other regional institutional partners to strengthen collaboration.	Policy 2: Engage local and regional partners in discussions about land use, transportation, and facilities to complement business development. Policy 3: Support growth and expansion of Kadlec Regional Medical Center and diverse medical companies, WSU-Tri-Cities, Columbia Basin College, and PNNL within the City.
ED Goal 6: Encourage vibrant mixed-use areas in Tri-Cities as destinations to live, work, and visit.	Policy 1: Stimulate the development of quality retail and entertainment venues through incentives and infrastructure investments. Policy 3: Work with public and private groups to expand the range of tourist attractions within the city. Policy 4: Facilitate retail development and encourage infill in the Central Business District, Uptown, and nearby commercial areas. Policy 6: Expand the range of options for housing in areas planned for higher density development. Policy 7: Support development of higher density housing. Policy 8: Attract young professionals by promoting their preferred types of job, housing, and entertainment options.
Land Use (LU) Element	
LU Goal 1: Plan for growth within the urban growth area and promote compatible land use.	Policy 1: Revitalize areas that are already within the City, especially areas within the Central Business District, such as the Parkway and Uptown, and the Island View areas. Policy 2: Facilitate planned growth and infill developments within the City.
LU Goal 2: Establish land uses that are sustainable and create a livable and vibrant community.	Policy 2: Ensure that adequate public services are provided in a reasonable time frame for new developments. Policy 3: Ensure that the intent of the land use and districts are maintained.
LU Goal 3: Maintain a broad range of residential land use designations to accommodate a variety of lifestyles and housing opportunities.	Policy 2: Encourage higher residential densities especially in and near the Central Business District area. Policy 3: Innovative and non-traditional residential developments can occur through the use of planned unit developments, density bonuses, new types of housing, and multi-use or mixed-use developments.
LU Goal 4: Promote commercial and industrial growth that supports the City’s economic development goals.	Policy 1: Accommodate a variety of commercial land uses including retail and wholesale sales and services, and research and professional services.
LU Goal 5: Ensure connectivity that enhances community access and promotes physical, social, and	Policy 1: Locate commercial uses so that they conveniently serve the needs of residential

Table 2.0.a – Richland Comprehensive Plan CBD Supportive Goals and Policies

<i>Goal</i>	<i>Associated Policies</i>
overall well-being so residents can live healthier and more active lives.	neighborhoods, workplaces, and are easily accessible via non-motorized modes of transport. Policy 2: Promote pedestrian and bicycle circulation throughout the community by connecting with the infrastructure and the City's network of parks and trail system.
LU Goal 6: Develop an attractive and vibrant Central Business District that displays the unique character of Richland.	Policy 1: Revitalize declining commercial areas by promoting clean, safe, and pedestrian- and bicycle-friendly environments. Policy 2: Designate land use and zoning for higher-density residential uses, mixed-use, and business uses within and adjacent to the Central Business District. Policy 3: Encourage infill development and redevelopment in the Central Business District.
UD Goal 1: Create a physically attractive and culturally vibrant, pedestrian- and bicycle-friendly environment in the City.	Policy 1: Establish and enhance the positive attributes of residential, commercial, central business, and other districts with appropriate transition between them. Policy 2: Encourage redevelopment and upgrade of suitable commercial areas. Policy 3: Improve streetscape and connectivity for safe and pedestrian-friendly environments.
UD Goal 2: Revitalize commercial areas, such as areas in the Central Business District including the Uptown retail area and the Island View area.	Policy 1: Enhance the appearance, image, and design character of the Central Business District. Policy 2: Ensure adequate public transit, bicycle, and pedestrian access in the commercial centers along with parking and landscaping. Policy 3: Enhance the welcoming experience into the community through well-designed gateway features in prominent locations. Policy 4: Design the public realm, including streetscapes, parks, plazas, and civic amenities for the community to gather and interact.
UD Goal 4: Promote community beautification by enhancing public spaces and thoroughfares and encouraging private property beautification.	Policy 1: Improve the appearance of all city-owned space and major thoroughfares. Policy 3: Promote more attractive signage throughout the City, especially in commercial districts.
Housing (HE) Element	
HE Goal 1: Provide a range of housing densities, sizes, and types for all income and age groups of the Richland community.	Policy 1: Ensure that the comprehensive plan and development regulations allow for a variety of housing types, sizes, densities, and lot configurations such as small lot single family housing, multi-family housing, mixed-use development, cluster development, live/work housing, co-housing, accessory dwelling units, single room occupancy units, zero lot line and similar subdivisions, and planned unit developments.

Table 2.0.a – Richland Comprehensive Plan CBD Supportive Goals and Policies

<i>Goal</i>	<i>Associated Policies</i>
	Policy 2: Encourage mixed-use developments with apartments and condominiums above commercial uses in the City's urban core. Where redevelopment or infill opportunities arise, allow for increased housing density in residential-designated areas that immediately surround the CBD, while respecting the character and scale of the existing neighborhood. Policy 4: Promote and provide incentives (such as zoning/rezoning, revised regulations, and provision of infrastructure) for infill development and redevelopment, while respecting the character and scale of the existing neighborhood.
HE Goal 2: Improve affordable housing opportunities for lower-income individuals, households, and first time homebuyers.	Policy 2: Promote the use of mixed-income housing developments and mixed-use developments that provide both affordable housing and economic opportunities throughout the City consistent with Comprehensive Plan.
Transportation (TE) Element	
TE Goal 1: Provide an efficient and multi-modal transportation network including road, trail, rail, water, and air, to support the City's land use vision and existing needs.	Policy 1: Plan new street segments and consider modifying existing streets to provide comfortable and safe elements for bicyclists, pedestrians, and transit users in addition to vehicles. Policy 2: Identify and secure the rights of way for new and/or expanded transportation corridors. Policy 5: Plan and implement transportation system improvements that meet the needs of all areas and residents. Policy 6: Plan transportation facilities that are compatible with adjacent land uses.
TE Goal 2: Improve safety, connectivity, and operating efficiency of the transportation system.	Policy 1: Implement appropriate access control for arterial collectors and arterial streets.
TE Goal 3: Encourage the use of transportation modes that promote energy conservation, circulation efficiency, and an active lifestyle.	Policy 1: Support increased use of transit, bicycling, and pedestrian travel. Policy 3: Require sidewalks, improved shoulders, appropriate signage, or off-street trails within new developments to accommodate internal bicycle and pedestrian circulation within and between neighborhoods. Policy 4: Encourage new developments to be pedestrian-friendly and compatible with the public transportation system. Policy 5: Design a circulation system to become a bicycle-friendly community with complete streets.
TE Goal 4: Ensure that the road network is sensitive to the natural and built environment and offers a sense of the community.	Policy 1: Use appropriate streetscape and gateway features along the major entryways into the City. Policy 2: Implement landscaping and other types of buffers along major transportation corridors.

Appendix C – Parking Area Spreadsheet / Capacity and Utilization

As described in section 2.4 of this parking study, the Consultant Team collected parking capacity and utilization data for properties and rights-of-way in the CBD. The following lists the findings for various parking areas.

Richland Central Business District (CBD) - Parking Study and Planning Strategies Report

Existing On-Street Planning Conditions / 2022.07.14

ID	LENGTH	SPACES	NOTE	7-9a_cnt	7-9a_pct	9-11a_cnt	9-11a_pct	11a-1p_cnt	11a-1p_pct	1-3p_cnt	1-3p_pct	3-5p_cnt	3-5p_pct	5-7p_cnt	5-7p_pct
501	1393.92	56		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
502	1040	42		1	0%	1	0%	1	0%	1	0%	2	5%	2	5%
503	530	21		2	10%	6	30%	10	50%	9	45%	8	40%	2	10%
504	165	7		7	100%	7	100%	7	100%	7	100%	7	100%	2	30%
505	173	7		7	100%	7	100%	7	100%	7	100%	6	80%	4	60%
506	511	20		0	0%	0	0%	0	0%	0	100%	0	0%	0	0%
507	563	23		3	15%	2	10%	3	15%	2	10%	2	10%	2	10%
508	563	23		0	0%	2	10%	3	15%	2	10%	2	10%	2	10%
509	461	18		0	0%	1	5%	1	5%	1	5%	1	5%	1	5%
510	95	4		0	0%	0	0%	4	100%	3	75%	3	75%	1	25%
511	180	7		0	0%	3	45%	2	30%	3	45%	3	45%	0	0%
512	311	12		0	0%	0	0%	0	0%	0	100%	0	0%	0	0%
513	262	10		10	100%	10	100%	10	100%	10	100%	10	100%	5	50%
514	172	7		7	100%	7	100%	7	100%	7	100%	7	100%	1	20%
515	472	19		3	15%	11	60%	6	30%	6	30%	0	0%	5	25%
516	536	21		0	0%	9	45%	2	10%	1	5%	0	0%	0	0%
517	232	9		2	20%	4	45%	4	45%	8	90%	3	35%	0	0%
518	290	12		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
519	577	23		2	10%	2	10%	3	15%	4	15%	4	15%	0	0%
520	311	12		2	15%	2	15%	2	15%	1	10%	0	0%	0	0%
521	455	18		6	35%	10	55%	10	55%	8	45%	3	15%	2	10%
522	105	4		0	0%	0	0%	0	0%	1	25%	0	0%	0	0%
523	210	8		5	65%	4	50%	5	65%	7	90%	3	40%	0	0%
524	237	9		0	0%	0	0%	0	0%	0	0%	1	10%	2	20%
525	362	14		0	0%	0	0%	1	5%	0	0%	0	0%	0	0%
526	362	14		6	45%	3	20%	6	45%	1	5%	0	0%	4	30%
527	510	20		0	0%	0	0%	1	5%	1	5%	0	0%	2	10%
528	425	17		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
529	294	12		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
530	292	12		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
531	550	22		1	5%	0	0%	1	5%	0	0%	0	0%	1	5%
532	550	22		0	0%	0	0%	1	5%	0	0%	0	0%	0	0%
533	33	1		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
534	38	2		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
535	87	3		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
536	378	15		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
537	60	2		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
538	453	18		8	45%	9	50%	5	30%	16	90%	0	0%	5	30%
539	518	21		3	15%	5	25%	17	80%	17	80%	0	0%	3	15%
540	604	24		0	0%	1	5%	2	10%	0	0%	0	0%	2	10%
541	454	18		0	0%	1	5%	0	0%	0	0%	0	0%	0	0%
542	315	13		0	0%	0	0%	0	0%	0	0%	0	0%	6	45%
543	612	24		0	0%	1	5%	0	0%	0	0%	0	0%	1	5%
544	105	4		2	50%	2	50%	2	50%	3	75%	1	25%	0	0%
545	0	64		51	80%	54	85%	58	90%	54	85%	48	75%	29	45%
546	515	21		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
547	520	19		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
548	415	17		0	0%	0	0%	0	0%	0	0%	0	0%	3	20%
549	1090	44		40	90%	40	90%	40	90%	35	80%	8	20%	7	15%
550	530	21		1	5%	2	10%	2	10%	5	25%	4	20%	2	10%
551	560	22		4	20%	4	20%	3	15%	2	10%	2	10%	2	10%
Totals		878		173		210		226		222		128		98	
Occupancy					20%		24%		26%		25%		15%		11%

