

AGENDA

Longview Downtown Advisory Committee

Tuesday, April 19, 2022

MEETING TIME - 11:00 A.M.

In Person in Training Room or by Zoom

1. Meeting Details

- **In Person – Longview City Hall, Training Room**
1525 Broadway Street, 2nd Floor
- **By Zoom**
<https://us02web.zoom.us/j/82366766198?pwd=STQrMnR5TGtpb3VoZC9qZTdGOUVoZz09>
Meeting ID: 823 6676 6198 Passcode: 1923 Dial by your location
+1 253 215 8782 US (Tacoma) +1 408 638 0968 US (San Jose)

2. Call to order

3. Roll Call

4. Approval of Minutes

- Minutes from March 15, 2022
- Minutes from March 29, 2022

5. Audience Participation or Correspondence

6. Reports and Sub-Committee Assignments

- Parking Reports – LPD
- Parking subcommittee report
- Downtowner's report – Lindsey Cope
- Barriers to Businesses Downtown subcommittee report: Ariel, Elizabeth
- Reports from staff

7. Old Business

- Update on Planning Commission review of permitted uses in downtown Longview. A Moratorium on development downtown other than retail/personal services, offices is in effect. Note- some projects vested/started prior to Moratorium.
 - Staff to present Planning Commission Recommendation for changes to Downtown Commerce District zoning.
 - DAC can provide a recommendation to Council on the changes April 19 or May 17.
- Downtown Parking Options for City Council consideration:
 - The parking subcommittee will present its work and 4 options for consideration to address parking needs downtown.
 - A recommendation from the full DAC is requested to forward to City Council.
 - Timeline (for reference)
 - March 29 or April 5: DAC Special meeting on parking changes-subcommittee presentation- and feedback.
 - April 12: Staff present to City Manager, presentation review
 - April 19: DAC regular meeting, formal recommendation on proposed changes
 - April 19: Parking subcommittee meeting

- May 5 or May 19 ~~April 21~~: City Council Workshop 6 pm on downtown parking
 - TBD City Council formal direction
 - TBD Request for proposals
 - TBD Ordinance on parking changes
 - 2023 Calendar Year: parking changes implemented
- Topic: Idea to move the Tuesday Farmer's Market to Downtown (Ariel)

8. New Business

9. Board Member Comments

10. Adjournment

- Next meeting May 17, 2022

MINUTES

Longview Downtown Advisory Committee

Tuesday, March 15, 2022

11:00 A.M.

Virtual Zoom Meeting

1. Call to order

Brad Whittaker called the meeting to order at 11:04.

2. Roll Call

- *In attendance: Brad Whittaker, Chair; Allan Rudberg, Co-Chair; Elizabeth Borders; Bill Hallanger; Ariel Large; Dawn Morgan; Pat Palmer; Karl Salzsieder; Ruth Kendall, Council Liaison*
- *Staff present: Adam Trimble; Mary Chennault; Ann Rivers; Nancy Vandehey*

3. Approval of Minutes

A motion by Allan Rudberg, seconded by Karl Salzsieder, that the minutes of the February 15, 2022 meeting be accepted was unanimously approved.

4. Audience Participation or Correspondence

None.

5. Reports and Sub-Committee Assignments

- *Parking Reports – LPD
Mary Chennault shared parking reports.*
- *Parking Subcommittee report
Adam Trimble gave a brief update.*
- *Downtowner's report – Lindsey Cope
None.*
- *Barrier's to Businesses Downtown – Ariel, Elizabeth
Meeting this Friday. Nothing at this time to share.*
- *Reports from Staff – Adam Trimble added an item to the agenda
Parking Request Change near YMCA on 14th Ave to a 3 hr zone
Adam Trimble shared that there was a parking change request application.
The parking change process was explained.
Pal Palmer, seconded by Karl Salzsieder, made a motion to approve the parking changed request. Motion carried with majority of approvals and a single no vote by Allan Rudberg, due to lack of information. The application will go to the City Manager to present at a future City Council meeting.*
- *Reports from Staff – new police foot patrol in downtown
Ann Rivers shared that LPD has received a grant for foot & bike patrols. Mary Chennault added some additional information.*

6. Old Business

- Update on Planning Commission review of permitted uses in downtown Longview. A Moratorium on development downtown other than retail/personal services, offices
Adam Trimble shared the presentation on moratorium that was shared at the public hearing at the Council meeting on March 10, 2022. The moratorium was granted. Pat Palmer asked for a draft from Planning Commission to be sent to the DAC members prior to be released.
- Downtown Parking changes. Timeline discussion, and set Special Meeting March 24, 29 or April 5 11 am.
 - March 29 or April 5: DAC Special meeting on parking changes- subcommittee presentation- and feedback.
 - April 12: Staff present to City Manager, presentation review
 - April 19: DAC regular meeting, formal recommendation on proposed changes
 - April 19: Parking subcommittee meeting
 - April 21: City Council Workshop 6 pm on downtown parking
 - TBD City Council formal direction
 - TBD Request for proposals
 - TBD Ordinance on parking changes
 - Future- parking changes implemented*Adam Trimble discussed the timeline for the subcommittee presentation. A Special Meeting was set for March 29th at 11:30 am. Four options will be presented to Council and the DAC does not have to be unanimous on their choice.*
- Topic: Idea to move the Tuesday Farmer's Market to Downtown (Ariel)
Ariel Large is still working on determining the best parking lot and time of day. There may not be electricity available and port-a-potties will be required.

7. New Business

None

8. Board Member Comments

Elizabeth Borders inquired about the extension of the Streetscape on Commerce Ave.

Ann Rivers didn't know of any plans in place at this time.

Ariel Large asked about a grant that Lindsey Cope was working for redoing a downtown parking lot. Ann Rivers will follow up with Lindsey Cope on this request.

Karl Salzsieder inquired about landlord responsibility for tenant bills. Adam suggested that he contact Susan Chamberlin in Finance.

9. Next Meeting - Special Meeting March 29th at 11:30 am. Next regular meeting will be April 19th at 11:00 am.

10. Adjournment

Meeting was adjourned at 12:07.

MINUTES
Longview Downtown Advisory Committee
Special Meeting
Tuesday, March 29, 2022
11:30 A.M.
Virtual Zoom Meeting

1. Call to order

Brad Whittaker called the meeting to order at 11:33.

2. Roll Call

- *In attendance: Brad Whittaker, Chair; Allan Rudberg, Co-Chair; Bill Hallanger; Ariel Large; Dawn Morgan; Karl Salzsieder; Ruth Kendall, Council Liaison*
- *Excused: Elizabeth Borders*
- *Not in Attendance: Pat Palmer*
- *Staff present: Adam Trimble; Mary Chennault; Ann Rivers; Nancy Vandehey*

3. Old Business

- *Downtown Parking changes.*
 - *Subcommittee presentation and feedback*
 - *No action requested*

Adam shared the presentation. A discussion was had as he reviewed the presentation. No action was taken.

4. New Business

- *Return to In Person meeting format with virtual option as required starting with the next meeting*
The committee agreed to change to a hybrid meeting format. In person will meet in the Training Room and other can join by zoom.

5. Adjournment

Meeting was adjourned at 12:48.