Richland Central Business District (CBD) - Parking Study and Planning Strategies Report

Existing Off-Site Planning Conditions / 2022.07.14

LOT_ID	STALLS	NOTE	7-9a_cnt	7-9a_pct	9-11a_cnt	9-11a_pct	11a-1p_cnt	11a-1p_pct	1-3p_cnt	1-3p_pct	3-5p_cnt	3-5p_pct	5-7p_cnt	5-7p_pct
101	260		1	0%	15	5%	25	10%	25	10%	25	10%	15	5%
102	11		0	0%	8	70%	9	80%	6	50%	1	10%	0	0%
103	20		0	0%	4	20%	3	15%	3	15%	3	15%	3	15%
104	20		1	5%	8	40%	4	20%	15	70%	4	20%	0	0%
105	185		10	5%	110	60%	130	70%	130	70%	120	65%	55	30%
106	235		140	60%	210	90%	190	80%	175	75%	140	60%	45	20%
107	65		20	30%	20	30%	25	40%	20	30%	15	25%	7	10%
108	70		35	50%	35	50%	35	50%	45	65%	35	50%	20	30%
109	130		80	60%	125	95%	125	95%	125	95%	125	95%	90	70%
110	80		65	80%	75	95%	75	95%	70	90%	70	90%	70	85%
111	665		335	50%	400	60%	400	60%	430	65%	400	60%	235	35%
112	55		0	0%	3	5%	20	40%	3	5%	3	5%	8	15%
113	11		1	10%	1	10%	1	5%	2	15%	2	15%	2	20%
114	26		0	0%	8	30%	15	50%	10	45%	5	20%	1	5%
115	60		0	0%	10	20%	30	50%	10	20%	20	30%	10	20%
116	24		0	0%	5	20%	10	50%	5	20%	7	30%	5	20%
117	20		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
118	140		1	0%	4	5%	3	0%	4	5%	2	0%	2	0%
119	15		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
120	95		20	20%	75	80%	85	90%	65	70%	55	60%	15	15%
121	80		50	60%	55	70%	70	90%	65	80%	50	60%	4	5%
122	65		10	15%	0		45	70%	50	80%	40	60%	3	5%
123	320		30	10%	95	30%	175	55%	30	10%	190	60%	30	10%
124	60		9	15%	25	40%	30	50%	30	50%	15	25%	3	5%
125	40		3	10%	20	50%	30	70%	15	40%	20	50%	2	5%
126	25		0	0%	6	25%	15	60%	15	60%	15	50%	1	5%
127	70		3	5%	4	5%	20	30%	15	20%	25	35%	10	15%
128	210		105	50%	125	60%	190	90%	170	80%	145	70%	30	15%
129	105		5	5%	55	50%	75	70%	45	45%	60	55%	35	35%
130	75		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
131	60		6	10%	25	40%	30	50%	35	55%	30	50%	20	30%
132	27		0	0%	3	10%	8	30%	4	15%	5	20%	0	0%
133	30		1	5%	8	25%	10	40%	15	45%	9	30%	0	0%
134	25		15	50%	15	50%	20	70%	15	60%	20	70%	20	70%
135	9		0	0%	0	0%	0	5%	0	5%	0	5%	0	0%
136	30		0	0%	0	0%	5	15%	8	25%	5	15%	10	40%
137	380		20	5%	55	15%	55	15%	55	15%	20	5%	0	0%
138	105		0	0%	20	20%	30	30%	20	20%	20	20%	5	5%
139	20		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
140	50		25	50%	25	50%	35	70%	30	55%	25	45%	25	50%
141	15		1	5%	2	10%	3	20%	4	25%	2	15%	0	0%
142	50		15	30%	5	10%	10	20%	10	20%	10	20%	20	40%
143	25		15	50%	8	30%	10	40%	9	35%	6	25%	9	35%
144	30		15	50%	9	30%	10	40%	10	35%	8	25%	10	35%
145	15		8	50%	5	30%	5	30%	4	25%	3	20%	8	50%
146	40		25	60%	25	60%	35	90%	30	80%	30	75%	30	75%
147	85		15	15%	50	60%	70	80%	50	60%	60	70%	4	5%
148	14		0	0%	2	15%	6	40%	5	35%	2	15%	0	0%
149	40		0	0%	2	5%	10	30%	4	10%	6	15%	20	50%
150	80		25	30%	55	70%	60	75%	70	90%	65	80%	4	5%
151	35		7	20%	10	30%	25	70%	15	40%	15	40%	15	40%
152	30		6	20%	9	30%	8	25%	5	15%	5	15%	6	20%
153	35		4	10%	4	10%	9	25%	7	20%	4	10%	2	5%
154	40		2	5%	2	5%	15	35%	15	40%	15	40%	6	15%
155	35		9	25%	5	15%	5	15%	9	25%	7	20%	0	0%
156	20		10	60%	5	25%	4	20%	6	30%	2	10%	4	20%
157	35		2	5%	2	5%	15	40%	25	65%	25	65%	30	90%
158	9		0	0%	0	5%	4	40%	6	65%	6	65%	8	90%
159	60		10	20%	50	80%	50	80%	35	60%	20	30%	9	15%
160	35		4	10%	20	60%	30	80%	10	35%	9	25%	0	0%
161	22		2	10%	7	30%	15	60%	9	40%	7	30%	1	5%
162	270		190	70%	190	70%	245	90%	190	70%	175	65%	15	5%
163	60		20	30%	45	75%	35	60%	35	60%	40	70%	3	5%
164	75		10	15%	35	45%	45	60%	35	45%	20	25%	8	10%

Richland Central Business District (CBD) - Parking Study and Planning Strategies Report

Existing Off-Site Planning Conditions / 2022.07.14

LOT_ID	STALLS	NOTE	7-9a_cnt	7-9a_pct	9-11a_cnt	9-11a_pct	11a-1p_cnt	11a-1p_pct	1-3p_cnt	1-3p_pct	3-5p_cnt	3-5p_pct	5-7p_cnt	5-7p_pct
165	21		0	0%	1	5%	3	15%	2	10%	3	15%	1	5%
166	30		15	50%	20	60%	20	65%	25	75%	20	60%	15	50%
167	160		8	5%	25	15%	70	45%	50	30%	55	35%	25	15%
168	105		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
169	35		4	10%	4	10%	15	40%	7	20%	4	10%	2	5%
170	120		80	65%	95	80%	90	75%	95	80%	95	80%	25	20%
171	135		15	10%	25	20%	35	25%	40	30%	55	40%	40	30%
172	485		195	40%	290	60%	245	50%	245	50%	195	40%	95	20%
173	15		1	5%	1	5%	3	20%	0	0%	0	0%	0	0%
174	15		2	15%	2	15%	2	15%	2	0%	2	0%	2	0%
175	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
176	155		30	20%	45	30%	55	35%	45	30%	30	20%	30	20%
177	50		15	30%	25	50%	35	70%	35	65%	25	50%	25	50%
178	45		0	0%	2	5%	2	5%	7	15%	5	10%	5	10%
179	30		15	50%	3	10%	20	60%	2	5%	5	15%	8	25%
180	95		0	0%	5	5%	15	15%	5	5%	5	5%	5	5%
181	25		1	5%	4	15%	15	60%	9	35%	6	25%	15	50%
182	21		0	0%	0	0%	3	15%	4	20%	3	15%	2	10%
183	10		5	50%	0	0%	0	0%	0	0%	0	0%	0	0%
184	65		15	25%	50	75%	50	80%	25	40%	30	45%	3	5%
185	45		15	30%	35	80%	25	60%	30	65%	30	70%	2	5%
186	10		3	30%	5	50%	9	85%	1	10%	3	25%	1	10%
187	65		7	10%	20	30%	10	15%	15	20%	7	10%	7	10%
188	35		4	10%	7	20%	4	10%	5	15%	0	0%	0	0%
189	190		20	10%	55	30%	40	20%	95	50%	40	20%	10	5%
190	45		9	20%	7	15%	15	35%	25	50%	7	15%	2	5%
191	25		20	80%	25	90%	20	80%	25	95%	20	85%	5	20%
192	430		345	80%	385	90%	345	80%	410	95%	365	85%	85	20%
193	45		0	0%	5	10%	7	15%	2	5%	5	10%	5	10%
194	45		25	60%	30	70%	45	95%	20	40%	7	15%	25	50%
195	265		80	30%	55	20%	55	20%	55	20%	55	20%	80	30%
196	7		3	40%	1	15%	1	15%	1	10%	1	10%	2	25%
197	15		6	40%	6	40%	8	50%	5	30%	5	30%	0	0%
198	15		0	0%	10	80%	6	40%	2	15%	5	30%	10	70%
199	15		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
200	180		0	0%	0	0%	9	5%	0	0%	0	0%	0	0%
201	350		140	40%	210	60%	280	80%	230	65%	105	30%	35	10%
202	115		10	10%	10	10%	35	30%	30	25%	30	25%	0	0%
203	20		1	5%	1	5%	5	25%	3	15%	8	40%	10	60%
204	15		3	20%	2	15%	1		6	40%	5	30%	10	80%
205	20		0	0%	7	35%	4	20%	10	50%	7	35%	2	10%
206	45		0	0%	0	0%	25	60%	25	50%	9	20%	25	50%
207	70		20	30%	30	45%	35	50%	30	40%	25	35%	20	25%
208	10		6	60%	5	50%	5	50%	4	40%	2	15%	1	10%
209	20		0	0%	10	50%	10	50%	10	50%	3	15%	1	5%
210	90		55	60%	65	70%	70	80%	70	75%	70	75%	65	70%
211	75		45	60%	60	80%	55	75%	60	80%	55	75%	60	80%
212	13		8	60%	10	80%	10	75%	10	80%	10	75%	10	80%
213	35		10	30%	20	60%	10	30%	20	50%	7	20%	0	0%
214	105		10	10%	30	30%	30	30%	25	25%	20	20%	25	25%
215	25		5	20%	10	40%	4	15%	8	30%	5	20%	0	0%
216	20		4	20%	15	80%	15	80%	10	50%	6	30%	0	0%
217	14		1	10%	4	30%	1	10%	4	25%	1	10%	7	50%
218	26		0	0%	0	0%	3	10%	1	5%	3	10%	3	10%
219	7		0	0%	5	70%	0	0%	2	25%	1	20%	1	20%
220	20		15	70%	15	70%	15	70%	15	70%	15	80%	15	70%
221	30		2	5%	2	5%	15	50%	10	40%	15	50%	15	50%
222	30		3	10%	3	10%	3	10%	3	10%	3	10%	0	0%
223	11		0	0%	0	0%	5	45%	2	20%	1	10%	1	10%
224	35		0	0%	0	0%	20	60%	5	15%	7	20%	7	20%
225	12		10	80%	10	90%	10	95%	10	95%	10	90%	6	50%
226	15		2	15%	2	10%	2	10%	2	10%	3	20%	2	10%
227	10		0	0%	0	0%	0	0%	0	0%	0	0%	1	10%