City of Longview Violation Bureau
Financial Statistics 2021-2022

2021						
<u>Month & Year</u>	<u>Ticket Revenue</u>	<u>Permit Revenue</u>	<u>Revenue Total</u>	<u>Expenditure</u>	<u>Monthly +/-</u>	<u>Running Balance</u>
Jan-21	\$1,319.13	\$1,085.00	\$2,407.61	\$4,913.45	-\$2,505.84	\$31,900.84
Feb-21	\$1,058.63	\$73.00	\$1,134.70	\$5,541.95	-\$4,407.25	\$27,493.59
Mar-21	\$1,773.71	\$3,083.50	\$4,860.16	\$5,511.34	-\$651.18	\$26,842.41
Apr-21	\$1,087.82	\$2,252.25	\$3,341.73	\$5,538.07	-\$2,196.34	\$24,646.07
May-21	\$3,228.69	\$46.25	\$3,276.29	\$5,563.64	-\$2,287.35	\$22,358.72
Jun-21	\$1,422.17	\$3,138.50	\$4,562.00	\$5,860.10	-\$1,298.10	\$21,060.62
Jul-21	\$3,986.07	\$1,149.00	\$5,138.07	\$5,495.13	-\$357.06	\$20,703.56
Aug-21	\$2,565.28	\$1,456.00	\$4,022.61	\$5,866.07	-\$1,843.46	\$18,860.10
Sep-21	\$3,667.34	\$3,323.50	\$6,992.24	\$5,703.94	\$1,288.30	\$20,148.40
Oct-21	\$2,216.41	\$2,520.00	\$4,737.97	\$5,849.91	-\$1,111.94	\$19,036.46
Nov-21	\$1,667.70	\$517.50	\$2,186.65	\$6,106.35	-\$3,919.70	\$15,116.76
Dec-21	\$1,510.71	\$3,901.52	\$5,412.23	\$6,129.02	-\$716.79	\$14,399.97
2021 TOTAL	\$25,503.66	\$22,546.02	\$48,072.26	\$68,078.97	-\$20,006.71	\$14,399.97
2022						
<u>Month & Year</u>	<u>Ticket Revenue</u>	<u>Permit Revenue</u>	<u>Revenue Total</u>	<u>Expenditure</u>	<u>Monthly +/-</u>	<u>Running Balance</u>
Jan-22	\$1,398.17	\$2,880.02	\$4,278.19	\$4,865.94	-\$587.75	\$13,812.22
Feb-22	\$1,164.48	\$129.00	\$1,293.50	\$5,498.24	-\$4,204.74	\$9,607.48
Mar-22					\$0.00	\$9,607.48
Apr-22					\$0.00	\$9,607.48
May-22					\$0.00	\$9,607.48
Jun-22					\$0.00	\$9,607.48
Jul-22					\$0.00	\$9,607.48
Aug-22					\$0.00	\$9,607.48
Sep-22					\$0.00	\$9,607.48
Oct-22					\$0.00	\$9,607.48
Nov-22					\$0.00	\$9,607.48
Dec-22					\$0.00	\$9,607.48
2022 TOTAL	\$2,562.65	\$3,009.02	\$5,571.69	\$10,364.18	-\$4,792.49	\$9,607.48
*January & February 2022 is a DRAFT report (awaiting cash balance report from CM)						

Mar-22

LOT BREAKDOWN

Lot Name	Lot#	Total Spaces/General Use	ADA Spaces	Number Auth. to lease	Number leased/city	Number Avail to lease	Cost/Space	Permit Only	Numbered Spaces	Number on wait list
Penny's	85	58/55	3	10	9/0	1	120.00	N	N	0
Merc	86	113/108	5	38	20/3	15	120.00	N	N	0
Johnson	87	58/55	3	28	23/0	5	120.00	N	N	0
15th & Broadway	111	37/10	0	37	17/6	14	120.00	Y	Y	0
Paragon	112	23/0	0	23	14/6	3	60.00	Y	Y	0
TOTAL				136	83/15	38				

TICKET STATISTICS BY VIOLATION CODE

2022	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	Totals
W 15 MIN LMC 11.50.070	1	1	0										2
W 30 MIN LMC 11.50.070	7	5	8										20
W 1 HR LMC 11.50.070	6	3	4										13
W 2 HR LMC 11.50.070	0	0	0										0
W 3 HR LMC 11 50.070 & 11.62.030	132	69	86										287
W 4 HR LMC 11.50.070	0	0	0										0
W 10 HR LMC 11.50.070	0	0	0										0
W 72 HR LMC 11.62.030	0	0	0										0
W FREEFORM	0	0	0										0
TOTAL WARNINGS	146	78	98	0	0	0	0	0	0	0	0	0	322
OVER 12" RCW 46.61.575	1	2	23										26
ALLEY LMC 11.44.142	1	0	1										2
STORING LMC 11.44.147	2	2	42										46
ADA RCW 46.19.050	1	2	0										3
YELLOW LMC 11.50.020	9	11	10										30
IMPROPER RCW 46.61.570	5	1	9										15
LIBRARY LMC 11.44.130	0	0	0										0
WRONG DIRECTION RCW 46.61.575	5	3	6										14
ANGLE PARKING WAC 308330430	0	0	1										1
UNLAWFUL PURPOSES WAC 308330436	0	0	0										0
OT 15 MIN LMC 11.50.070	0	0	0										0
OT 30 MIN LMC 11.50.070	1	3	2										6
OT 1 HR LMC 11.50.070	1	0	0										1
OT 2 HR LMC 11.50.070	0	0	0										0
OT 3 HR LMC 11.50.070 & 11.62.030	22	6	43										71
OT 4 HR LMC 11.50.070	0	0	0										0
OT 10 HR LMC 11.50.070	2	1	0										3
OT 72 HR LMC 11.62.030	0	0	1										1
Over 3 Days LMC 11.44.145	0	1	1										2
Exp Over 45 Days RCW 46.16A.030 (7)	3	2	9										14
10' ROADWAY WAC308330433	0	0	0										0
CITY HALL VISITOR LMC 11.62.030 (6)	0	0	0										0
BUS TRANSFER LOT LMC 11.62.060 (6)	0	0	0										0
LEASED SPACE LMC 11.62.030 (2)	0	0	4										4
TIMED LMC 11.44.110	0	0	0										0
PERMIT REQUIRED LMC 11.62.030 (3)	3	0	0										3
BUS STOP WAC 308330457	0	0	0										0
OFF TRUCK ROUTE LMC 11.68.050	0	0	0										0
NO PARK 12AM-5AM LMC 11.44.110	0	0	0										0
NO PARK 9PM-5AM LMC 11.44.110	0	0	0										0
NO PARK 3AM-6AM LMC 11.44.110	0	0	0										0
TOTAL TICKETS	56	34	152	0	0	0	0	0	0	0	0	0	242
DISPATCHED PARKING COMPLAINTS	38	27	52										117

BELOW VIOLATIONS ARE FOR GO-4TH CELEBRATION ONLY

RV PARKING PERMIT

ADA PARKING ONLY VALID PERMIT REQUIRED

VENDOR PERMIT REQUIRED

IMPROPER

YELLOW

ALLEY

OVER 12"

WRONG DIRECTION

TO: Longview Downtown Advisory Committee

FROM: Adam Trimble, Planning Manager

MEETING DATE: April 19, 2022

SUBJECT: Case No. PC 2022-1 – Draft code amendments to D-C zone permitted uses

At the January 13, 2022 regular meeting, the City Council introduced and passed an emergency ordinance enacting a moratorium on all applications for new uses or developments in the D-C zone except for “sales oriented: stores selling, leasing, or renting consumer, home and business goods; or personal service oriented: financial, insurance, real estate, professional outlets and offices, and beauty/barber shops.” With the adoption of the moratorium, the City Council directed the Planning Commission to review the uses permitted in the Downtown Commerce district, D-C zone and recommend zoning amendments to ensure a vibrant mixture of for-profit uses including the sale of goods and services, entertainment and dining are present.