Richland Central Business District (CBD) - Parking Study and Planning Strategies Report

Existing Off-Site Planning Conditions / 2022.07.14

LOT_ID	STALLS	NOTE	7-9a_cnt	7-9a_pct	9-11a_cnt	9-11a_pct	11a-1p_cnt	11a-1p_pct	1-3p_cnt	1-3p_pct	3-5p_cnt	3-5p_pct	5-7p_cnt	5-7p_pct
228	20		1	5%	0	0%	0	0%	0	0%	0	0%	2	10%
229	10		0	0%	0	0%	3	25%	5	50%	5	50%	9	90%
230	90		9	10%	9	10%	25	30%	15	15%	25	25%	9	10%
231	20		15	80%	10	60%	10	60%	15	65%	15	70%	0	0%
232	65		15	20%	20	30%	30	45%	25	40%	20	30%	10	15%
233	14		0	0%	1	5%	3	20%	2	15%	1	5%	7	50%
234	40		2	5%	15	40%	0	0%	0	0%	6	15%	10	30%
235	115		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
236	75		4	5%	45	60%	65	85%	55	70%	60	80%	55	70%
237	8		0	0%	1	10%	8	100%	1	15%	5	60%	8	100%
238	60		0	0%	6	10%	9	15%	9	15%	15	25%	10	20%
239	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
240	25		0	0%	3	10%	4	15%	5	20%	15	50%	15	65%
241	20		1	5%	6	30%	6	30%	3	15%	10	50%	2	10%
242	110		75	70%	45	40%	90	80%	75	70%	65	60%	90	80%
1001	155		30	20%	40	25%	45	30%	45	30%	40	25%	15	10%
Totals	10242		2826		4169		4995		4507		4064		2089	
Occupancy				28%		41%		49%		44%		40%		20%

Appendix D – Property Inventory Map and Spreadsheet

As described in Chapter 4 of this parking study, the Consultant Team conducted a property inventory for the CBD Focus Area. This included an array of property conditions and site scoring. The following lists the data for each parcel in the Focus Area.

Richland Central Business District (CBD) - Parking Study and Planning Strategies Report
Property Inventory Spreadsheet / 2022.08.26

Parcel ID	Map ID	Site Nomination Score (0 or 2)	Site Size Score (0, 0.5, 1)	Underutilization / Improvement to Land Value Ratio (ILVR) Score (0, 0.5, 1)	Environmental Data Base Score (0, 1, 2)	Building Age (pre- 1980) Score (0, 1) *est	Vacant / Undeveloped Property Score (0, 1, 2)	Vacant Building (no tenant) Score (0, 1, 2)	Non-Residential/Mixed-Use Zoning Score (0, 1)	Blight Indicator Score (0, 0.5, 1)
111981012104001	RPS-001	0	0	0	0	0	0	0	1	0
111981012104002	RPS-002	0	0	1	0	0	2	0	1	0
111981012104003	RPS-003	0	0	0	0	0	0	0	1	0
111981020618001	RPS-004	0	0	1	1	1	0	0	1	0
111981020618002	RPS-005	0	0	0.5	0	1	0	0	1	0
111981020618005	RPS-006	0	0	0.5	0	1	0	0	1	0
111981020618010	RPS-007	0	0	0	0	0	0	0	1	0
111981020618011	RPS-008	0	0	0	0	0	0	0	1	0
111981020618015	RPS-009	0	0	0	0	1	0	0	1	0
111981020618017	RPS-010	0	0	1	0	0	0	0	1	0
111981020618018	RPS-011	0	0	0	0	0	0	0	1	0
111981020618019	RPS-012	0	1	1	0	0	2	1	1	0
111981020618020	RPS-013	0	1	1	0	0	0	0	1	0
111981020618021	RPS-014	0	1	1	0	1	2	0	1	0
111981020618022	RPS-015	0	0.5	0.5	0	0	0	0	1	0
111981020618023	RPS-016	0	0.5	1	0	1	0	0	1	0
111981020619001	RPS-017	0	1	0	1	0	0	0	1	0
111981020619003	RPS-018	0	0.5	0.5	0	1	0	1	1	0
111981020619004	RPS-019	0	0.5	1	0	1	0	0	1	0
111981020619005	RPS-020	0	0.5	1	0	1	0	0	1	0
111981020619006	RPS-021	0	0.5	1	0	1	0	0	1	0
111981020619007	RPS-022	0	0.5	1	0	1	0	0	1	0
111981020619008	RPS-023	0	0.5	1	0	1	0	0	1	0
111981020619009	RPS-024	0	0.5	0	0	1	0	0	1	0
111981020623003	RPS-025	0	1	1	0	0	0	0	1	0
111981020623004	RPS-026	0	1	1	1	0	2	0	1	0
111981020635001	RPS-027	0	1	1	0	0	2	0	1	0
111981020635004	RPS-028	0	0.5	0	0	0	0	0	1	0
111981020635005	RPS-029	0	0.5	0	0	0	0	0	1	0
111981020636001	RPS-030	0	1	1	0	0	0	0	1	0
111982011868003	RPS-031	0	1	0	0	0	0	0	1	0
111982011868004	RPS-032	0	1	0	0	0	0	0	1	0
111982011868005	RPS-033	0	1	0	1	1	0	0	1	0
111982011941002	RPS-034	0	1	1	0	1	2	0	1	0
111982011941003	RPS-035	0	0.5	1	0	1	2	0	1	0
111982012024001	RPS-036	0	1	1	0	1	2	0	1	0
111982012024003	RPS-037	0	0.5	1	0	0	2	0	1	0
111982012024004	RPS-038	0	0.5	1	0	0	2	0	1	0
111982012420002	RPS-039	0	1	0	0	0	0	0	1	0
111982012420003	RPS-040	0	0.5	0	2	0	0	0	1	0
111982012420004	RPS-041	0	0.5	0	1	0	0	0	1	0
111982012466002	RPS-042	0	1	0	0	0	0	0	1	0