In the zoning code intent statement for the D-C district we can see that:

“The downtown commerce (D-C) district is a part of the overall central business district identified in the comprehensive plan. The D-C district has the same purpose as the CBD zoning district but is designed to reflect its unique historical heritage. Pedestrian, bicycle, and transit access is emphasized to ensure that this area is walkable. Active storefronts are vital to maintaining a walkable ambiance for the downtown area.”

To meet this intent statement the permitted uses table for the zone is more limited than other commercial zones. Many uses are only allowed as a special property use, requiring a recommendation from the Planning Commission and the Downtown Advisory Committee and a public hearing and approval before the City Council. Some uses such as community centers, churches, and membership clubs such as fraternal organizations are only allowed under the following requirement: Note (6): “In the D-C district any property use intended to primarily provide meeting areas for secular and nonsecular uses without an ongoing active ground floor use is prohibited. An “active ground floor use” means a retail, business, or entertainment use where persons come and go on a constant and frequent basis.”

The Planning Commission has held 3 workshops on this task and at the April 6, 2022 regular meeting voted to set a public hearing to consider changes to the uses permitted in the D-C zone for May 4, 2022. The discussion of the planning commission to get to this point can be reviewed at: <https://imd0mxanj2.execute-api.us-west-2.amazonaws.com/ssr/watch/624e5bbd57e15c00085e2d72> Minute 31 is the starting point. I will ask that the Downtown Advisory Committee review the proposed amendments and make their

April 14, 2022

own recommendation on the Planning Commissions draft amendments to City Council at the May 17 regular DAC meeting. City Council would consider both recommendations at their May 26 regular meeting.

If you have any questions please let me know at 360-442-5092.

April 14, 2022

Planning Commission final draft proposed amendments to Downtown-Commerce Zone, D-C, permitted use regulations 4-6-22.

Note: Uses that could be added or removed are highlighted to aid understanding.

Underlined text is proposed to be added, ~~strikethrough~~ to be removed. AT]

19.44.020 Uses.

Table 19.44.020-1 includes uses that are permitted (“P”) or allowed through a special property use permit (“SPU”). If a field is blank, or the use is not listed, the use is not allowed in that particular zone.

Table 19.44.020-1. Permitted uses in commercial zones.

Use						
Retail Sales and Service	D-C	CBD	RC¹	NC²	GC	O/C
Sales oriented: stores selling, leasing, or renting consumer, home and business goods	P	P	P	P	P	P ¹⁰
Personal service oriented: financial, insurance, real estate, professional outlets and offices, and beauty/barber shops	P	P	P	P	P	P
Health care providers ³	P	P	P	P	P	P
Repair oriented: repair of TVs, bicycles, clocks, watches, shoes, guns, appliances and office equipment; photo or laundry drop-off; quick printing; tailor; locksmith; and upholsterer	P	P		P	P	P
Stand-alone liquor store		P ⁸	P		P	
Recreational marijuana retail outlets per LMC 19.44.100		P	P		P	P
Eating and Drinking Establishments	D-C	CBD	RC¹	NC²	GC	O/C
Restaurant	P	P	P	P	P	P
Restaurant, with incidental consumption of alcoholic beverages	P	P ⁸	P	SPU	P	P
Bars, taverns, and nightclubs	P	P ⁸	P		P	
<u>Restaurant, with drive-through facility</u>	<u>SPU</u> <u>P</u>	P	P		P	P
Restaurant, with seating in the public right-of-way	P	P		P	P	P
<u>Walk-up food establishment with no indoor seating</u>	<u>SPU</u> <u>P</u>	P		SPU	P	SPU
Brewpub	P	P	P ⁹		P	P
Lodging, temporary stay	D-C	CBD	RC¹	NC²	GC	O/C
Hotels, motels and lodges	P	P			P	P
Recreational vehicle (RV) parks per Chapters 19.65 and 19.90 LMC					P	
Bed and breakfast inns	P ⁴			P		
Vehicle sales, renting, service, and storage	D-C	CBD	RC¹	NC²	GC	O/C
Vehicle repair and service of consumer motor vehicles, including motorcycles, all-terrain vehicles and light and medium trucks		P			P	P
Automobile, light and medium truck dealers		P			P	P ¹⁰

Use						
Bus, heavy truck, RV, travel trailer or other large vehicle dealers						
Bicycle, motorcycle, all-terrain vehicle dealers	P ⁵	P	P		P	
Boat or marine craft dealer					P	P
Vehicle storage, outdoor					P	
Vehicle washing					P	P
Vehicle renting and leasing		P			P	P
Vehicle fueling station		P	P ¹¹	P ¹²	P	P ¹⁰
Amusement/Cultural	D-C	CBD	RC¹	NC²	GC	O/C
Indoor continuous entertainment activities such as bowling alleys, skating rinks, game arcades and pool halls	P	P	P		P	
Outdoor continuous entertainment activities such as miniature golf and skateboard facilities	P				P	
Theaters, indoor	P	P	P		P	
Drive-in theaters, stadiums and arenas					P	
Museums, botanical and zoological gardens, public plazas, performing and cultural arts studios	P	P			P	
Athletic, health and racket clubs	P	P	P	P	P	P
Circuses, carnivals, or amusement rides		SPU			SPU	
Membership clubs such as fraternal organizations	P ^{6, 14}	P			P	
Gambling casinos, card rooms, bingo parlors, pari-mutuel betting parlors, and video arcades	SPU ¹⁴	SPU ⁸				
Residential	D-C	CBD	RC¹	NC²	GC	O/C
Residential dwellings above the first story of commercial buildings	P	P		P	P	P
Mixed-use multifamily residential/commercial developments per LMC 19.46.015	P ¹⁴				P	
Congregate care, assisted living and continuing care facilities and nursing homes for elderly individuals; including accessory services to the above uses	SPU				SPU	SPU
Existing residences without any increase in density			P			
Permanent supportive housing	P	P	P	P	P	P
Transitional housing	P	P	P	P	P	P
Emergency shelters per LMC 19.44.110	P	P			P	P
Emergency housing per LMC 19.44.110	P	P			P	P
Residential care facilities per Chapter 19.17 LMC	P	P	P	P	P	P
Education	D-C	CBD	RC¹	NC²	GC	O/C
Schools that meet state requirements for elementary, secondary or higher education, public or private	SPU					
Vocational or technical institutions and colleges	SPU	P			P	P

Use						
Dance, music or art schools or studios; athletic, sports-training or martial arts facilities or schools	SPU	P		SPU	P	P
Driving school	SPU	P			P	P
Miscellaneous	D-C	CBD	RC¹	NC²	GC	O/C
Day care facilities for the care of more than 12 children	SPU	P		P	P	P
Commercial off-street parking lots and garages	SPU	P			P	P
Temporary uses per Chapter 19.41 LMC	P	P	P	P	P	P
Sidewalk businesses in accordance with LMC 12.30.090 through 12.30.140	P	P		P	P	P
Funeral parlors		P			P	P
Basic utility facilities, non-building structures ¹³	SPU	SPU	SPU	SPU	P	SPU
Self-service storage (mini warehouses)					P	SPU
Convention centers	SPU	P	P		P	P
Bus terminals and stations, transportation and transit facilities	SPU	P	P	P	P	P
Drive-in and drive-through facilities associated with an allowed use	SPU	P	P		P	P
Telecommunications structures and equipment, subject to the provisions of Chapter 16.75 LMC		P	P	P	P	P
Small animal clinics or veterinary hospitals	P ⁷	P ⁷			P ⁷	P ⁷
Pet grooming	P	P	P	P	P	P
Boat marinas						P
Microbrewery/microwinery/craft distillery		SPU			P	
Religious assembly and institutions, community centers	P ^{6, 14}	P			P	P
Public safety facility		P	SPU		SPU	P

1. See LMC 19.44.050 for further clarification on what is a permitted use within the regional commercial district.

2. See LMC 19.44.040 for further clarification on what is a permitted use within the neighborhood commercial district.

3. Providers of ambulance services need a special property use permit.

4. Bed and breakfast inns must be located above the first floor in the D-C district.

5. No outdoor display of motorized vehicles is allowed.

6. In the D-C district any property use intended to primarily provide meeting areas for secular and nonsecular uses without an ongoing active ground floor use is prohibited. An “active ground floor use” means a retail, business, or entertainment use where persons come and go on a constant and frequent basis.

7. The medical care and services administered to animals shall occur only within the confines of the principal building located on the premises.

8. These uses are not allowed within 700 feet of the centerline of the west end of the city street named Mark Morris Court.

9. Brewpubs are permitted outright only in conjunction with LMC 19.44.050(4), sit-down restaurants with a minimum enclosed floor area of 5,000 square feet.

10. These uses are only allowed in the O/C district if they are located west of 12th Avenue, except Assessor’s Parcel Number 08749 is allowed to have these uses also.

11. Per LMC 19.44.050.

12. Per LMC 19.44.040.

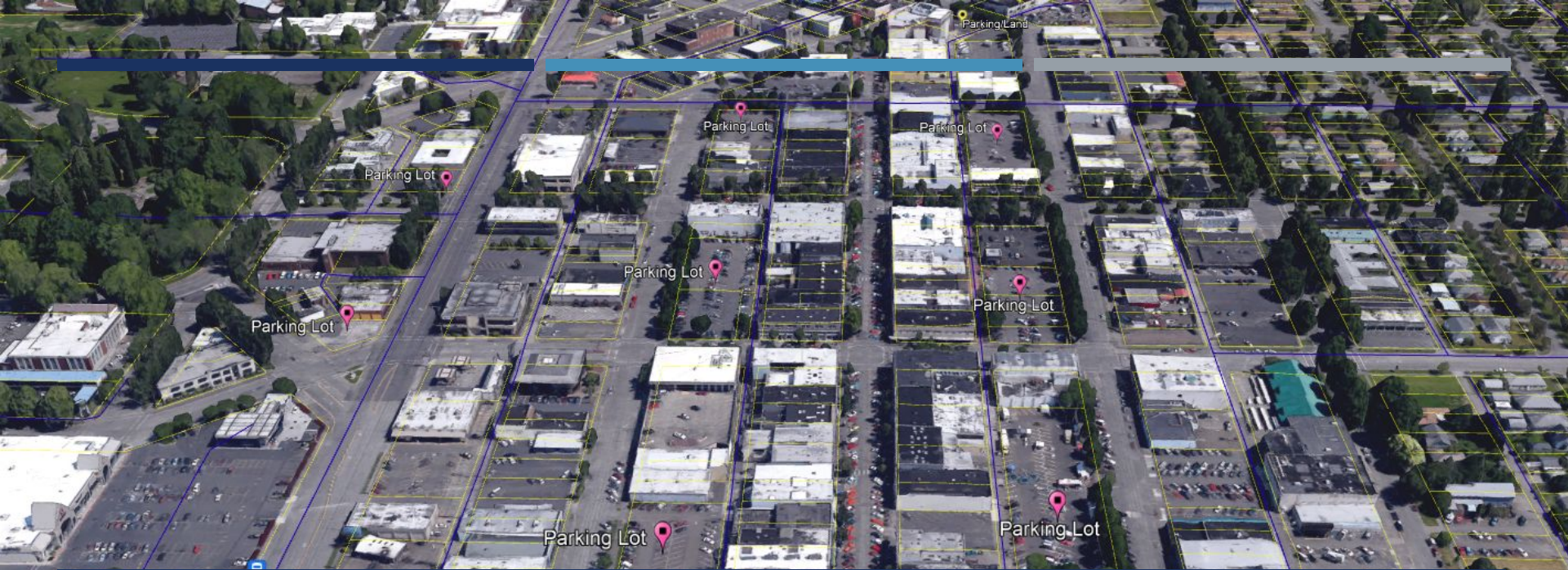
13. City water, sewer, and drainage pump stations are permitted outright in all commercial districts and are not subject to setback requirements of this chapter.

14. In the D-C zone, these uses may only be located on lots with frontage on 12th and 14th Avenues.

(Ord. 3450 § 7, 2021; Ord. 3442 § 4, 2021; Ord. 3425 § 2, 2020; Ord. 3421 § 2, 2020; Ord. 3395 § 3, 2019; Ord. 3362 § 2, 2017; Ord. 3358 § 1, 2017; Ord. 3297 § 7, 2015; Ord. 3268 § 3, 2014; Ord. 3262 § 2, 2014; Ord. 3202 § 14, 2012).