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Parcel ID	Map ID	Total Score	Acreage	Improvement Value	Land Value	Utilization Ratio	Vacant or Underutilized	Improvement Year Built (blank = unknown)
111981012104001	RPS-001	1.0	0.90	\$748,670	\$368,410	2.03	Utilized	2015
111981012104002	RPS-002	4.0	0.59	\$0	\$332,440	0.00	Vacant	
111981012104003	RPS-003	1.0	0.37	\$458,470	\$230,240	1.99	Utilized	1996
111981020618001	RPS-004	4.0	0.40	\$73,670	\$190,790	0.39	Underutilized	1955
111981020618002	RPS-005	2.5	0.43	\$94,580	\$143,100	0.66	Underutilized	1960
111981020618005	RPS-006	2.5	0.42	\$201,090	\$254,000	0.79	Underutilized	1962
111981020618010	RPS-007	1.0	0.72	\$447,020	\$185,010	2.42	Utilized	2018
111981020618011	RPS-008	1.0	0.46	\$680,270	\$246,400	2.76	Utilized	1994
111981020618015	RPS-009	2.0	0.51	\$388,360	\$307,340	1.26	Utilized	1978
111981020618017	RPS-010	2.0	0.01	\$0	\$18,100	0.00	Vacant	
111981020618018	RPS-011	1.0	0.47	\$2,318,020	\$369,740	6.27	Utilized	2016
111981020618019	RPS-012	6.0	3.45	\$0	\$756,590	0.00	Vacant	
111981020618020	RPS-013	3.0	2.72	\$0	\$550,080	0.00	Vacant	
111981020618021	RPS-014	6.0	2.81	\$20,810	\$491,080	0.04	Underutilized	
111981020618022	RPS-015	2.0	0.84	\$293,780	\$302,880	0.97	Underutilized	1990
111981020618023	RPS-016	3.5	0.27	\$51,610	\$111,760	0.46	Underutilized	1962
111981020619001	RPS-017	3.0	1.19	\$1,357,280	\$820,080	1.66	Utilized	2015
111981020619003	RPS-018	4.0	0.66	\$274,850	\$356,840	0.77	Underutilized	1948
111981020619004	RPS-019	3.5	0.66	\$74,490	\$352,900	0.21	Underutilized	1948
111981020619005	RPS-020	3.5	0.65	\$74,690	\$350,670	0.21	Underutilized	1948
111981020619006	RPS-021	3.5	0.64	\$74,280	\$336,840	0.22	Underutilized	1948
111981020619007	RPS-022	3.5	0.65	\$111,490	\$336,390	0.33	Underutilized	1948
111981020619008	RPS-023	3.5	0.65	\$77,480	\$333,990	0.23	Underutilized	1948
111981020619009	RPS-024	2.5	0.87	\$832,270	\$458,060	1.82	Utilized	1960
111981020623003	RPS-025	3.0	2.35	\$0	\$960,200	0.00	Vacant	
111981020623004	RPS-026	6.0	2.80	\$0	\$1,135,610	0.00	Vacant	
111981020635001	RPS-027	5.0	1.37	\$0	\$758,540	0.00	Vacant	
111981020635004	RPS-028	1.5	0.86	\$520,920	\$514,850	1.01	Utilized	1998
111981020635005	RPS-029	1.5	0.54	\$557,580	\$329,080	1.69	Utilized	1998
111981020636001	RPS-030	3.0	3.25	\$0	\$1,493,490	0.00	Vacant	
111982011868003	RPS-031	2.0	1.28	\$21,332,460	\$574,600	37.13	Utilized	2016
111982011868004	RPS-032	2.0	1.68	\$6,239,290	\$666,940	9.36	Utilized	1993
111982011868005	RPS-033	4.0	7.62	\$79,133,330	\$1,875,460	42.19	Utilized	1945
111982011941002	RPS-034	6.0	1.34	\$70,220	\$319,560	0.22	Underutilized	
111982011941003	RPS-035	5.5	0.98	\$57,020	\$243,550	0.23	Underutilized	
111982012024001	RPS-036	6.0	1.10	\$320	\$392,330	0.00	Vacant	
111982012024003	RPS-037	4.5	0.99	\$0	\$277,370	0.00	Vacant	
111982012024004	RPS-038	4.5	0.99	\$0	\$203,370	0.00	Vacant	
111982012420002	RPS-039	2.0	3.80	\$13,597,370	\$845,750	16.08	Utilized	2003
111982012420003	RPS-040	3.5	1.00	\$1,605,850	\$409,680	3.92	Utilized	2001
111982012420004	RPS-041	2.5	0.52	\$1,991,460	\$181,280	10.99	Utilized	2005
111982012466002	RPS-042	2.0	1.07	\$4,499,690	\$298,760	15.06	Utilized	1998

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Parcel ID	Map ID	Site Nomination Score (0 or 2)	Site Size Score (0, 0.5, 1)	Underutilization / Improvement to Land Value Ratio (ILVR) Score (0, 0.5, 1)	Environmental Data Base Score (0, 1, 2)	Building Age (pre- 1980) Score (0, 1) *est	Vacant / Undeveloped Property Score (0, 1, 2)	Vacant Building (no tenant) Score (0, 1, 2)	Non-Residential/Mixed-Use Zoning Score (0, 1)	Blight Indicator Score (0, 0.5, 1)
111982012466003	RPS-043	0	1	1	0	1	2	0	1	0
111982012466004	RPS-044	0	0.5	0	0	0	0	0	1	0
111982012466005	RPS-045	0	0.5	1	0	1	2	0	1	0
111982013058001	RPS-046	0	0.5	1	0	1	2	0	1	0
111982013058002	RPS-047	0	0.5	0	0	1	0	0	1	0
111982013366001	RPS-048	0	0.5	0	0	1	0	0	1	0
111982013366002	RPS-049	0	0.5	0	0	1	0	1	1	0
111982020613003	RPS-050	0	1	0	0	1	0	0	1	0
111982020613006	RPS-051	0	1	0	1	1	0	0	1	0
111982020613007	RPS-052	0	1	1	0	1	2	0	1	0
111982020613008	RPS-053	0	1	1	0	0	2	0	1	0
111982020613011	RPS-054	0	1	1	0	1	2	0	1	0
111982020613012	RPS-055	0	1	0	0	1	0	0	1	0
111982020613014	RPS-056	0	1	0	0	1	0	0	1	0
111982020613015	RPS-057	0	1	1	0	0	0	0	1	0
111982020613016	RPS-058	0	1	1	0	1	2	0	1	0
111982020613017	RPS-059	0	0	1	0	1	2	0	1	0
111982020615001	RPS-060	0	1	1	0	0	0	0	1	0
111982020615002	RPS-061	0	1	0	2	1	0	0	1	0
111982020615003	RPS-062	0	1	1	0	0	2	0	1	0
111982020616011	RPS-063	0	0.5	1	0	1	2	0	1	0
111982020616014	RPS-064	0	0.5	1	0	0	2	0	1	0
111982020616015	RPS-065	0	0.5	1	0	0	2	0	1	0
111982020616016	RPS-066	0	0.5	1	0	1	2	0	1	0
111982020616017	RPS-067	0	0.5	1	0	1	2	0	1	0
111982020616018	RPS-068	0	0.5	1	0	1	2	0	1	0
111982020616019	RPS-069	0	0.5	1	0	1	2	0	1	0
111982020617001	RPS-070	0	1	0	0	1	0	0	1	0
111982020617002	RPS-071	0	1	0	0	1	0	0	1	0
111982020617003	RPS-072	0	0.5	0	0	1	0	0	1	0
111982020617004	RPS-073	0	0.5	0	0	0	0	0	1	0
111982020617006	RPS-074	0	0.5	0	0	1	0	0	1	0
111982020617011	RPS-075	0	1	0	0	1	0	0	1	0
111982020617012	RPS-076	0	0.5	0	0	0	0	0	1	0
111982020617017	RPS-077	0	0	1	0	0	0	0	1	0
111982020617018	RPS-078	0	0	0	0	1	0	0	1	0
111982020617019	RPS-079	0	0	1	0	1	0	0	1	0
111982020617021	RPS-080	0	0.5	1	0	1	2	0	1	0
111982020617022	RPS-081	0	0.5	0	0	0	0	0	1	0
111982020617024	RPS-082	0	0.5	0	1	0	0	0	1	0
111982020617025	RPS-083	0	1	0	0	1	0	0	1	0
111982020617026	RPS-084	0	0.5	0	0	1	0	0	1	0

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Parcel ID	Map ID	Total Score	Acreage	Improvement Value	Land Value	Utilization Ratio	Vacant or Underutilized	Improvement Year Built (blank = unknown)
111982012466003	RPS-043	6.0	2.65	\$199,600	\$514,460	0.39	Underutilized	
111982012466004	RPS-044	1.5	0.78	\$17,697,700	\$234,190	75.57	Utilized	2013
111982012466005	RPS-045	5.5	0.52	\$14,280	\$180,190	0.08	Underutilized	
111982013058001	RPS-046	5.5	0.39	\$7,490	\$146,190	0.05	Underutilized	
111982013058002	RPS-047	2.5	0.45	\$527,710	\$225,830	2.34	Utilized	1966
111982013366001	RPS-048	2.5	0.48	\$312,380	\$206,600	1.51	Utilized	1975
111982013366002	RPS-049	3.5	0.94	\$362,650	\$315,350	1.15	Utilized	1900
111982020613003	RPS-050	3.0	3.56	\$965,220	\$669,080	1.44	Utilized	1975
111982020613006	RPS-051	4.0	2.73	\$6,066,610	\$766,940	7.91	Utilized	1978
111982020613007	RPS-052	6.0	3.18	\$120,960	\$536,810	0.23	Underutilized	
111982020613008	RPS-053	5.0	1.08	\$0	\$396,320	0.00	Vacant	
111982020613011	RPS-054	6.0	2.33	\$130,640	\$378,260	0.35	Underutilized	
111982020613012	RPS-055	3.0	4.23	\$6,359,750	\$688,910	9.23	Utilized	1978
111982020613014	RPS-056	3.0	5.88	\$2,242,150	\$842,690	2.66	Utilized	1965
111982020613015	RPS-057	3.0	2.02	\$156,440	\$477,610	0.33	Underutilized	2012
111982020613016	RPS-058	6.0	4.49	\$61,170	\$619,130	0.10	Underutilized	
111982020613017	RPS-059	5.0	0.15	\$7,030	\$84,880	0.08	Underutilized	
111982020615001	RPS-060	3.0	1.17	\$0	\$527,600	0.00	Vacant	
111982020615002	RPS-061	5.0	1.89	\$1,304,340	\$551,530	2.36	Utilized	1952
111982020615003	RPS-062	5.0	1.03	\$0	\$449,120	0.00	Vacant	
111982020616011	RPS-063	5.5	0.67	\$52,370	\$212,180	0.25	Underutilized	
111982020616014	RPS-064	4.5	0.41	\$0	\$155,740	0.00	Vacant	
111982020616015	RPS-065	4.5	0.39	\$0	\$143,470	0.00	Vacant	
111982020616016	RPS-066	5.5	0.54	\$2,500	\$189,540	0.01	Underutilized	
111982020616017	RPS-067	5.5	0.51	\$42,210	\$180,980	0.23	Underutilized	
111982020616018	RPS-068	5.5	0.51	\$39,780	\$180,980	0.22	Underutilized	
111982020616019	RPS-069	5.5	0.59	\$40,360	\$195,830	0.21	Underutilized	
111982020617001	RPS-070	3.0	1.15	\$608,270	\$408,240	1.49	Utilized	1974
111982020617002	RPS-071	3.0	1.06	\$1,178,710	\$384,980	3.06	Utilized	1969
111982020617003	RPS-072	2.5	0.48	\$274,170	\$191,930	1.43	Utilized	1965
111982020617004	RPS-073	1.5	0.49	\$484,890	\$243,920	1.99	Utilized	1992
111982020617006	RPS-074	2.5	0.84	\$1,121,860	\$334,320	3.36	Utilized	1971
111982020617011	RPS-075	3.0	1.45	\$1,136,030	\$458,000	2.48	Utilized	1962
111982020617012	RPS-076	1.5	0.66	\$1,389,980	\$297,250	4.68	Utilized	1992
111982020617017	RPS-077	2.0	0.02	\$0	\$18,430	0.00	Vacant	
111982020617018	RPS-078	2.0	0.04	\$144,940	\$30,000	4.83	Utilized	1978
111982020617019	RPS-079	3.0	0.14	\$2,640	\$83,810	0.03	Underutilized	0
111982020617021	RPS-080	5.5	0.36	\$10,560	\$127,300	0.08	Underutilized	
111982020617022	RPS-081	1.5	0.70	\$835,860	\$280,880	2.98	Utilized	1991
111982020617024	RPS-082	2.5	0.52	\$967,340	\$269,600	3.59	Utilized	1991
111982020617025	RPS-083	3.0	1.00	\$566,470	\$464,160	1.22	Utilized	1970
111982020617026	RPS-084	2.5	0.76	\$775,260	\$322,160	2.41	Utilized	1966