19.44.030 Downtown commerce district – Special property use.

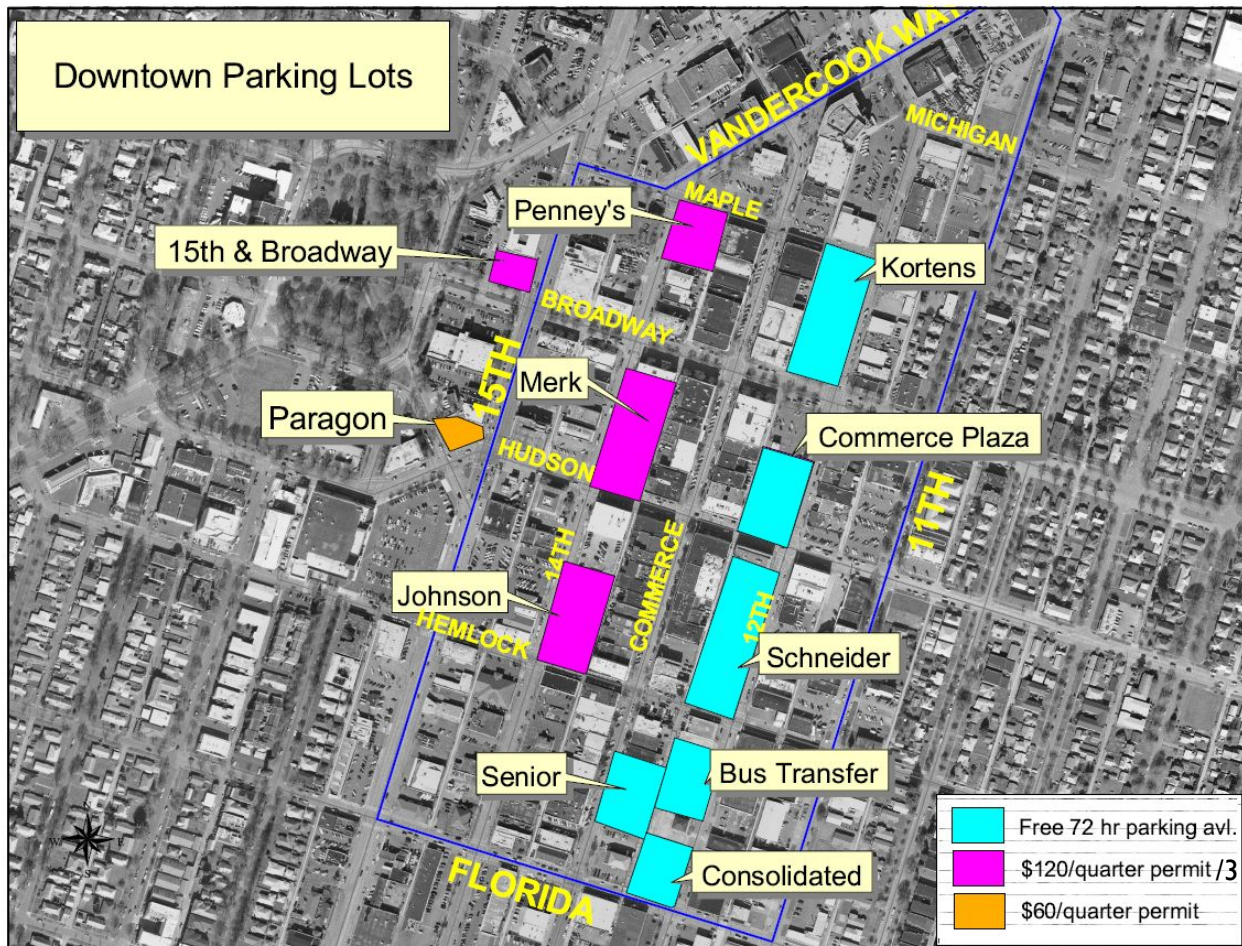
In the downtown commerce district special property use permits are granted by the city council. Per LMC 2.03.060, the city council shall conduct an open-record public hearing prior to their decision. Per LMC 2.27.070, the planning commission shall make recommendations to the city council for the granting or denial of such permits. (Ord. 3450 § 7, 2021; Ord. 3202 § 14, 2012).



DOWNTOWN PARKING

4 OPTIONS TO ADDRESS PARKING AVAILABILITY, ENFORCEMENT AND PARKING LOT MAINTENANCE

Downtown Parking Lots



BACKGROUND AND RESOURCES

- 2011 Downtown Longview Action Plan, Hyatt/Palma Study [major changes and recommended free parking].
- 2018 Council Workshop recommendation and presentation [return to previous parking ordinance allowing parking permits in all lots]
- 2018 Parking Lot maintenance survey and estimate
- 2020 Community Development study of parking lot use
- 2021 Longview Residential Economic Impact Analysis by E.D. Hovee & Company, LLC Downtown (presented to City Council July 27, 2021)

WHAT ARE THE PROBLEMS



DECLINING PARKING FUND
2011 CHANGES (FREE PARKING)
RESULTED IN LESS REVENUE



LACK OF AVAILABILITY OF ON-STREET
CUSTOMER PARKING &
IMPACT OF 72 HOUR USE OF CITY LOTS



MAINTENANCE NEEDS OF
PARKING LOTS

COMMITTEE GOALS

It is well recognized that we have painted ourselves into corner. Options to recover are now very limited. There is no one solution that achieves all objectives and a combination of solutions is likely needed.

- Balance the parking needs of everyone who works, lives, shops, or owns a business in downtown Longview to the greatest extent possible.
- Rebuild the parking fund to assure ongoing and sustainable maintenance of lots.
- Look for the most cost effective parking system.

The time for action is now...

Problem #1: Declining parking fund, free parking

- Declining Parking Fund Balance:
 - This fund pays for the parking enforcement program including staff, equipment and paid for maintenance in the past.
 - Most or all of these costs in the future would need to be paid from the City's General Fund.
 - The parking program benefits downtown businesses but that priority may change if there is no parking fund.
- Parking Enforcement needs- vehicles, software, and human resource.
 - Declining revenue puts upgrades and improved enforcement software and hardware out of reach.
 - Current enforcement method lacks efficiency which allows more violations and less ticket revenue.
 - No efficient way to track 'chain-parking.'
 - Parking enforcement staff only half-time enforcement as result of declining parking fund.
- Too many warnings vs tickets (LMC 11.50.070 allows for a warning every calendar quarter)

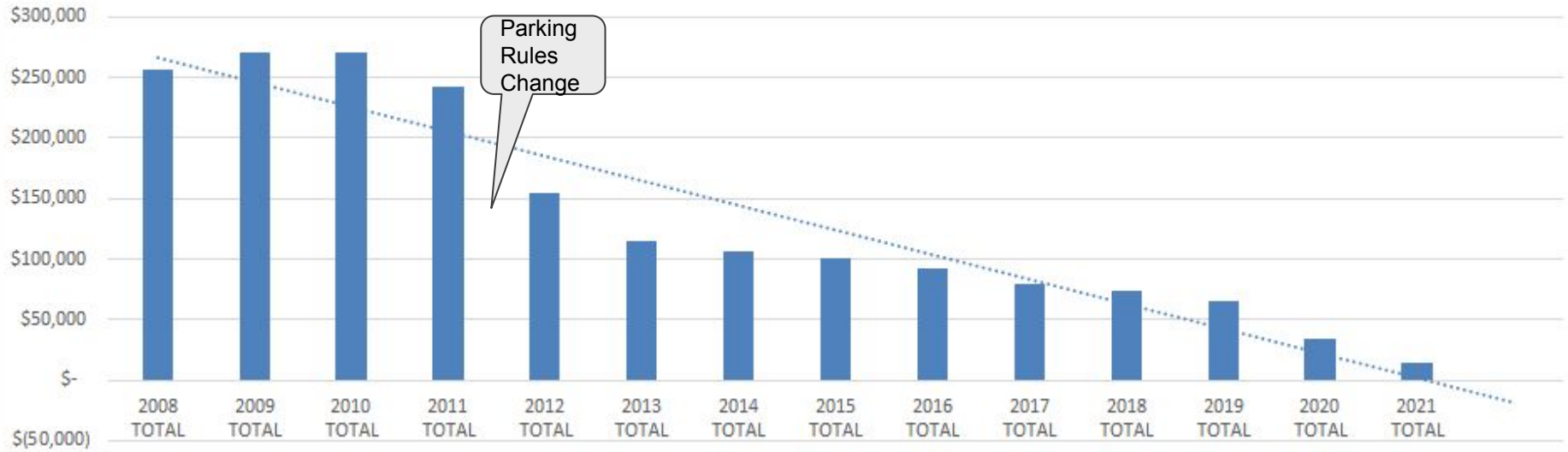


2010						
<u>Month & Year</u>	<u>Ticket Revenue</u>	<u>Permit Revenue</u>	<u>Revenue Total</u>	<u>Expenditure</u>	<u>Monthly +/-</u>	<u>Running Balance</u>
Jan-10	\$4,086	\$3,526	\$7,659	\$7,661	-\$3	\$271,538
Feb-10	\$2,667	\$613	\$3,408	\$6,862	-\$3,454	\$267,883
Mar-10	\$4,413	\$7,376	\$11,826	\$10,802	\$1,024	\$268,907
Apr-10	\$5,222	\$5,342	\$10,600	\$7,469	\$3,131	\$272,038
May-10	\$5,310	\$415	\$5,772	\$7,357	-\$1,584	\$270,454
Jun-10	\$4,358	\$8,006	\$13,708	\$7,882	\$5,826	\$276,280
Jul-10	\$5,507	\$3,982	\$9,588	\$8,167	\$1,421	\$277,701
Aug-10	\$3,487	\$1,267	\$4,801	\$7,839	-\$3,038	\$274,662
Sep-10	\$2,735	\$8,508	\$11,292	\$14,180	-\$2,889	\$271,774
Oct-10	\$4,029	\$3,550	\$7,621	\$9,008	-\$1,387	\$270,387
Nov-10	\$3,678	\$881	\$4,595	\$7,445	-\$2,850	\$267,537
Dec-10	\$3,691	\$7,320	\$11,051	\$7,339	\$3,712	\$271,249
2010 TOTAL	\$49,182	\$50,784	\$101,921	\$102,012	-\$91	\$271,249

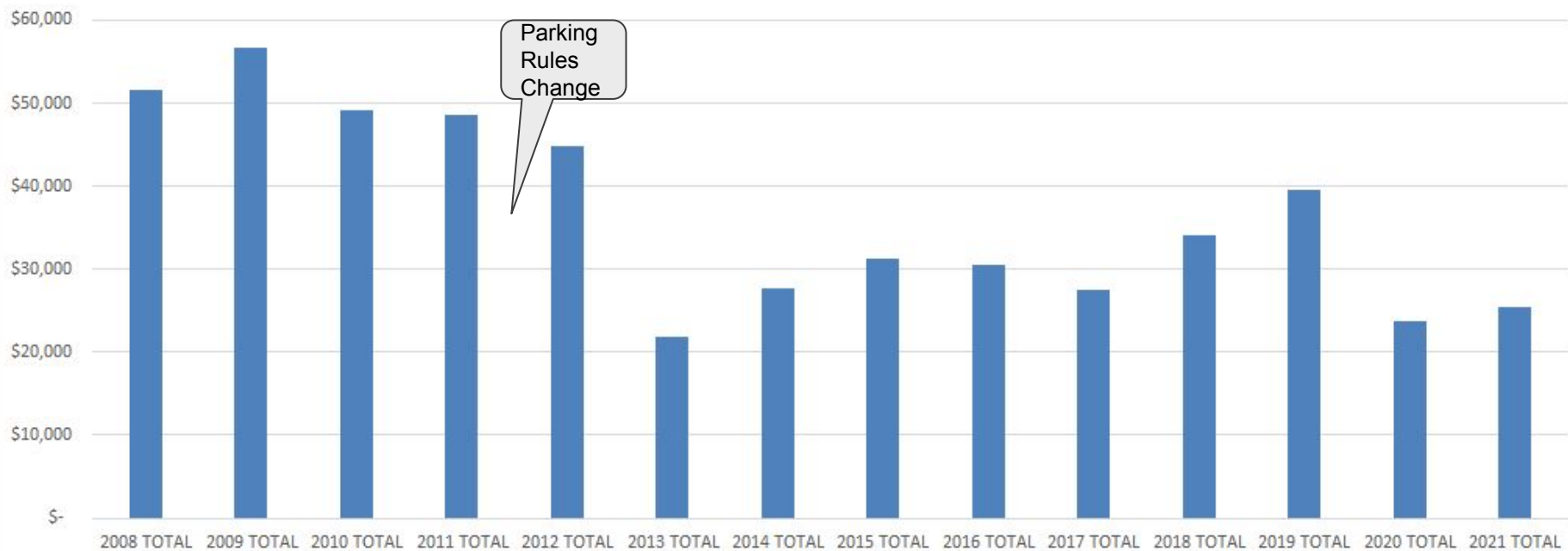
BACKGROUND AND RESOURCES

Parking Fund Balance 2010

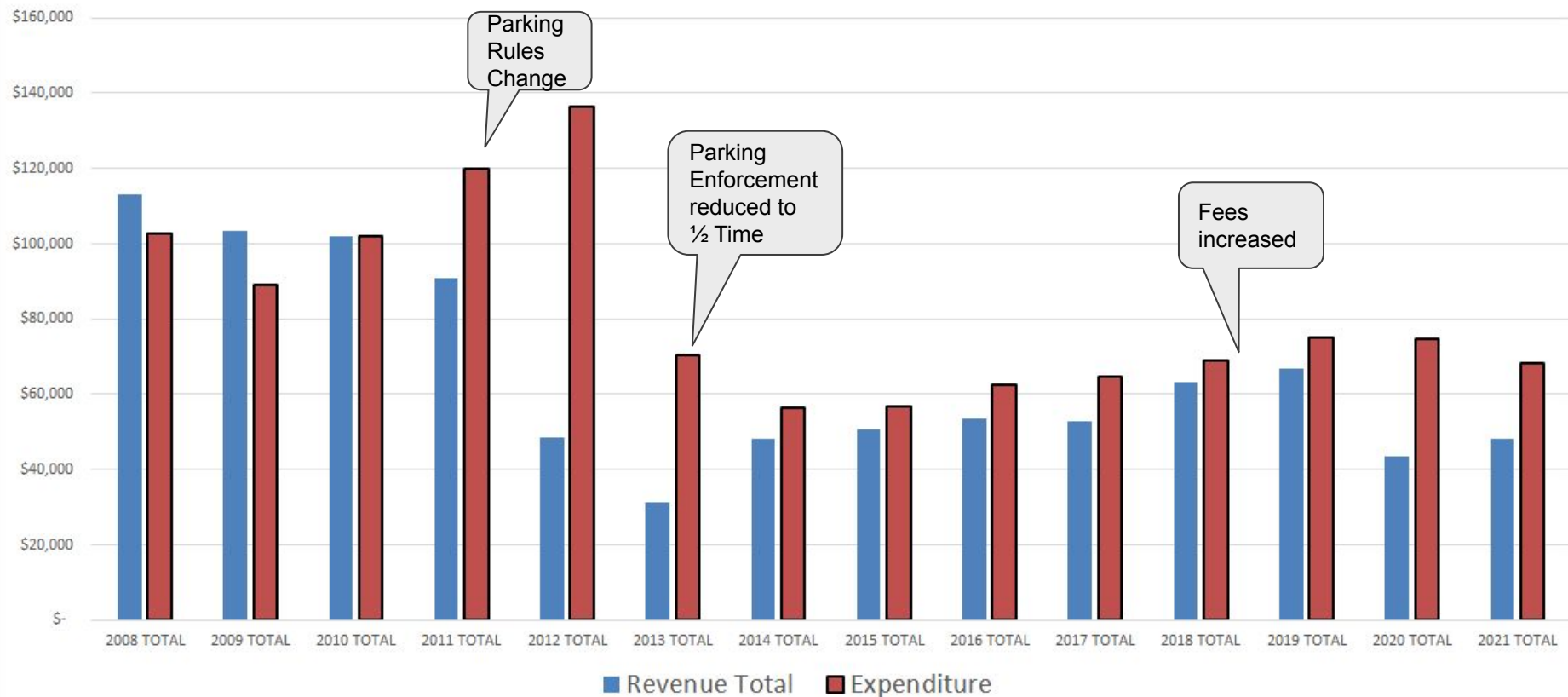
Parking Fund Balance by Year: 2008-2021

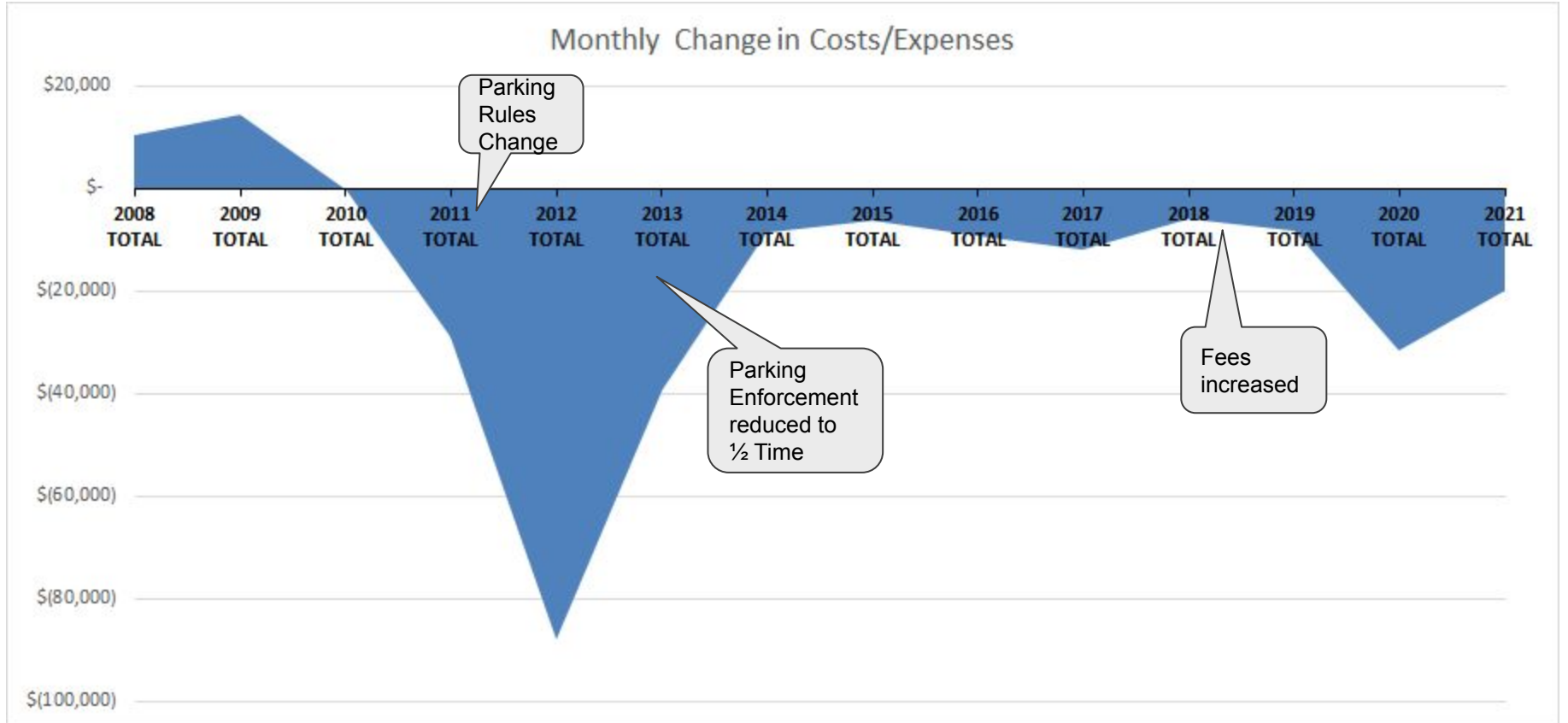


Ticket Revenue 2008-2021



Revenue and Expenditures 2008-2021





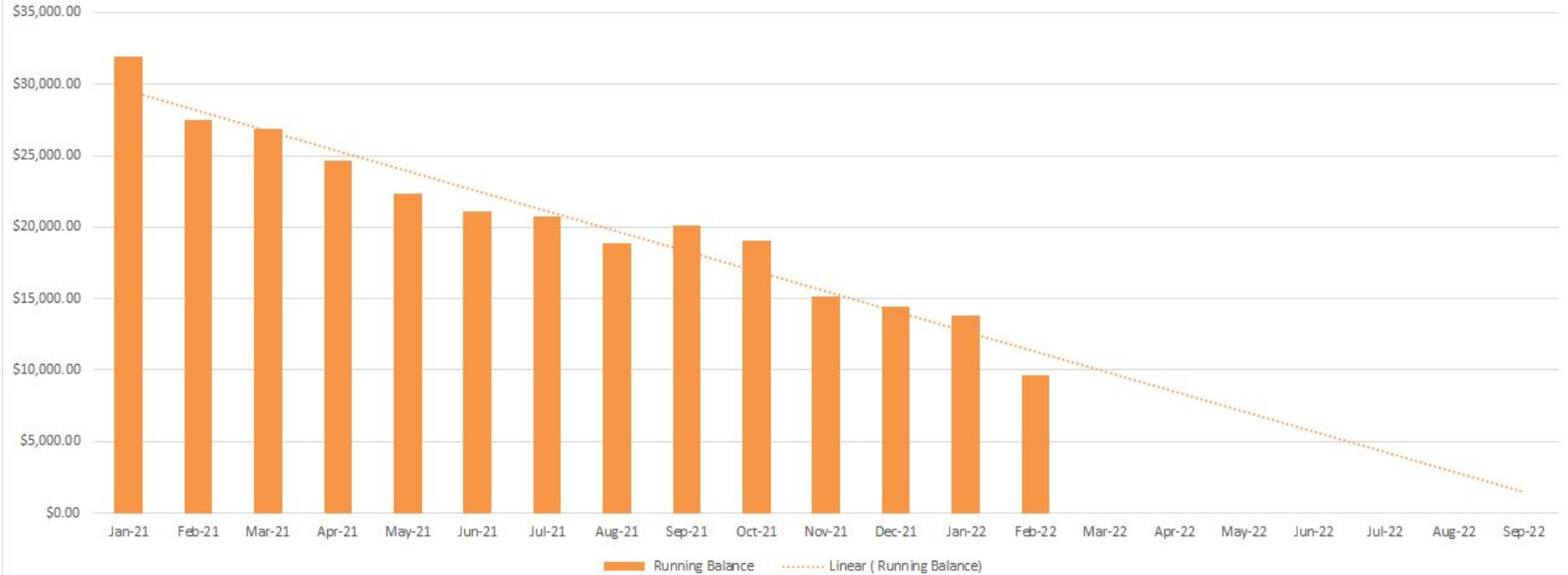
Monthly Change in Revenues vs. expenses

Long-term Parking Permit Sales Decline, 2010-2021

- Data shows permit sales dropped from 295 to an average of 50 per quarter when the parking lot laws changed.
- Parking permit rates increased from \$45 or \$90/quarter to \$60 or \$120/quarter in 2014.
- Estimated \$106,200 vs. \$18,000 in revenue difference annually
 - Staff estimates current laws cost \$88,200 in potential lost revenue every year from permits alone.

2021						
<u>Month & Year</u>	<u>Ticket Revenue</u>	<u>Permit Revenue</u>	<u>Revenue Total</u>	<u>Expenditure</u>	<u>Monthly +/-</u>	<u>Running Balance</u>
Jan-21	\$1,319	\$1,085	\$2,408	\$4,913	-\$2,506	\$31,901
Feb-21	\$1,059	\$73	\$1,135	\$5,542	-\$4,407	\$27,494
Mar-21	\$1,774	\$3,084	\$4,860	\$5,511	-\$651	\$26,842
Apr-21	\$1,088	\$2,252	\$3,342	\$5,538	-\$2,196	\$24,646
May-21	\$3,229	\$46	\$3,276	\$5,564	-\$2,287	\$22,359
Jun-21	\$1,422	\$3,139	\$4,562	\$5,860	-\$1,298	\$21,061
Jul-21	\$3,986	\$1,149	\$5,138	\$5,495	-\$357	\$20,704
Aug-21	\$2,565	\$1,456	\$4,023	\$5,866	-\$1,843	\$18,860
Sep-21	\$3,667	\$3,324	\$6,992	\$5,704	\$1,288	\$20,148
Oct-21	\$2,216	\$2,520	\$4,738	\$5,850	-\$1,112	\$19,036
Nov-21	\$1,668	\$518	\$2,187	\$6,106	-\$3,920	\$15,117
Dec-21	\$1,511	\$3,902	\$5,412	\$6,129	-\$717	\$14,400
2021 TOTAL	\$25,504	\$22,546	\$48,072	\$68,079	-\$20,007	\$14,400

Downtown Parking Fund Balance



Projected decline of the parking fund to zero by November in 2022

Problem #2: Lack of on-street parking for customers/72 hour lot parking

- On-street parking heavily used by employees and people willing to move their cars.
 - Street parking is highly desired for shoppers and businesses with no back entrance.
 - Current rules and enforcement methods do not discourage long-term parking on-street.
 - A known issue is employees and residents downtown who are willing to move their cars to different parking spaces throughout the day.
- Too many warnings being issued: Current LMC allows one warning per vehicle, per *quarter*. Chain parking is difficult to track and enforce.
- With free 72 hour parking in several parking lots, negative activities like RV camping, storage of cars for sale and abandoned/inoperable vehicles is occurring.
- Parking lots with 72 hour parking undercuts lease sales.



Problem #3 Maintenance needs of the parking lots

- Maintenance needs for city owned parking lots- \$1,416,300 in 2022 dollars + \$30,447 annual maintenance.
- Repair and maintenance costs have increased by 85% since 2018 when assessed.
- Chronic under-utilization of certain public parking lots.
- Maintenance and replacement has not been budgeted for these assets which were constructed with special tax districts in the 1980's.

**OUT OF
SERVICE
FOR
REPAIRS**

Parking Lot Maintenance needs 2018

Parking Lot	Condition	Cost to Repair	Treatment needed
Lot 78W (Senior)	Good	\$10,110	Crack fill, seal coat
Lot 78S (Consolidated)	Good	\$11,350	Crack fill, seal coat
Bus Transfer Lot	Great	\$500	Crack fill
Lot 87 (Johnson)	Poor	\$96,590	Overlay, asphalt repairs, curb repairs
Lot 79E (Schneider)	Poor	\$204,490	Overlay, asphalt repairs, curb repairs
Lot 80 (Commerce Plaza)	Good	\$11,200	Crack fill, seal coat, curb repairs
Lot 86 (Merk)	Fair	\$16,500	Crack fill, seal coat, asphalt repairs, curb repairs
Lot 81 (Kortens)	Good	\$12,700	Crack fill, seal coat
Lot 85 (Penny's)	Poor	\$100,750	Overlay, asphalt repairs, curb repairs
Lot 111 (15 th & Broadway)	Poor	\$52,650	Overlay, asphalt repairs
Lot 112 (Paragon)	Poor	\$43,712	Overlay, concrete repair
Columbia Theatre	Fair	\$5,100	Crack fill, seal coat
Columbia Theatre triangle	Poor	\$46,800	Overlay, concrete repair



SCHNEIDER LOT

OPTIONS TO CONSIDER FOR PARKING NEEDS

1. No Change (city general fund budget would be needed to cover parking program costs)
2. Taxes, levy, bond, grants or Business Improvement District or Local Improvement District, Privatization
3. Return to 2010 parking laws: Free 2-hour on-street & 3-hour in lot, permits available for sale in all lots. [Enforcement and permit revenue model]
4. Pay-to-park system for on-street parking and city parking lots. [Paid parking revenue model, enforcement becomes small supplement]

Option I: No Change Option

Implications

- With no change the parking fund balance will be depleted. Creating an undue burden on the general fund.
- The current parking enforcement program loses \$15,000 per year and leaves permit revenue un-realized.
- Maintenance issues could close lots to the public.

Solutions

- Sell selected parking lots (short term solution). Once the sale revenues are depleted the parking fund will continue to decline.
- End the parking enforcement program.

Option 2: Taxes, levy, bond, grants, Business Improvement District or Local Improvement District, Privatization

Implications

- Voters city-wide are unlikely to support a narrow bond for downtown parking.
- BID and LID's are very unlikely to succeed since the lots exist and still function.
- The previous BID (1970's) passed at a time when major retailers inhabited the downtown core.

Solutions

- Privatization of parking lots and parking enforcement.
- A general fund loan to support the maintenance and human resource needs.
- Sell selected parking lots (short term solution). Once the sale revenues are depleted the parking fund will continue to decline.



Option 3: Return to 2010 parking laws

Implications

- Free 2-hour on-street & 3-hour in lot, permits available for sale in all lots.
- Enforcement and permit revenue model still relies on issuing tickets.
- Return the parking fund to solvency.
- Fund may take a decade to return to previous levels that supported maintenance.
- Requires an investment in enforcement technology.
- New parking signs est. \$9,000

Solutions

- Ordinance to change parking laws.
- Use proceeds of selling the most damaged parking lots to fund maintenance and repairs while parking fund rebuilds.
- A general fund loan to support the maintenance and human resource needs.
- Purchase more efficient license plate reader system.



Option 4: Pay-to-Park System

Implications

- Pay-to-park system for on-street parking and city parking lots.
- Paid parking revenue model, enforcement becomes small supplement.
- Gives city maximum flexibility to set prices, times, extensions, validations/coupons
- Generates revenue with less dependence on enforcement.
- No upfront cost. Subscription or transaction fees cover expense.
- Widespread adoption of pay-to-park systems normalizes implementation.
- Savings possible by partnering with Vancouver/Portland metro area.

Solutions

- Ordinance to change parking laws.
- Select a vendor through an RFP process.
- Use proceeds of selling the most damaged parking lots to fund maintenance and repairs while parking fund rebuilds.



ADDRESSING CONCERNS ABOUT PAY-TO-PARK SYSTEMS

Pay by phone call

- Most vendors offer an option to pay with a phone call. An automated system will prompt for the license plate and credit card number using voice recognition.

Pay by validation/coupon code

- All vendors offer some version of the validation/coupon code payment method. This is a way for merchants (downtown business owners) to pay for the costs of their customers parking. Each code could be purchased by the merchant. Validation codes could also be used if the city decided to offer free parking to everyone either for special events or on a regular basis.



COUPON

Pay Station (Staff does not recommend)

- Stations are available but come with drawbacks:
 - Maintenance
 - Expense: \$8,000 + \$10,000 for cash, coin and card payment stations, less for card only machines.
 - Staff time in collecting coins or cash, reconciling payments collected, maintaining hardware &
 - Employee safety while collecting cash
 - Vandalism
 - Could be placed inside a cooperating building to solve some of these issues but validation codes might work better





Questions?

Thank you to DAC subcommittee members Bill Hallanger, Ariel Large, Brad Whittaker, and staff, Mary Chennault, McAllister Kosar, Ann Rivers and Adam Trimble!