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Parcel ID	Map ID	Site Nomination Score (0 or 2)	Site Size Score (0, 0.5, 1)	Underutilization / Improvement to Land Value Ratio (ILVR) Score (0, 0.5, 1)	Environmental Data Base Score (0, 1, 2)	Building Age (pre- 1980) Score (0, 1) *est	Vacant / Undeveloped Property Score (0, 1, 2)	Vacant Building (no tenant) Score (0, 1, 2)	Non- Residential/Mixe d-Use Zoning Score (0, 1)	Blight Indicator Score (0, 0.5, 1)
111982020629001	RPS-085	0	0.5	1	1	1	2	0	1	0
111982020629004	RPS-086	0	0.5	0	0	0	0	0	1	0
111982020629005	RPS-087	0	0.5	0	1	0	0	0	1	0
111982020629007	RPS-088	0	1	1	0	1	0	0	1	0
111982020629008	RPS-089	0	1	1	2	0	0	0	1	0
111982020629010	RPS-090	0	0.5	0	1	0	0	0	1	0
111982020629012	RPS-091	0	1	1	0	0	0	0	1	0
111982020629015	RPS-092	0	1	1	0	0	0	0	1	0
111982020629017	RPS-093	0	1	0	1	0	0	0	1	0
111982020629018	RPS-094	0	1	0	2	1	2	0	1	0
111982020629019	RPS-095	0	1	0	0	0	0	0	1	0
111982020631001	RPS-096	0	0	1	0	0	2	0	1	0
111982020631002	RPS-097	0	0.5	0	0	1	0	0	1	0
111982020631004	RPS-098	0	1	1	0	0	2	0	1	0
111982020631006	RPS-099	0	0.5	0	1	1	0	0	1	0
111982020633002	RPS-100	0	0.5	1	0	1	0	1	1	0
111982020637002	RPS-101	0	0.5	0	0	0	0	0	1	0
111982020637006	RPS-102	0	0.5	0	0	1	0	0	1	0
111982020637007	RPS-103	0	0	1	0	1	0	0	1	0
111982020637008	RPS-104	0	0.5	1	0	1	2	0	1	0
111982020637010	RPS-105	0	1	0	0	1	0	0	1	0
111982020637012	RPS-106	0	0.5	0	0	0	0	0	1	0
111982020637013	RPS-107	0	1	0	0	0	0	0	1	0
111982030001000	RPS-108	0	0	0	0	1	0	0	1	0
111982030002000	RPS-109	0	0	0	0	1	0	0	1	0
111983013039001	RPS-110	0	0.5	0	0	1	0	1	1	0
111983013039002	RPS-111	0	0.5	0	0	0	0	0	1	0
111983020402001	RPS-112	0	0.5	0	2	0	0	0	1	0
111983020402002	RPS-113	0	0.5	0.5	2	1	0	0	1	0
111983020402003	RPS-114	0	0.5	0	0	1	0	0	1	0
111983020402006	RPS-115	0	0.5	0	0	1	0	1	1	0
111983020558002	RPS-116	0	0.5	1	0	1	2	0	1	0
111983020558003	RPS-117	0	0	0	0	1	0	0	1	0
111983020558004	RPS-118	0	1	1	0	0	2	0	1	0
111983020558005	RPS-119	0	0.5	0	0	1	0	0	1	0
111983020558006	RPS-120	0	0	0	0	1	0	0	1	0
111983020558007	RPS-121	0	0	0	0	1	0	0	1	0
111983020558009	RPS-122	0	0	0	0	0	2	0	1	0
111983020558010	RPS-123	0	0	1	1	0	2	0	1	0
111983020558011	RPS-124	0	0.5	0	0	1	0	0	1	0
111983020558012	RPS-125	0	0	1	0	1	2	0	1	0
111983020558014	RPS-126	0	0	1	0	0	2	0	1	0

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Parcel ID	Map ID	Total Score	Acreage	Improvement Value	Land Value	Utilization Ratio	Vacant or Underutilized	Improvement Year Built (blank = unknown)
111982020629001	RPS-085	6.5	0.52	\$43,890	\$173,350	0.25	Underutilized	
111982020629004	RPS-086	1.5	0.64	\$980,240	\$248,360	3.95	Utilized	1991
111982020629005	RPS-087	2.5	0.38	\$227,890	\$126,170	1.81	Utilized	2000
111982020629007	RPS-088	4.0	1.73	\$115,320	\$368,890	0.31	Underutilized	
111982020629008	RPS-089	5.0	1.96	\$0	\$399,370	0.00	Vacant	
111982020629010	RPS-090	2.5	0.68	\$1,561,870	\$214,860	7.27	Utilized	1985
111982020629012	RPS-091	3.0	3.39	\$0	\$1,153,510	0.00	Vacant	
111982020629015	RPS-092	3.0	3.27	\$0	\$740,210	0.00	Vacant	
111982020629017	RPS-093	3.0	1.70	\$18,083,380	\$552,080	32.75	Utilized	2017
111982020629018	RPS-094	7.0	12.60	\$29,827,150	\$2,025,280	14.73	Utilized	1945
111982020629019	RPS-095	2.0	1.80	\$0	\$744,090	0.00	Vacant	
111982020631001	RPS-096	4.0	0.16	\$0	\$56,470	0.00	Vacant	
111982020631002	RPS-097	2.5	0.82	\$511,900	\$231,200	2.21	Utilized	1959
111982020631004	RPS-098	5.0	1.06	\$0	\$89,760	0.00	Vacant	
111982020631006	RPS-099	3.5	0.46	\$575,110	\$278,410	2.07	Utilized	1955
111982020633002	RPS-100	4.5	0.38	\$59,140	\$148,290	0.40	Underutilized	1950
111982020637002	RPS-101	1.5	0.54	\$648,320	\$258,480	2.51	Utilized	1986
111982020637006	RPS-102	2.5	0.56	\$1,447,810	\$437,920	3.31	Utilized	1977
111982020637007	RPS-103	3.0	0.15	\$4,260	\$100,770	0.04	Underutilized	0
111982020637008	RPS-104	5.5	0.41	\$11,800	\$219,100	0.05	Underutilized	
111982020637010	RPS-105	3.0	1.03	\$2,022,000	\$483,280	4.18	Utilized	1974
111982020637012	RPS-106	1.5	0.72	\$844,970	\$306,030	2.76	Utilized	1981
111982020637013	RPS-107	2.0	1.52	\$4,819,720	\$447,450	10.77	Utilized	2006
111982030001000	RPS-108	2.0	0.05	\$146,570	\$41,420	3.54	Utilized	1974
111982030002000	RPS-109	2.0	0.08	\$282,100	\$64,580	4.37	Utilized	1974
111983013039001	RPS-110	3.5	0.66	\$391,140	\$269,730	1.45	Utilized	1977
111983013039002	RPS-111	1.5	0.49	\$172,560	\$64,220	2.69	Utilized	2012
111983020402001	RPS-112	3.5	0.63	\$388,680	\$198,070	1.96	Utilized	2003
111983020402002	RPS-113	5.0	0.58	\$192,320	\$210,620	0.91	Underutilized	1951
111983020402003	RPS-114	2.5	0.41	\$114,240	\$97,370	1.17	Utilized	1959
111983020402006	RPS-115	3.5	0.44	\$160,330	\$146,190	1.10	Utilized	1960
111983020558002	RPS-116	5.5	0.49	\$11,640	\$168,450	0.07	Underutilized	
111983020558003	RPS-117	2.0	0.21	\$602,300	\$65,750	9.16	Utilized	1950
111983020558004	RPS-118	5.0	1.17	\$0	\$196,970	0.00	Vacant	
111983020558005	RPS-119	2.5	0.53	\$2,687,790	\$164,470	16.34	Utilized	1940
111983020558006	RPS-120	2.0	0.10	\$307,210	\$57,620	5.33	Utilized	1952
111983020558007	RPS-121	2.0	0.03	\$144,440	\$26,460	5.46	Utilized	1940
111983020558009	RPS-122	3.0	0.17	\$398,500	\$95,950	4.15	Utilized	1995
111983020558010	RPS-123	5.0	0.20	\$0	\$135,430	0.00	Vacant	
111983020558011	RPS-124	2.5	0.39	\$282,160	\$112,090	2.52	Utilized	1950
111983020558012	RPS-125	5.0	0.16	\$4,710	\$26,400	0.18	Underutilized	
111983020558014	RPS-126	4.0	0.05	\$0	\$52,400	0.00	Vacant	

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Parcel ID	Map ID	Site Nomination Score (0 or 2)	Site Size Score (0, 0.5, 1)	Underutilization / Improvement to Land Value Ratio (ILVR) Score (0, 0.5, 1)	Environmental Data Base Score (0, 1, 2)	Building Age (pre- 1980) Score (0, 1) *est	Vacant / Undeveloped Property Score (0, 1, 2)	Vacant Building (no tenant) Score (0, 1, 2)	Non-Residential/Mixed-Use Zoning Score (0, 1)	Blight Indicator Score (0, 0.5, 1)
111983020558015	RPS-127	0	0.5	1	0	0	2	0	1	0
111983020560002	RPS-128	0	1	0	1	1	0	0	1	0
111983020560003	RPS-129	0	0	0.5	1	1	0	0	1	0
111983020560005	RPS-130	0	0.5	0.5	0	1	2	0	1	0
111983020560006	RPS-131	0	1	0	0	1	0	0	1	0
111983020560007	RPS-132	0	0	1	0	1	0	0	1	0
111983020560009	RPS-133	0	0.5	0.5	0	1	0	0	1	0
111983020560010	RPS-134	0	0.5	1	0	0	0	0	1	0
111983020560011	RPS-135	0	0.5	0	0	1	0	0	1	0
111983020560012	RPS-136	0	0.5	0	0	1	0	0	1	0
111983020560013	RPS-137	0	0.5	0	0	1	0	0	1	0
111983020560015	RPS-138	0	0	1	0	0	0	0	1	0
111983020561002	RPS-139	0	0.5	1	0	1	2	0	1	0
111983020561003	RPS-140	0	0.5	0	0	1	0	0	1	0
111983020561005	RPS-141	0	0	0	0	1	0	0	1	0
111983020561009	RPS-142	0	1	0	0	1	0	1	1	0
111983020625000	RPS-143	0	1	1	1	0	0	0	1	0
111983020626002	RPS-144	0	0.5	0	0	1	0	0	1	0
111983020626003	RPS-145	0	0.5	0	0	0	0	0	1	0
111983020626004	RPS-146	0	0.5	0	0	1	0	1	1	0
111983020626005	RPS-147	0	1	0	1	1	0	1	1	0
111983020626006	RPS-148	0	0.5	0	1	1	0	0	1	0
111983020627001	RPS-149	0	0	0	0	1	0	0	1	0
111983020627002	RPS-150	0	0	0	0	1	0	0	1	0
111983020627003	RPS-151	0	0	0	0	1	0	0	1	0
111983020627004	RPS-152	0	0	0	0	1	0	0	1	0
111983020627005	RPS-153	0	0	0	0	1	0	0	1	0
111983020627006	RPS-154	0	0	0	0	1	0	0	1	0
111983020627007	RPS-155	0	0	0	0	0	0	0	1	0
111983020627008	RPS-156	0	0	0	0	1	0	0	1	0
111983020627009	RPS-157	0	0	1	0	0	0	0	1	0
111983020627010	RPS-158	0	0	0	0	1	0	0	1	0
111983020627011	RPS-159	0	0.5	0	1	0	0	0	1	0
111983020627012	RPS-160	0	0.5	0	0	1	0	0	1	0
111983020627013	RPS-161	0	0	0	0	1	0	0	1	0
111983020627016	RPS-162	0	0	1	0	0	0	0	1	0
111983020627018	RPS-163	0	1	1	0	0	2	0	1	0
111983020627019	RPS-164	0	0	0	0	1	0	0	1	0
111983020627020	RPS-165	0	0	0	0	0	0	0	1	0
111983020627021	RPS-166	0	0	0	0	1	0	0	1	0
111983020628001	RPS-167	0	1	0	0	1	0	0	1	0
111983020628002	RPS-168	0	0.5	0	0	1	0	0	1	0

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Parcel ID	Map ID	Total Score	Acreage	Improvement Value	Land Value	Utilization Ratio	Vacant or Underutilized	Improvement Year Built (blank = unknown)
111983020558015	RPS-127	4.5	0.39	\$0	\$306,500	0.00	Vacant	
111983020560002	RPS-128	4.0	1.23	\$366,220	\$277,170	1.32	Utilized	1940
111983020560003	RPS-129	3.5	0.22	\$77,920	\$83,070	0.94	Underutilized	1960
111983020560005	RPS-130	5.0	0.48	\$122,990	\$175,710	0.70	Underutilized	1961
111983020560006	RPS-131	3.0	2.31	\$1,977,920	\$563,490	3.51	Utilized	1960
111983020560007	RPS-132	3.0	0.20	\$2,860	\$70,810	0.04	Underutilized	
111983020560009	RPS-133	3.0	0.40	\$128,670	\$134,770	0.95	Underutilized	1950
111983020560010	RPS-134	2.5	0.66	\$0	\$239,940	0.00	Vacant	
111983020560011	RPS-135	2.5	0.38	\$248,520	\$169,590	1.47	Utilized	1953
111983020560012	RPS-136	2.5	0.31	\$331,150	\$107,220	3.09	Utilized	1950
111983020560013	RPS-137	2.5	0.33	\$143,040	\$111,620	1.28	Utilized	1960
111983020560015	RPS-138	2.0	0.06	\$0	\$12,040	0.00	Vacant	
111983020561002	RPS-139	5.5	0.94	\$21,560	\$450,570	0.05	Underutilized	
111983020561003	RPS-140	2.5	0.63	\$596,540	\$316,440	1.89	Utilized	1977
111983020561005	RPS-141	2.0	0.19	\$99,110	\$70,190	1.41	Utilized	1968
111983020561009	RPS-142	4.0	1.83	\$2,885,620	\$628,590	4.59	Utilized	1977
111983020625000	RPS-143	4.0	3.91	\$0	\$2,011,340	0.00	Vacant	
111983020626002	RPS-144	2.5	0.78	\$340,290	\$209,550	1.62	Utilized	1947
111983020626003	RPS-145	1.5	0.32	\$293,060	\$132,460	2.21	Utilized	1997
111983020626004	RPS-146	3.5	0.81	\$373,500	\$262,160	1.42	Utilized	1974
111983020626005	RPS-147	5.0	2.919841	\$2,144,910	\$700,690	3.06	Utilized	1961
111983020626006	RPS-148	3.5	0.581738	\$670,020	\$252,980	2.65	Utilized	1955
111983020627001	RPS-149	2.0	0.219882	\$550,610	\$82,430	6.68	Utilized	1944
111983020627002	RPS-150	2.0	0.0479	\$162,650	\$52,320	3.11	Utilized	1945
111983020627003	RPS-151	2.0	0.050827	\$195,320	\$38,020	5.14	Utilized	1943
111983020627004	RPS-152	2.0	0.038429	\$184,200	\$32,330	5.70	Utilized	1946
111983020627005	RPS-153	2.0	0.036949	\$78,540	\$29,190	2.69	Utilized	1944
111983020627006	RPS-154	2.0	0.184995	\$734,110	\$79,050	9.29	Utilized	1970
111983020627007	RPS-155	1.0	0.040108	\$308,080	\$48,500	6.35	Utilized	2014
111983020627008	RPS-156	2.0	0.183526	\$626,640	\$72,210	8.68	Utilized	1945
111983020627009	RPS-157	2.0	0.021088	\$0	\$30,070	0.00	Vacant	
111983020627010	RPS-158	2.0	0.234588	\$966,210	\$87,010	11.10	Utilized	1944
111983020627011	RPS-159	2.5	0.377679	\$1,165,480	\$110,800	10.52	Utilized	1993
111983020627012	RPS-160	2.5	0.25718	\$788,280	\$90,780	8.68	Utilized	1949
111983020627013	RPS-161	2.0	0.035246	\$239,870	\$27,760	8.64	Utilized	1972
111983020627016	RPS-162	2.0	0.065564	\$0	\$61,050	0.00	Vacant	
111983020627018	RPS-163	5.0	2.089157	\$0	\$263,510	0.00	Vacant	
111983020627019	RPS-164	2.0	0.09131	\$183,380	\$66,920	2.74	Utilized	1940
111983020627020	RPS-165	1.0	0.134683	\$1,287,960	\$68,990	18.67	Utilized	2020
111983020627021	RPS-166	2.0	0.088246	\$527,480	\$52,890	9.97	Utilized	1948
111983020628001	RPS-167	3.0	1.018386	\$1,413,950	\$432,120	3.27	Utilized	1943
111983020628002	RPS-168	2.5	0.515653	\$882,730	\$197,810	4.46	Utilized	1964

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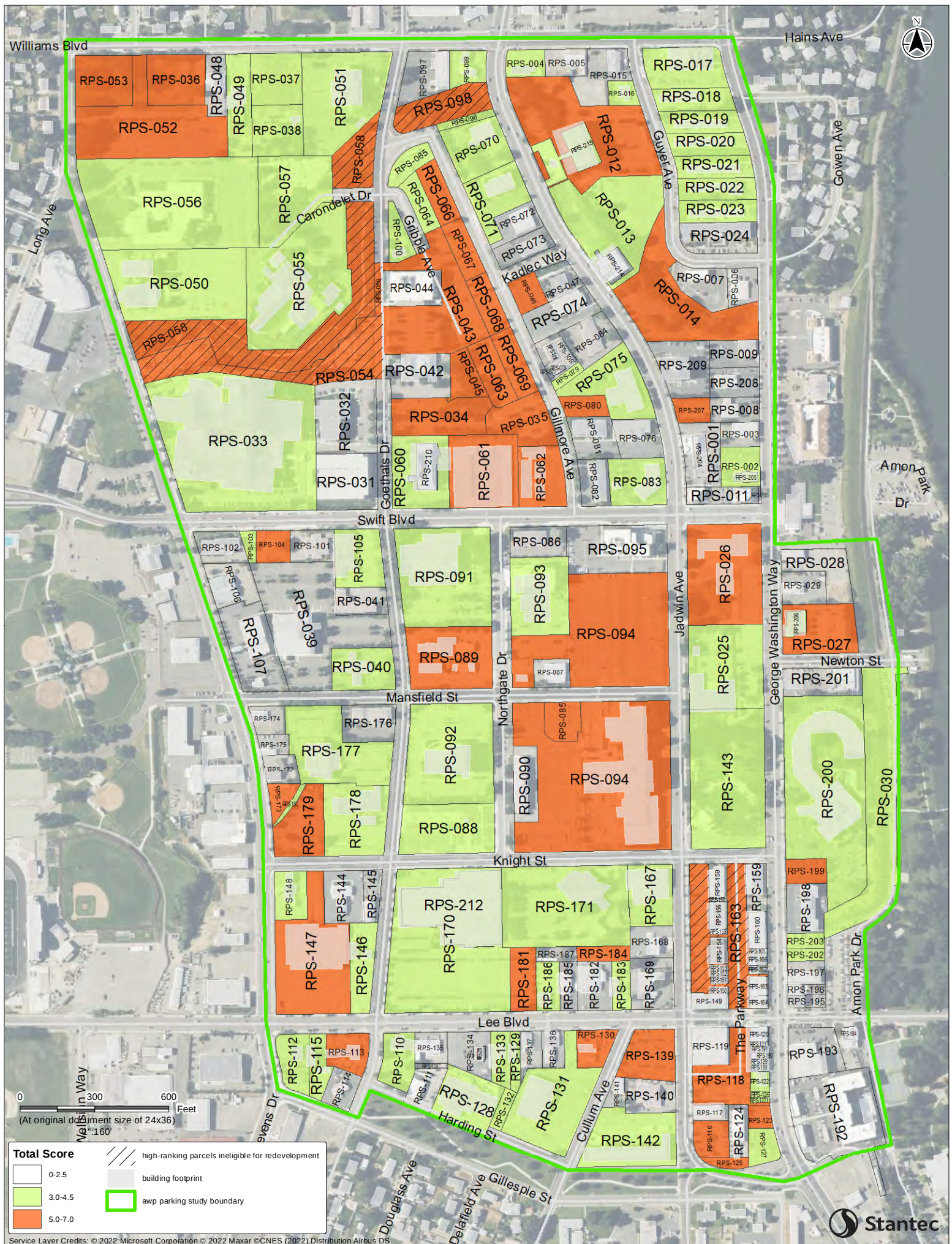
Parcel ID	Map ID	Site Nomination Score (0 or 2)	Site Size Score (0, 0.5, 1)	Underutilization / Improvement to Land Value Ratio (ILVR) Score (0, 0.5, 1)	Environmental Data Base Score (0, 1, 2)	Building Age (pre- 1980) Score (0, 1) *est	Vacant / Undeveloped Property Score (0, 1, 2)	Vacant Building (no tenant) Score (0, 1, 2)	Non-Residential/Mixed-Use Zoning Score (0, 1)	Blight Indicator Score (0, 0.5, 1)
111983020628003	RPS-169	0	0.5	0	0	1	0	0	1	0
111983020628006	RPS-170	0	1	0	0	1	0	0	1	0
111983020628008	RPS-171	0	1	0	1	1	0	0	1	0
111983020638003	RPS-172	0	0.5	0	0	0	0	0	1	0
111983020638005	RPS-173	0	0.5	0.5	2	1	0	0	1	0
111983020638006	RPS-174	0	0.5	0	0	1	0	0	1	0
111983020638011	RPS-175	0	0	0	0	1	0	0	1	0
111983020638014	RPS-176	0	0.5	0	0	1	0	0	1	0
111983020638015	RPS-177	0	1	0	0	1	0	0	1	0
111983030000001	RPS-178	0	1	0	0	1	0	1	1	0
111983030000002	RPS-179	0	1	1	0	1	2	0	1	0
111983030000007	RPS-180	0	0	1	0	0	2	0	1	0
111983040000001	RPS-181	0	0.5	1	0	1	2	0	1	0
111983040000002	RPS-182	0	0.5	0	0	1	0	0	1	0
111983040000003	RPS-183	0	0.5	0.5	0	1	0	0	1	0
111983040000004	RPS-184	0	0.5	1	0	1	2	0	1	0
111983040000005	RPS-185	0	0.5	0	0	1	0	0	1	0
111983040000006	RPS-186	0	0.5	0.5	0	1	0	0	1	0
111983040000007	RPS-187	0	0	0.5	0	1	0	0	1	0
111983050000610	RPS-188	0	0	0	0	1	0	0	1	0
111983050000612	RPS-189	0	0	0	0	1	0	0	1	0
111983050000614	RPS-190	0	0	0	0	1	0	0	1	0
111983050000616	RPS-191	0	0	0	0	1	0	0	1	0
111984012586007	RPS-192	0	1	0	0	0	0	0	1	0
111984020563004	RPS-193	0	0.5	0	0	1	0	0	1	0
111984020563006	RPS-194	0	0	0	0	1	0	0	1	0
111984020630001	RPS-195	0	0	0	0	1	0	0	1	0
111984020630002	RPS-196	0	0	0	0	1	0	0	1	0
111984020630003	RPS-197	0	0.5	0	0	1	0	0	1	0
111984020630004	RPS-198	0	0.5	0	1	0	0	0	1	0
111984020630005	RPS-199	0	0.5	1	0	1	2	0	1	0
111984020630006	RPS-200	0	1	0	1	1	0	0	1	0
111984020630007	RPS-201	0	0.5	0	0	0	0	0	1	0
111984020630009	RPS-202	0	0	1	0	1	0	0	1	0
111984020630011	RPS-203	0	0	1	1	1	0	0	1	0
11198101210400A	RPS-204	0	0	0	0	0	0	0	1	0
11198101210400B	RPS-205	0	0	0	0	0	0	0	1	0
11198102063500A	RPS-206	0	0	0	0	1	0	1	1	0
111981BP2232003	RPS-207	0	0.5	1	0	1	2	0	1	0
111981BP2232004	RPS-208	0	0.5	0	0	1	0	0	1	0
111981BP2232005	RPS-209	0	1	0	0	0	0	0	1	0
11198202061500A	RPS-210	0	0.5	0	0	0	0	0	1	0

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Parcel ID	Map ID	Total Score	Acreage	Improvement Value	Land Value	Utilization Ratio	Vacant or Underutilized	Improvement Year Built (blank = unknown)
111983020628003	RPS-169	2.5	0.8438	\$817,930	\$392,770	2.08	Utilized	1978
111983020628006	RPS-170	3.0	6.200221	\$5,164,730	\$1,866,150	2.77	Utilized	1969
111983020628008	RPS-171	4.0	3.805383	\$2,380,800	\$766,270	3.11	Utilized	1979
111983020638003	RPS-172	1.5	0.364418	\$360,490	\$81,790	4.41	Utilized	1990
111983020638005	RPS-173	5.0	0.278025	\$62,180	\$66,970	0.93	Underutilized	1969
111983020638006	RPS-174	2.5	0.348589	\$173,640	\$151,930	1.14	Utilized	1971
111983020638011	RPS-175	2.0	0.232561	\$135,440	\$124,940	1.08	Utilized	1971
111983020638014	RPS-176	2.5	0.73762	\$1,342,040	\$282,040	4.76	Utilized	1944
111983020638015	RPS-177	3.0	2.317005	\$3,392,320	\$603,300	5.62	Utilized	1980
111983030000001	RPS-178	4.0	1.660597	\$305,520	\$247,320	1.24	Utilized	1967
111983030000002	RPS-179	6.0	1.064017	\$63,350	\$467,360	0.14	Underutilized	
111983030000007	RPS-180	4.0	0.082117	\$0	\$10,020	0.00	Vacant	
111983040000001	RPS-181	5.5	0.62671	\$50,950	\$210,090	0.24	Underutilized	
111983040000002	RPS-182	2.5	0.642739	\$495,090	\$231,470	2.14	Utilized	1966
111983040000003	RPS-183	3.0	0.349541	\$150,250	\$160,560	0.94	Underutilized	1970
111983040000004	RPS-184	5.5	0.297404	\$5,790	\$62,210	0.09	Underutilized	
111983040000005	RPS-185	2.5	0.328101	\$221,810	\$111,970	1.98	Utilized	1968
111983040000006	RPS-186	3.0	0.428345	\$106,370	\$143,460	0.74	Underutilized	1975
111983040000007	RPS-187	2.5	0.22657	\$53,470	\$59,150	0.90	Underutilized	1930
111983050000610	RPS-188	2.0	0.042725	\$209,200	\$32,570	6.42	Utilized	1940
111983050000612	RPS-189	2.0	0.038738	\$199,150	\$18,740	10.63	Utilized	1940
111983050000614	RPS-190	2.0	0.040659	\$167,860	\$19,710	8.52	Utilized	1940
111983050000616	RPS-191	2.0	0.040746	\$213,520	\$19,710	10.83	Utilized	1940
111984012586007	RPS-192	2.0	2.734168	\$16,551,220	\$891,580	18.56	Utilized	2020
111984020563004	RPS-193	2.5	0.925069	\$861,060	\$611,410	1.41	Utilized	1948
111984020563006	RPS-194	2.0	0.044433	\$505,060	\$132,550	3.81	Utilized	1975
111984020630001	RPS-195	2.0	0.180523	\$382,780	\$189,150	2.02	Utilized	1950
111984020630002	RPS-196	2.0	0.147044	\$200,640	\$107,450	1.87	Utilized	1954
111984020630003	RPS-197	2.5	0.341036	\$830,790	\$215,800	3.85	Utilized	1950
111984020630004	RPS-198	2.5	0.733941	\$1,785,120	\$348,510	5.12	Utilized	1992
111984020630005	RPS-199	5.5	0.378955	\$71,810	\$267,130	0.27	Underutilized	
111984020630006	RPS-200	4.0	5.559635	\$3,933,240	\$1,795,270	2.19	Utilized	1970
111984020630007	RPS-201	1.5	0.816136	\$1,447,910	\$489,090	2.96	Utilized	2016
111984020630009	RPS-202	3.0	0.170396	\$1,320	\$122,730	0.01	Underutilized	
111984020630011	RPS-203	4.0	0.213503	\$3,960	\$142,950	0.03	Underutilized	
11198101210400A	RPS-204	1.0	0.210074	\$0	\$0	Unknown	Unknown	
11198101210400B	RPS-205	1.0	0.081296	\$591,540	\$0	Unknown	Unknown	1981
11198102063500A	RPS-206	3.0	0.179869	\$312,600	\$0	Unknown	Unknown	1954
111981BP2232003	RPS-207	5.5	0.327865	\$25,930	\$183,760	0.14	Underutilized	
111981BP2232004	RPS-208	2.5	0.564107	\$612,010	\$294,910	2.08	Utilized	1979
111981BP2232005	RPS-209	2.0	1.075442	\$4,035,060	\$392,260	10.29	Utilized	2005
11198202061500A	RPS-210	1.5	0.390135	\$5,396,330	\$0	Unknown	Unknown	1994

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Parcel ID	Map ID	Total Score	Acreage	Improvement Value	Land Value	Utilization Ratio	Vacant or Underutilized	Improvement Year Built (blank = unknown)
1119830205600A0	RPS-211	2.0	0.067347	\$256,560	\$0	Unknown	Unknown	1977
11198302062800F	RPS-212	3.0	2.191041	\$1,434,260	\$772,870	1.86	Utilized	1969
Unknown_001	RPS-213	1.0	0.018211	\$0	\$0	Unknown	Unknown	
81198102061800A	RPS-214	2.5	0.308601	\$2,221,190	\$0	Unknown	Unknown	1977
81198102061800B	RPS-215	3.5	0.72664	\$311,700	\$0	Unknown	Unknown	1980
Unknown_002	RPS-216	1.0	0.239864	\$0	\$0	Unknown	Unknown	



Appendix E – Redevelopment Estimates Spreadsheet

As described in section 4.2 of this parking study, the Consultant Team identified 38 parcels that are believed to possess the most near-term redevelopment potential in the CBD. The Team also used property characteristics and specific development assumptions to estimate the potential development programming and associated parking demand for those projects. The following lists the development calculations and findings from this analysis.

			Redevelopment Estimates																
			Land Use Assumption	Building Estimate	Land Use Percentage Assumptions						Building Size by Land Use Estimates						Parking Estimates		
Parcel ID	Map ID	Acreage	Office, Mixed-Use, OR Greenway Focus	New Building Size (square feet)	Non-Residential (Retail)	Non-Residential (Restaurant)	Non-Residential (Office Professional)	Non-Residential (Office Medical)	Residential (Apartments)	Total Percent (**should equal 100% in most cases)	Non-Residential (Retail)	Non-Residential (Restaurant)	Non-Residential (Office Professional)	Non-Residential (Office Medical)	Total Non-Residential (square feet)	Housing Units	Required Parking (City)	Required Parking (ITE)	Difference (City vs. ITE)
111981020618019	RPS-012	3.45	Mixed-Use	751,766	5.0%	5.0%	0.0%	0.0%	90.0%	100%	37,588	37,588	0	0	75,177	677	1,516	1,634	-118
111981020618021	RPS-014	2.81	Mixed-Use	611,831	5.0%	5.0%	0.0%	0.0%	90.0%	100%	30,592	30,592	0	0	61,183	551	1,234	1,330	-96
111981020623004	RPS-026	2.80	Mixed-Use	610,827	5.0%	5.0%	0.0%	0.0%	90.0%	100%	30,541	30,541	0	0	61,083	550	1,232	1,327	-95
111981020635001	RPS-027	1.37	Mixed-Use	297,667	5.0%	5.0%	0.0%	0.0%	90.0%	100%	14,883	14,883	0	0	29,767	268	600	647	-47
111982011941002	RPS-034	1.34	Medical Office	292,883	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	14,644	131,797	146,441	292,883	264	1,504	1,478	26
111982011941003	RPS-035	0.98	Medical Office	212,929	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	10,646	95,818	106,464	212,929	192	1,094	1,075	19
111982012024001	RPS-036	1.10	Medical Office	238,617	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	11,931	107,377	119,308	238,617	215	1,225	1,204	21
111982012466003	RPS-043	2.65	Medical Office	577,913	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	28,896	260,061	288,956	577,913	520	2,968	2,917	51
111982012466005	RPS-045	0.52	Medical Office	112,498	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	5,625	50,624	56,249	112,498	101	578	568	10
111982013058001	RPS-046	0.39	Medical Office	84,439	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	4,222	37,998	42,220	84,439	76	434	426	7
111982020613007	RPS-052	3.18	Medical Office	691,852	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	34,593	311,333	345,926	691,852	623	3,553	3,492	61
111982020613008	RPS-053	1.08	Medical Office	235,956	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	11,798	106,180	117,978	235,956	212	1,212	1,191	21
111982020615002	RPS-061	1.89	Medical Office	412,659	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	20,633	185,696	206,329	412,659	371	2,119	2,083	37
111982020615003	RPS-062	1.03	Medical Office	225,386	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	11,269	101,424	112,693	225,386	203	1,158	1,138	20
111982020616011	RPS-063	0.67	Medical Office	145,653	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	7,283	65,544	72,827	145,653	131	748	735	13
111982020616016	RPS-066	0.54	Medical Office	118,234	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	5,912	53,205	59,117	118,234	106	607	597	10
111982020616017	RPS-067	0.51	Medical Office	110,348	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	5,517	49,656	55,174	110,348	99	567	557	10
111982020616018	RPS-068	0.51	Medical Office	110,083	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	5,504	49,537	55,041	110,083	99	565	556	10
111982020616019	RPS-069	0.59	Medical Office	128,769	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	6,438	57,946	64,384	128,769	116	661	650	11
111982020617021	RPS-080	0.36	Medical Office	77,892	0.0%	5.0%	45.0%	50.0%	0.0%	100%	0	3,895	35,051	38,946	77,892	70	400	393	7
111982020629001	RPS-085	0.52	Mixed-Use	112,574	5.0%	5.0%	0.0%	0.0%	90.0%	100%	5,629	5,629	0	0	11,257	101	227	245	-18
111982020629008	RPS-089	1.96	Mixed-Use	426,091	10.0%	10.0%	10.0%	10.0%	60.0%	100%	42,609	42,609	42,609	42,609	170,436	383	1,436	1,467	-32
111982020629018	RPS-094	12.60	Mixed-Use	2,744,190	10.0%	10.0%	10.0%	10.0%	60.0%	100%	274,419	274,419	274,419	274,419	1,097,676	2,470	9,245	9,451	-206
111982020637008	RPS-104	0.41	Mixed-Use	89,722	5.0%	5.0%	0.0%	0.0%	90.0%	100%	4,486	4,486	0	0	8,972	81	181	195	-14
111983020402002	RPS-113	0.58	Mixed-Use	126,350	10.0%	10.0%	10.0%	10.0%	60.0%	100%	12,635	12,635	12,635	12,635	50,540	114	426	435	-9
111983020558002	RPS-116	0.49	Mixed-Use	106,536	10.0%	10.0%	10.0%	10.0%	60.0%	100%	10,654	10,654	10,654	10,654	42,614	96	359	367	-8
111983020558004	RPS-118	1.17	Mixed-Use	255,378	10.0%	10.0%	10.0%	10.0%	60.0%	100%	25,538	25,538	25,538	25,538	102,151	230	860	880	-19
111983020558010	RPS-123	0.20	Mixed-Use	43,260	10.0%	10.0%	10.0%	10.0%	60.0%	100%	4,326	4,326	4,326	4,326	17,304	39	146	149	-3
111983020558012	RPS-125	0.16	Mixed-Use	35,742	10.0%	10.0%	10.0%	10.0%	60.0%	100%	3,574	3,574	3,574	3,574	14,297	32	120	123	-3
111983020560005	RPS-130	0.48	Mixed-Use	103,943	10.0%	10.0%	10.0%	10.0%	60.0%	100%	10,394	10,394	10,394	10,394	41,577	94	350	358	-8
111983020561002	RPS-139	0.94	Mixed-Use	203,937	10.0%	10.0%	10.0%	10.0%	60.0%	100%	20,394	20,394	20,394	20,394	81,575	184	687	702	-15
111983020626005	RPS-147	2.91984094	Mixed-Use	635,941	10.0%	10.0%	10.0%	10.0%	60.0%	100%	63,594	63,594	63,594	63,594	254,377	572	2,143	2,190	-48
111983020638005	RPS-173	0.2780254	Mixed-Use	60,554	10.0%	10.0%	10.0%	10.0%	60.0%	100%	6,055	6,055	6,055	6,055	24,222	54	204	209	-5
111983030000002	RPS-179	1.06401696	Mixed-Use	231,743	10.0%	10.0%	10.0%	10.0%	60.0%	100%	23,174	23,174	23,174	23,174	92,697	209	781	798	-17
111983040000001	RPS-181	0.62671045	Mixed-Use	136,498	10.0%	10.0%	10.0%	10.0%	60.0%	100%	13,650	13,650	13,650	13,650	54,599	123	460	470	-10
111983040000004	RPS-184	0.29740352	Mixed-Use	64,774	10.0%	10.0%	10.0%	10.0%	60.0%	100%	6,477	6,477	6,477	6,477	25,910	58	218	223	-5
111984020630005	RPS-199	0.37895471	Mixed-Use	82,536	10.0%	10.0%	10.0%	10.0%	60.0%	100%	8,254	8,254	8,254	8,254	33,015	74	278	284	-6
1119818P2232003	RPS-207	0.32786517	Mixed-Use	71,409	10.0%	10.0%	10.0%	10.0%	60.0%	100%	7,141	7,141	7,141	7,141	28,564	64	241	246	-5
Total Estimates				11,579,380							6,155,101				6,155,101	10,421	42,336	42,788	



COUNCIL WORKSHOP COVERSHEET

Council Date: 12/9/2024

Department: City Council

Strategic Priority 3 - Focused Development

Subject:

North Richland Land Use

Summary:

Attachments: