

NOTICE OF SPECIAL MEETING

To: Francis Benjamin, 600 SW Fountain, Pullman, WA 99163
Keith Bloom, 355 SW State, Pullman, WA 99163
Jeff Hawbaker, 780 SE Carolstar, Pullman, WA 99163
Bill Paul, 109 S.W. Verona, Pullman, WA 99163
Barney Waldrop, 1300 NW Orion Drive, Pullman, WA 99163
Nathan Weller, 1100 NE Stadium Way #25, Pullman, WA 99163
Pat Wright, 1020 SE Sunnymead, Pullman, WA 99163

KRPL Radio, Box 8849, Moscow, ID 83843 (883-3571)
Lewiston Tribune, 112 West 4th, Moscow, ID 83843 (883-0565)
Evergreen, 122 Murrow Communications Center, Pullman, WA 99164
(335-7401)
Daily News, 255 E. Main, Suite 104, Pullman, WA 99163 (334-2170)
KZUU, CUB 3rd Floor, WSU, Pullman, WA 99164 (335-2493)
Spokesman-Review, 115 N.W. State #25, Pullman, WA 99163 (334-0402)
Local Government Access Channel, City Hall, Pullman, WA 99163
Whitman County Gazette, P.O. Box 710, Colfax, WA 99111 (397-4527)
KCLX/KZZL, P.O. Box 710, Colfax, WA 99111 (397-4752)

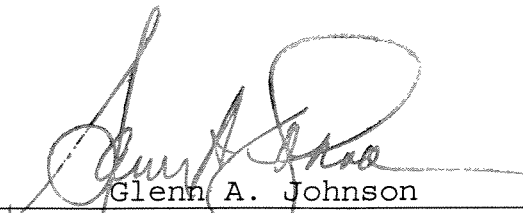
YOU AND EACH OF YOU ARE HEREBY NOTIFIED that I have called a special meeting of the City Council of the City of Pullman to be held:

DATE: Wednesday, February 10, 2010
TIME: 5:30 p.m.
LOCATION: CUB Junior Ballroom, 1500 NE Terre Mall, WSU Campus,
Pullman, WA 99163

THE PURPOSE OF THE SPECIAL MEETING IS TO ADOPT:

See Attached Agenda

DATED this 5th day of February, 2010.



Glenn A. Johnson
Mayor

CITY OF PULLMAN
CUB JUNIOR BALL ROOM

COUNCIL MEETING
AGENDA

FEBRUARY 10, 2010
5:30 p.m.

City Motto: HIGH Tech, HIGHER Education, HIGHEST Quality of Life

City Mission Statement: The mission of the City of Pullman is to provide the highest quality of life through essential infrastructure, public safety, recreation, and welcoming growth within the constraints of fiscally responsible government.

The Pullman City Council welcomes you to tonight's meeting. Thank you for your interest in City government.

A. Roll Call:

_____ Francis Benjamin	_____ Barney Waldrop
_____ Keith Bloom	_____ Nathan Weller
_____ Jeff Hawbaker	_____ Pat Wright
_____ Bill Paul	

B. Roll Call, ASWSU Senators

___ Codey Hooper, District 1	___ Javin Bakke, District 5
___ Michael Penttila, District 1	___ Zac Nix, District 6
___ Samuel Lomasney, District 1	___ Christina Turner, District 8
___ Andrew Bacumo, District 1	___ Pamela Snyder, District 9
___ Bryant Scott, District 1	___ Riley Myklebust, District 10 (Senate Pro-Tempore)
___ Jeremy Trevino, District 1	___ E.J Whitney, District 10
___ Erin Callahan, District 2	___ Amanda Spalding, District 10
___ Bryan Inglin, District 3	___ Jake Whitman, District 10
___ Patrick Horton, District 4	___ Tiffany Snider, Secretary

C. Regular Agenda

Discussion Items

1. Implementation plans for the College Hill Core Neighborhood Plan
2. Taxi Licensing Ordinance

3. Concerns regarding state funding for WSU and tuition rate increases
4. Safety Issues
5. Parking issues including parking permits
6. Cougar Day at the Capitol
7. ASWSU Update

D. Tentative Council Agenda for February 16, 2010 - Canceled

Tentative Council Agenda for February 23, 2010

Public Hearing: Resolution/Ordinance on Mader Land Prezone
Request
Amend Sidewalks 2010 Contract

Tentative Planning Commission Agenda for February 24, 2010
No business at this time

Tentative Board of Adjustment Agenda for February 15, 2010
Canceled



CITY OF PULLMAN

Administration/Finance

325 S.E. Paradise Street, Pullman, WA 99163

(509) 338-3208 Fax (509) 334-2751

admin@pullman-wa.gov

MEMORANDUM

TO: Mayor and City Council

FROM: John Sherman, City Supervisor

RE: Joint Meeting with ASWSU

DATE: February 4, 2010

The Joint Meeting with ASWSU will be held next Wednesday, February 10, in the CUB Junior Ballroom. For those wishing to carpool, please meet between City Hall and the Police Station by 5 p.m.

Attached is background information on the five agenda items that the City Council suggested at the City Council meeting on January 19. ASWSU has also added two agenda items for the meeting. The agenda now consists of the following items:

1. Implementation plans for the College Hill Core Neighborhood Plan
2. Taxi Licensing Ordinance
3. Concerns regarding state funding for WSU and tuition rate increases
4. Safety issues
5. Parking issues including parking permits
6. Cougar Day at the Capitol
7. ASWSU Update

Also attached is a copy of the minutes of the last joint meeting with ASWSU which was held on October 20, 2009.

**Implementation plans
for the
College Hill Core
Neighborhood Plan**



CITY OF PULLMAN

Public Works and Planning Departments

325 S.E. Paradise Street, Pullman, WA 99163
(509) 338-3220 or (509) 338-3213 Fax (509) 338-3282
www.pullman-wa.gov

MEMORANDUM

TO: Pullman City Council and ASWSU Officers

FROM: Pete Dickinson, Planning Director *PD*

FOR: Meeting of February 10, 2010

SUBJECT: Implementation of College Hill Core Neighborhood Plan

DATE: February 3, 2010

In November of last year, the City Council adopted the College Hill Core Neighborhood Plan for the area bordered by Stadium Way, Grand Avenue, and Main Street, excluding the WSU campus. This plan provides an organized framework to enhance the quality of this neighborhood by means of a vision statement, goals, and implementation strategies. The principal strategies contained in the plan are as follows:

- coordinate with all stakeholders to promote a unified theme that emphasizes responsible living on the hill
- adopt architectural design standards for new construction in the neighborhood to improve the appearance of the built environment
- consider revisions to the city's zoning map to foster land use compatibility and provide for mixed residential/commercial uses along Colorado Street
- engage in proactive code enforcement (i.e., act on perceived violations with or without a citizen complaint)
- resolve solid waste and recycling collection issues to help clean up yards in the area
- conduct an exterior survey of apartment structures to facilitate building code compliance

- promote “complete street” design concepts in transportation projects to ensure streets are safe, attractive, and welcoming for all (motorists, pedestrians, bicyclists, wheelchair users, bus riders, etc.)
- publicize the availability of the city’s existing on-street parking permit program
- explore a mandatory neighborhood-wide on-street parking permit system
- pursue a “Certified Local Government” historic preservation program for Pullman and inventory College Hill properties for possible inclusion on a local historic register
- facilitate continuous communication among all stakeholders on the hill

Now that the Council has adopted the document, the next step is to implement the plan. To assist in this effort, planning department staff has assembled a College Hill Core Neighborhood Plan Implementation Chart (attached). As shown in the chart, the city is hopeful that ASWSU will be involved in putting many of the plan’s elements into action. Opportunities for ASWSU participation include encouraging conscientious behavior on the hill, providing education on landlord/tenant responsibilities, conducting neighborhood clean-up programs, acquiring funds for neighborhood improvement efforts, and promoting public safety (by monitoring street lights, noting apparent safety hazards on city streets and sidewalks, and offering feedback on law enforcement service, among other things).

To be sure, ASWSU is already involved in many of these activities. With the adoption of the College Hill Core plan, the city will attempt to ensure that the actions of the various stakeholder groups (like ASWSU) will be coordinated to achieve the vision outlined in the plan.

At the upcoming joint meeting of the City Council and ASWSU officers, planning staff will request input on the proposed implementation schedule and ask for other suggestions to help transform the College Hill Core Neighborhood Plan into reality.

Attachment

COLLEGE HILL CORE NEIGHBORHOOD PLAN IMPLEMENTATION CHART

GOAL/IMPLEMENTATION STRATEGY (IS)	RESPONSIBLE PARTY	ACTION
GOAL 1: MAINTAIN A SAFE AND VIBRANT NEIGHBORHOOD IN WHICH RESIDENTS AND BUSINESS LANDLORDS TAKE PRIDE IN THE NEIGHBORHOOD'S DISTINCTIVE CULTURAL AND SOCIAL DIVERSITY AND ACTIVELY PROMOTE RESPECT AMONG ALL USERS.		
IS 1A: Create a unified theme that stresses responsible living; support this campaign by activities prescribed in neighborhood plan.	City staff in coordination with all stakeholders	Convene stakeholders, including WSU, ASWSU, College Hill Association (CHA) and Landlord/Tenant Association (LTA), for meeting to discuss strategy.
IS 1B: Arrange for the delivery of a standardized welcoming pamphlet.	Administration and Planning Departments	Design and produce pamphlet.
	Planning Department	Solicit neighborhood organizations (e.g., fraternities, ASWSU) to distribute pamphlet.
IS 1C: Use law enforcement resources efficiently to improve safety and security.	Police Department	Assess on continuous basis during staff meetings.
IS 1D: Provide workshops for landlords and tenants.	Planning Department	Recruit LTA, ASWSU, and other parties to formulate and present workshops.
IS 1E: Incorporate crime prevention principles in development standards.	Planning and Police Departments	Include pertinent principles when drafting architectural design standards.
GOAL 2: PROMOTE A HARMONIOUS MIX OF SINGLE- AND MULTIPLE-FAMILY HOUSING, COMMERCIAL ESTABLISHMENTS, AND INSTITUTIONAL USES FOR A CONCENTRATED POPULATION OF STUDENTS, FAMILIES, RETIREES, AND BUSINESS PEOPLE WHO SHARE AN INTEREST IN RESIDING OR WORKING IN A LIVELY HISTORIC SETTING WITH CONVENIENT ACCESS TO THE UNIVERSITY.		
IS 2A: Adopt and implement architectural design standards.	Planning Department, Planning Commission, City Council, Ad Hoc Committee?	Draft design standards for public review.
IS 2B: Provide oversight of architectural design standards implementation.	Planning Department, Planning Commission	Monitor as appropriate.
IS 2C: Consider rezone of College Hill Historic District.	Planning Department, Planning Commission, and City Council	Initiate zone change proceedings.
IS 2D: Consider creation of new mixed-use zoning district for possible application to Colorado Street corridor.	Planning Department, Planning Commission, and City Council	Draft new zoning regulations.
IS 2E: Consider allowing cultural theme houses as conditional uses.	Planning Department in coordination with WSU; Planning Commission and City Council	Draft changes to zoning code.

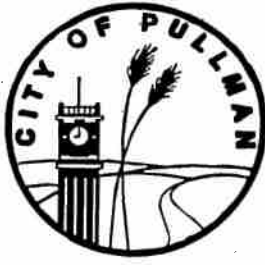
IS 2F: Review existing transition area standards.	Planning Department	Review standards and propose revisions as appropriate.
IS 2G: Encourage innovative ways to provide high density housing.	Planning Department	Promote techniques as appropriate.
GOAL 3: ESTABLISH ATTRACTIVE, WELL-MAINTAINED PROPERTIES THAT PROVIDE A WELCOMING ENTRYWAY TO THE WASHINGTON STATE UNIVERSITY CAMPUS.		
IS 3A: Engage in proactive code enforcement.	Planning, Police, Public Works, Public Services, Administration Departments	Enforce code proactively.
		Hold regular meetings to discuss progress.
IS 3B: Seek long-term solutions to repeated maintenance issues.	Planning, Police, Public Works, and Public Services Departments	Work with owners, managers, and tenants to resolve issues.
IS 3C: Review existing tree retention and replacement provisions.	Planning Department	Review standards and propose revisions as appropriate.
IS 3D: Clarify and resolve solid waste and recycling collection policies and practices.	Planning and Public Services Departments in coordination with Pullman Disposal and property owners	Conduct meeting(s) to clarify expectations.
		Enforce mandatory service ordinance.
IS 3E: Apply existing Dumpster screening standards whenever new construction or remodeling takes place.	Planning Department	Require screen when appropriate.
		Encourage owners to screen Dumpsters voluntarily.
IS 3F: Promote the continuation of CHA's "yard of the semester" program.	Planning Department in coordination with CHA	Monitor program and encourage its continuation.
IS 3G: Review the sufficiency of the existing sidewalk refuse containers.	Planning and Public Services Departments in coordination with WSU, Pullman Disposal, ASWSU, and Community Action Center (CAC)	Review sufficiency and implement changes as appropriate.
IS 3H: Encourage residents to participate in community clean-up campaigns.	Planning Department in coordination with CHA, ASWSU, and other organizations	Promote clean-up events.
GOAL 4: MAINTAIN HOUSING WITHIN THE NEIGHBORHOOD IN A SAFE AND HEALTHY CONDITION.		
IS 4A: Conduct exterior survey of multi-family housing.	Public Works Department	Complete survey.
		Work with owners to address possible violations.
IS 4B: Promote the city's voluntary housing inspection program.	Public Works and Administration Departments	Educate citizens regarding existence and purpose of program.
IS 4C: Encourage the adoption of a private housing inspection program.	Planning and Public Works Departments in coordination with the LTA	Promote the development of program.
IS 4D: Explore opportunities for grants and low-interest loans for housing.	Planning Department	Research and pursue opportunities as appropriate.
IS 4E: Refer landlords and tenants to the CAC for housing assistance.	Planning and Public Works Departments in coordination with CAC	Refer parties to CAC as appropriate.

GOAL 5: PROVIDE AND MAINTAIN SUPERIOR INFRASTRUCTURE (e.g., ROADS, SIDEWALKS, UTILITIES, LIGHTING), MAINTAIN EXEMPLARY PUBLIC SERVICE, AND FACILITATE CONNECTIVITY IN AND OUT OF THE NEIGHBORHOOD.		
IS 5A: Pursue a “complete streets” program for major roadways.	Public Works and Planning Departments in coordination with WSU	Incorporate principles in applicable public works projects and coordinate with WSU as appropriate.
IS 5B: Continue to address upkeep of infrastructure.	Public Works and Public Services Departments	Provide ongoing maintenance for public facilities.
IS 5C: Monitor the adequacy of street lighting.	Public Works and Police Departments in coordination with ASWSU and WSU	Assess illumination conditions on regular basis.
		Address lighting deficiencies as identified.
IS 5D: Reassess Pullman Transit operations annually.	Public Works Department	Review transit service needs yearly for optimal operation.
		Implement changes as appropriate.
IS 5E: Construct sidewalks to fill in gaps in the network, and replace or add utility lines.	Public Works Department	Assess sidewalk network and add sidewalks where appropriate.
		Construct utility lines as prescribed in approved plans.
IS 5F: Review the transportation network for potential establishment of additional one-way streets.	Public Works Department	Assess neighborhood for possible establishment of additional one-way streets.
IS 5G: Review the city’s adopted Pedestrian/Bicycle Circulation Plan for guidance regarding bicycle lanes.	Planning and Public Works Departments	Review plan for assistance in providing bicycle lanes in public works projects.
		Adopt updated circulation plan if necessary.
IS 5H: Identify potentially problematic crosswalks for installation of caution displays.	Public Works Department in coordination with ASWSU	Assess crosswalks and add displays as appropriate.
IS 5I: Coordinate on neighborhood infrastructure improvements.	Public Works Department in coordination with WSU	Work together on capital projects as appropriate.
IS 5J: Encourage interested parties to seek outside infrastructure funding.	Public Works and Planning Departments in coordination with CHA, ASWSU, and other parties	Promote strategy to stakeholders.
GOAL 6: PROVIDE VEHICULAR PARKING AT A LEVEL SUFFICIENT TO ACCOMMODATE LAND USES IN THE NEIGHBORHOOD WHILE PRESERVING THE PREDOMINANT RESIDENTIAL CHARACTER OF THE AREA.		
IS 6A: Promote existing on-street parking permit program.	Administration, Public Works, and Police Departments	Incorporate information regarding this program in welcoming pamphlet.
IS 6B: Explore the formulation of a mandatory neighborhood-wide on-street parking permit system.	Public Works, Planning, and Police Departments	Research matter and provide report to Planning Commission and/or City Council.
IS 6C: Conduct strict enforcement of illegally parked vehicles.	Police Department	Strictly enforce regulations.
IS 6D: Review need for more flexibility to establish commercial parking lots.	Planning Department	Assess current regulations and propose revisions as appropriate.

IS 6E: Work with WSU to provide shuttle service to parking lots.	Public Works Department in coordination with WSU	Assess need for service and implement system as appropriate.
IS 6F: Review zoning code for possible options for meeting off-street parking standards.	Planning Department	Assess current regulations and propose revisions as appropriate.
GOAL 7: VALUE AND PROTECT HISTORICAL RESOURCES.		
IS 7A: Preserve historic resources by establishing a Certified Local Government (CLG) program.	Administration and Planning Departments, and City Council	Complete CLG ordinance for Council review and adoption.
		Request approval of CLG program from state and federal agencies.
		Implement program.
IS 7B: Inventory properties for possible inclusion on the local historic register.	Planning Department, Historic Preservation Commission	Identify properties or areas that may be suitable for listing on a local register in anticipation of obtaining CLG status.
IS 7C: Promote the College Hill Historic District and individual historic properties.	Planning Department in coordination with CHA and other parties	Undertake outreach and education about historic places on College Hill.
GOAL 8: PROVIDE PUBLIC AND PRIVATE OPEN SPACE IN THE NEIGHBORHOOD TO PROVIDE BALANCE WITH THE BUILT ENVIRONMENT.		
IS 8A: Look for opportunities to acquire land for use as open space.	Planning and Public Services Departments, in coordination with property owners	Identify possible open space areas and inquire about availability with owners.
IS 8B: Review landscaping requirements for new multi-family developments.	Planning Department	Review standards and propose revisions as appropriate.
IS 8C: Ensure that architectural design standards address open space.	Planning Department	Include pertinent provisions when drafting architectural design standards.
GOAL 9: FACILITATE CONTINUOUS COMMUNICATION AND COLLABORATION AMONG ALL AFFECTED PARTIES TO ENHANCE NEIGHBORHOOD QUALITY.		
IS 9A: Facilitate an annual review of the long-term campaign to promote Pullman as a place for responsible living.	City staff in coordination with all stakeholders	Conduct an annual meeting to review the campaign.
IS 9B: Coordinate on the timing and design of capital investment.	Public Works Department (primarily) in coordination with WSU and others	Identify appropriate stakeholders and coordinate as appropriate on public facility planning and construction.
IS 9C: Increase cooperation and transparency for all community programs.	All City Departments	Emphasize partnerships with appropriate stakeholders when conducting city activities.
IS 9D: Work with stakeholders to help distribute the welcoming pamphlets.	Planning Department in coordination with pertinent stakeholders	Coordinate distribution.
IS 9E: Encourage community service outreach efforts by fraternity and sorority organizations.	Planning, Public Service, Administration, and Police Departments	Promote opportunities as they arise.

GOAL 10: ENSURE THAT ACTIONS TAKEN IN THE COLLEGE HILL CORE BENEFIT THE ENTIRE COMMUNITY IN KEEPING WITH THE CITY'S ADOPTED COMPREHENSIVE PLAN.

IS 10A: Ensure that neighborhood plan actions are reviewed for consistency with the city's Comprehensive Plan.	Planning Department, with assistance by Planning Commission	Review each action for Comprehensive Plan consistency, and document the outcome.
		Make adjustments to implementation actions or city plans as appropriate if inconsistencies identified.
IS 10B: Conduct a Planning Commission meeting two years after neighborhood plan adoption to assess Comprehensive Plan consistency.	Planning Department and Planning Commission	Conduct meeting near the end of 2011.
		Transmit findings from meeting to City Council.



City of Pullman
Public Works Department
MEMORANDUM

TO: Mayor and City Council
FROM: Mark Workman, Public Works Director *MW*
RE: Housing Inspection
DATE: January 25, 2010

Goal 3A of the College Hill Core Neighborhood Plan states:

- Engage in proactive code enforcement; act on observed property maintenance violations with or without a citizen complaint.

Goal 4A of the College Hill Core Neighborhood Plan states:

- Establish a proactive housing maintenance program on College Hill wherein city building division staff performs an exterior survey of each multi-family structure from the public right of way, unless invited onto private property by the tenant or owner, and said staff contacts the applicable property owner to effect compliance with possible building code violations.

To address these goals, Building Inspector Gary Ruse was tasked with performing a survey of all housing structures in the College Hill Core area. He did this and actually extended the survey area to the area bounded by Orchard Drive and Valley Road. To facilitate this survey, a Safe Structure Checklist was developed from criteria in the International Property Maintenance Code published by the International Code Council. A copy of the checklist is attached for reference.

The survey was accomplished by making observations from the public way and completing a checklist for each structure in the survey area. Any deficiencies observed were noted on the checklist and photos were taken of the deficiency. A total of 807 structures were surveyed. Of these 807 structures, 6 structures (0.74%) were identified as having structural deficiencies. The property owners/managers for these 6 structures are being contacted to have the deficiencies corrected.

Another goal from the College Hill Core Neighborhood Plan states:

- Promote the city's voluntary housing inspection program to encourage maintenance of housing stock on the hill

It is estimated that 9 out of 10 requests for a life/safety housing inspection is from a tenant seeking to get out of a lease agreement where a life/safety housing issue does not exist. However, from January 2008 to the present we have taken in 18 bona fide requests for life/safety inspections. Of those, 11 have been resolved and 6 are still being worked on. One of the requests was from a person who was not actually a tenant with control of the property and the landlord has denied us access. This is often a complicated process that requires significant staff time that has to be worked in between daily plan review and construction inspection duties, but progress is eventually made through perseverance.

Safe Structure Checklist

Address: _____

Number of Units: _____

Inspector: _____

Date: _____

1. The nominal strength of any structural member is overloaded as evidence by the sagging or bowing of the member.

2. The anchorage of the floor or roof to walls or columns, and of walls and columns to foundations is missing, damaged, rotting or rusting through and not capable of resisting all nominal loads or load effects.

3. Structures or components are bending, bowing, sagging, out of plane and are in failure.

4. Siding and masonry joints including joints between the building envelope and the perimeter of windows, doors and skylights are not maintained, weather resistant or water tight.

5. Structural members that have evidence of deterioration or that are not capable of safely supporting all nominal loads and load effects.

6. Foundation systems that are not firmly supported by footings, are not plumb and free from open cracks and breaks, are not properly anchored or are not capable of supporting all nominal loads and resisting all load effects.

7. Exterior walls that are not anchored to supporting and supported elements or are not plumb and free of holes, cracks or breaks and loose or rotting materials, are not properly anchored or are not capable of supporting all nominal loads and resisting all load effects.

8. Roofing or roofing components that have defects that admit rain, roof surfaces with inadequate drainage, or any portion of the roof framing that is not in good repair with signs of deterioration, fatigue or without proper anchorage and incapable of supporting all nominal loads and resisting all load effects.

9. Flooring and flooring components with defects that affect serviceability or flooring components that show signs of deterioration or fatigue, are not properly anchored or are incapable of supporting all nominal loads and resisting all load effects.

10. Veneer, cornices, belt courses, corbels, trim, wall facings and similar decorative features not properly anchored or that are anchored with connections not capable of supporting all nominal loads and resisting all load effects.

11. Overhang extensions or projections including, but not limited to, trash chutes, canopies, marquees, signs, awnings, fire escapes, standpipes and exhaust ducts not properly anchored or that are anchored with connections not capable of supporting all nominal loads and resisting all load effects.

12. Exterior stairs, decks, porches, balconies and all similar appurtenances attached thereto, including guards and handrails, are not structurally sound, not properly anchored or that are anchored with connections not capable of supporting all nominal loads and resisting all load effects.

13. Chimneys, cooling towers, smokestacks and similar appurtenances not structurally sound or not properly anchored, or that are anchored with connections not capable of supporting all nominal loads and resisting all loads effects.

Taxi Licensing Ordinance



CITY OF PULLMAN

Police Department

260 S.E. Kamiaken, Pullman, WA 99163


Police Business (509) 334-0802 Police Fax (509) 332-0829

<http://www.pullman-wa.gov/departments/police>

MEMORANDUM

Date: February 3, 2010

To: Mayor Johnson
City Council

From: William T Weatherly Jr. 
Chief of Police

RE: Safety Issues – Taxicab Ordinance

The issue of taxis operating in Pullman arose upon the implementation of the Itinerant Vendor ordinance. The determination was made that if a taxi company was not physically located in Pullman, the company fell under the Itinerant Vendor ordinance.

At the regular Council meeting of April 28, 2009 the City Council adopted a goal to “Explore creating a separate city taxi licensing ordinance”.

The Pullman Police Advisory Committee, at both the March and April, 2009 meetings, brought up the issue of taxis in Pullman. Their concerns were the safety of the vehicles and the backgrounds of the drivers. At one meeting I was asked if any of the drivers were registered sex offenders or had backgrounds that made them a risk to safety. I had to respond that I had no authority to make that determination unless the taxi company fell under the Itinerant Vendor ordinance.

At the June 2, 2009 regular City Council meeting a “discussion” item on the agenda was “Taxicab Licensing”. The Council discussion ended with a concurrence of the Council to “defer taxicab licensing requirement to the State”.

Subsequently, at several Police Advisory Committee meetings the issue of taxi cab safety issues arose from the members. Riley Myklebust is the Associated Students of Washington State University (ASWSU) primary representative on that committee and is an ASWSU Senator. At the regular City Council meeting of October 20 the Council met with the Associated Students of Washington State University. Item 6 on the agenda for discussion was "Safety Issues". Senator Myklebust brought up the issue of taxi regulations. A focus of the concern is background checks of owners and operators of the taxis. Under "New Business" Janice Brown expressed concern about the lack of background checks for taxi drivers.

On December 8, 2009 the City Council adopted ordinance 09-30 requiring the licensing of taxicabs. The ordinance requires that the taxicab company owners and operators of the taxicab must make an application through the police department for a license. A list of criminal acts that prohibit the issuance of a license (or revocation of the license) is in the ordinance. Thus a background check is required. In addition the taxicab owners must certify that the vehicles used comply with the safety requirements of the Revised Code of Washington. Failing to maintain a vehicle with the required functioning equipment is grounds for revocation of the license.

At the present time the identified owners of the taxicabs currently operating in Pullman have been contacted and made aware of the requirements. The application form is near completion and identification cards and license documents are in the draft stage. In addition a license fee has to be adopted by the City Council and should be forthcoming in the form of a resolution. It is our goal to have the process underway by the end of February.

**Concerns regarding
state funding for WSU
and tuition rate
increases**



CITY OF PULLMAN

Administration/Finance


325 S.E. Paradise Street, Pullman, WA 99163

(509) 338-3208 Fax (509) 334-2751

admin@pullman-wa.gov

MEMORANDUM

TO: Mayor and City Council

FROM:  John Sherman, City Supervisor

RE: Concerns Regarding State Funding for WSU and Tuition Rate Increases

DATE: February 4, 2010

The city of Pullman is very concerned about both additional cuts at WSU as well as further tuition rate increases. We have communicated our concerns to our state legislators. The following is the information we presented to our 9th District State Legislators at the Annual town hall meeting on December 8, 2009.

CONCERNS ABOUT THE STATE BUDGET AND THE IMPACTS ON WSU

On November 19, 2009, the Washington State Office of Financial Management (OFM) released the November revenue forecast. Selected excerpts from the forecast state:

The November revenue forecast for Washington state government shows projected General Fund revenue down \$760 million for the remainder of this biennium, which ends June 30, 2011.

Dr. Arun Raha, the state's chief revenue forecaster, said that "while the economy is improving as expected, much of the impetus has come from federal government spending, rather than consumer spending. State revenues suffer when consumers hold back. The change in the revenue forecast is due mainly to a revised estimate of when households will regain the confidence to spend on the goods and services that are subject to state taxes."

Gov. Chris Gregoire signed a balanced budget in May to close a nearly \$9 billion shortfall. That budget left a total of \$739 million in savings, with \$250 million in

the constitutionally protected Rainy Day Fund and \$489 million in unobligated revenue.

“Since the Legislature left in April, our revenues have continued to decline,” Gregoire said. “Our projected shortfall for the remainder of the biennium is an additional \$2.6 billion, for a total gap this two-year budget period of \$11.6 billion. That’s almost a third of our last budget. We have not seen a shortfall like this in 80 years.”

“It’s clear that the supplemental budget will need to contain very deep cuts,” said Victor Moore, director of the state’s budget office. “Before this forecast, we already were facing a shortfall of \$2 billion, with two-thirds of it due to declining revenues. Washington is not alone: 48 states are facing the same problems. But we are limited in our options to cut. The supplemental budget we will release next month will be extremely ugly, a reflection of the unprecedented magnitude of our budget dilemma.”

Given the magnitude of the cuts in the supplemental budget, we are extremely concerned about the potential impacts of additional cuts at WSU. To date WSU has already lost \$54 million in state funding and 359 positions. Selected excerpts from the editorial guest opinion in *The Spokesman-Review* on November 15, 2009, by WSU President Elson S. Floyd state:

Here, in the state of Washington, four-year institutions saw an overall 21 percent reduction in the current biennium. Once federal stimulus dollars were included and a 14 percent tuition increase added, the percentage drop was still more than 10 percent. That translates into a \$54 million cut over the biennium for Washington State University. During an eight-year period that saw general state spending increase by nearly 38 percent, the state’s investment in higher education dropped by more than 7 percent.

Our colleges and universities serve as economic drivers for the state and nation. That is one of the major reasons why reinvestment in higher education is of paramount importance.

CONCERNS ABOUT EVER INCREASING STUDENT TUITION FEES

We are very concerned about the impact that rapidly escalating tuition increases have upon students. In the previously cited guest editorial opinion by WSU President Elson S. Floyd, he noted that if a reinvestment is not made in higher education, “the nation will lose a generation of students due to higher tuition costs and reduced student access.”

In our 2010 City of Pullman Legislative Priorities that we presented to our 9th District State Legislators when we met with them in Olympia on January 27, we provided the following statement:

ENSURE EDUCATION, INCLUDING HIGHER EDUCATION, IS GIVEN A HIGH PRIORITY WITHIN THE PRIORITIES OF GOVERNMENT (POG) PROCESS.

Education is a critical key to recovery from an economic recession. Unemployed persons need retraining and new job skills. Community colleges are very important in providing such retraining skills. Employers need competent employees. The economy needs job-creating innovations that research universities generate. We are very concerned about the potential loss of levy equalization at the K-12 level and of additional draconian cuts in higher education. We are also very concerned about recent high tuition increases.

Although WSU is a state institution, most people would be shocked to learn how little the state provides to WSU as a percentage of its overall budget. Many think that the state provides the vast majority of the funding for WSU. But as was noted in Sunday, January 31, 2010, article in *The Spokesman Review*:

WSU spokesman James Tinney said that the current WSU administration has excelled at raising money for the school – which is increasingly important, because state funding has not kept pace with rising cost for years. The state now covers about 26 percent of WSU's \$800 million budget.

In the past three years, WSU fundraising efforts have sky-rocketed beyond past years, bringing in more than \$340 million.

In addition to these concerns that we expressed to our 9th District State Legislators, we have also conveyed our concerns about cuts in higher education funding to the Governor. In a letter that Mayor Glenn A. Johnson and I sent to Governor Chris O. Gregoire in 2009, we stated:

Although we all recognize the need to make cuts within the state budget, we also know that an investment in higher education is one of the best strategies for addressing economic recovery. This is particularly true for research universities. In Pullman we have many wonderful examples of technology transfer that have led to major economic stimulus. For example, Ed Schweitzer was a WSU graduate and professor before founding Schweitzer Engineering Laboratories, Inc. (SEL) that now employs well over 1,000 in Pullman. As another example, WSU Professor Gaylon Campbell founded Decagon Devices, Inc. that now has over 70 employees in Pullman. It is also well documented that students who earn college degrees are some of the most productive and well-paid employees. Thus an investment in higher education is a wise investment in our economy and our future.

In the February 4, 2010, edition of the *Moscow-Pullman Daily News*, the following comments were made about this year's proposed state budget for WSU:

Washington State University President Elson S. Floyd said the university community will have to make sacrifices to deal with additional looming budget cuts.

Under Gov. Chris Gregoire's proposal, the university is facing a 6-percent, or \$13.5 million reduction, which comes on top of the \$54 million it absorbed last spring.

There is much concern about how much tuition rates might increase in the wake of this additional state cut in higher education. An article in the January 22, 2010, edition of the *Daily Evergreen* stated:

ASWSU board members said they fear tuition could rise as much as 40 percent next year, which would raise in-state tuition from this year's rate of \$7,600 to about \$10,640.

President Elson S. Floyd has come out in support of a bill that would shift tuition setting authority from the legislature to the Board of Regents. According to an article in the January 21, 2010, edition of *The Lewiston Tribune*:

The most dramatic change comes from the bill proposed by Sen. Derek Kilmer, D-Gig Harbor, which would shift tuition-setting control from the Legislature to each university individually. Kilmer said this model allows for greater flexibility for schools to meet their budget needs, and puts the decision-making power in the hands of those who know the schools best.

Floyd called the bill "the right call for our state." He and his fellow university presidents expressed concern if higher tuition was adopted, the Legislature might take the opportunity to further drop public funding.

He sought to allay fears expressed by students that local tuition control would result in dramatic increases in cost by reaffirming his commitment to shared governance at the university. He claimed any decisions on tuition would be vetted with faculty, staff and students, and every effort would be made to help students understand the whole financial picture.

Safety issues



CITY OF PULLMAN

Police Department

260 S.E. Kamiaken, Pullman, WA 99163

Police Business (509) 334-0802 Police Fax (509) 332-0829

<http://www.pullman-wa.gov/departments/police>

MEMORANDUM

Date: February 3, 2010

To: Mayor Johnson
City Council

From: William T Weatherly Jr.
Chief of Police

RE: Safety Issues - Police

Physical assaults remain a high safety concern. On April 8, 2008 the City Council adopted ordinance 08-06, the "fighting ordinance". Violation of the ordinance is a civil infraction and involves causing, involving or engaging in any fight, brawl or other violent or threatening behavior. In addition the ordinance prohibits any act which tends to create or incite, or in fact creates or incites, either a violent response and/or an immediate breach of peace. First offenders are fined \$250. Subsequent offenses require a mandatory court appearance and a minimum \$500 fine and a maximum of \$1,000.

In 2008 from April through December there were 15 fighting ordinance infractions issued. In 2009 there were 13 fighting ordinance infractions issued.

There are a number of variables that have been used by the police department to measure the impact of our effort to control fighting. These variables are reported assaults, reported disorderly conduct incidents and reported citizen dispute incidents. Below are the annual numbers from 2000 through 2009:

ASSAULTS

2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
<i>95</i>	<i>97</i>	<i>105</i>	<i>133</i>	<i>115</i>	<i>114</i>	<i>134</i>	<i>134</i>	<i>254</i>	<i>106</i>

DISORDERLY CONDUCT

2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
<i>96</i>	<i>91</i>	<i>125</i>	<i>165</i>	<i>134</i>	<i>174</i>	<i>203</i>	<i>203</i>	<i>137</i>	<i>146</i>

CITIZEN DISPUTES

2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
<i>99</i>	<i>81</i>	<i>86</i>	<i>64</i>	<i>55</i>	<i>68</i>	<i>81</i>	<i>100</i>	<i>81</i>	<i>67</i>

The numbers are encouraging to an extent but by no means acceptable. To be acceptable would be a drop to the 2000 and 2001 levels. However, assaults and citizen disputes are down in 2009 as compared to 2008. Disorderly conduct calls were up in 2009 compared to 2008 but were down as compared with the years of 2005, 2006 and 2007.

Alcohol abuse is directly related to safety issues including assaults, disorderly conduct incidents and citizen dispute incidents. One problem that was recognized in 2007 was the issue of persons over the age of 21 years carrying open containers of alcohol, particularly on College Hill. On August 21, 2007 the City Council adopted ordinance 07-18 (City Code Chapter 5.55) prohibiting any person to consume any beer, wine or any other intoxicating liquor, or have in his or her possession any opened containers or receptacles containing any beer, wine or any other intoxicating liquor on any sidewalks, streets or public place within the city or in any vehicle parked or moving on public streets, or at any other place within the city other than a private residence or upon premises licensed for the sale and consumption of beer or liquor or upon premises whereon beer or intoxicating liquor is sold by a license under the laws of the state. The first violation is a fine of no less than \$250 and a second and subsequent violation is no less than \$500.

Below are the annual numbers from August 2007 to the end of the year, 2008 and 2009.

2007 – 11 open container infractions were issued.

2008 – 21 open container infractions were issued.

2009 – 23 open container infractions were issued.



CITY OF PULLMAN

Fire Department

620 S. Grand Avenue, Pullman, WA 99163

(509) 332-8172 Fax (509) 332-4460

www.pullman-wa.gov

MEMORANDUM

TO: Mayor and City Council

FROM: Patrick E Wilkins, Fire Chief *PW*

RE: Safety

Date: February 4, 2010

An agenda item for the joint meeting between the City of Pullman and the Associated Student Association of Washington State University Board, on February 10, 2010 relates to safety. It is my intent during this discussion item to present information and data relating to the provision of emergency services by the Pullman Fire Department to the WSU Campus and surrounding areas of college hill.

Safety issues have been identified involving both emergency service responders and emergency medical providers at Pullman Regional Hospital.

Topics for presentation include:

- Emergency Medical Responses to the WSU Campus and Colorado Street corridor;
- Spring Fest Activities;
- Activities at Pullman Regional Hospital occurring during delivery of patient to the emergency room.

This discussion is meant to identify safety concerns and ask for a proactive approach for resolution.



City of Pullman
Public Works Department
M E M O R A N D U M

TO: Mayor and City Council

FROM: Mark Workman MW

RE: College Hill Safety

DATE: February 3, 2010

Lighting

The City of Pullman in conjunction with ASWSU and Avista have, in the past, constructed decorative street light installations on two separate occasions. The last project was completed in 2003 with the two projects together resulting in a total of 28 new lights in strategic locations on College Hill. In spite of these efforts, lighting continued to be an issue and a topic of conversation on College Hill. As a result, beginning in the winter of 2008, a group consisting of ASWSU including the ASWSU President, the City of Pullman including the Mayor and City Supervisor, Avista, and WSU Capital Planning and Development began to look again at lighting on College Hill. College Hill was surveyed, including taking light level measurements, for areas where perhaps more lighting was needed. Several corrective activities followed that survey including replacing bulbs for lights that were out, an extensive effort of cleaning lenses throughout the area, trimming trees, and installing two new lights on existing poles. The City also streamlined its process on how College Hill was surveyed for lighting problems and how those problems were reported to Avista for resolution.

Subsequent to this effort, College Hill was again surveyed by ASWSU, a map prepared of areas that were thought to still be in need of lighting, and then another walkthrough was organized with a smaller group of ASWSU, City, Avista, and Capital Planning representatives. Six areas were agreed upon for additional lighting where standard Avista street lights were then installed. There was no up-front cost for these installations and the monthly bills were added to the City's Avista street light account. In addition to these lights, three decorative Avista street lights are scheduled to be installed over spring break on Colorado Street near Adams Mall. ASWSU is paying the installation costs for these lights, which will then also be added to the City's Avista street light account. The City

also contracted for extensive trimming of the tree canopy on Indiana Street and Spaulding Street to increase the effectiveness of existing street lights in these locations.

The areas of College Hill that have not been addressed by these efforts are the various alleys. The City typically lights streets, not alleys. Lights in alleys can be a problem for residents who do not want lights shining in their window, leading to complaints and conflicts that are often difficult to resolve. Through conversations with ASWSU, it was agreed that ASWSU was better positioned to address alley lighting, by contacting the residents to solicit concurrence and, where possible, having property owners agree to install and pay for an area light, which could be private or Avista lights, depending on the circumstances.

Sidewalks

The City of Pullman has had a program to address sidewalk tripping hazards since 1998 and a program to address gaps in the sidewalk system since 2008. Much of the effort from both of these programs has been focused on College Hill. In addition to a fair share for College Hill of the initial \$500,000 dedicated to correcting sidewalk tripping hazards, \$139,000 was similarly spent on College Hill from 2007 through 2009. Although this year's sidewalk tripper project is on Pioneer Hill, there are still a couple sidewalks on College Hill that will also be repaired. Concerning sidewalk gap infilling, again a fair share of an initial \$250,000 of bond funds dedicated to this City wide in 2007 was spent on College Hill. That bond money has now all been spent. However, the City is now budgeting \$40,000 per year from the Street fund to be spent on sidewalk infilling. The sidewalk that has been identified for this year is the sidewalk on B Street from Michigan Street to California Street. This is a high-use sidewalk at all times of the day. The project scope will be to widen the sidewalk from its current width of only four feet in most areas to a width of seven feet with a pedestrian rail along the outside edge. The total cost of this project is more than we can afford in a single year, so it will be a multi-year project. The first phase, which will be constructed this summer, will be from California Street to Alpha Street.

**Parking issues
including parking
permits**



CITY OF PULLMAN

Police Department

260 S.E. Kamiaken, Pullman, WA 99163


Police Business (509) 334-0802 Police Fax (509) 332-0829

<http://www.pullman-wa.gov/departments/police>

MEMORANDUM

Date: February 3, 2010

To: Mayor Johnson
City Council

From: William T Weatherly Jr. 
Chief of Police

RE: Parking On College Hill

In 2005 the Pullman Police Department addressed parking concerns on College Hill particularly in the Greek Row area during major event days. Safety concerns related to emergency vehicle access on College Hill, particularly for special events such as home football games prompted the City of Pullman to begin strict enforcement of parking violations. The increased parking enforcement on College Hill resulted from past instances in which illegally parked vehicles threatened the city's ability to get emergency vehicles into the area during special events and creating potential safety problems for local residents, drivers and pedestrians. In 2005 enforcement included towing vehicles that were blocking or impeding emergency vehicles. The goal, starting in 2005, is to make special events, particularly weekends, safer for the public and to make sure that emergency vehicles can access this popular area of the city for those events.

In cooperation with Washington State University Parking Services, the gravel lots on Spokane Street, near Power House Hill, are available for general parking, without penalty, on special event weekends. Information on alternate parking options and Park and Ride locations has made available through WSU parking services and athletic department. In addition information was made available within the Greek

community in 2005 and 2006.

Simply stated, emphasis in enforcement of parking regulations in the Greek Row area began in 2005 and continues today. With the additional parking enforcer position, authorized in 2008 and working downtown parking, the day shift code enforcement officer is now able to patrol and enforce parking regulations on College Hill and at least two times per day makes passes through the Greek Row area. Strict enforcement occurs on special event days and/or weekends resulting in enhanced safety.

The parking infractions issued on College Hill appear to indicate both the emphasis and the apparent compliance since 2005:

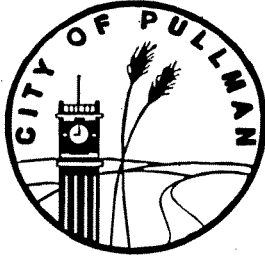
2005 – 3323 infractions issued

2006 – 4503 infractions issued

2007 – 2706 infractions issued

2008 – 2834 infractions issued

2009 – 2626 infractions issued



City of Pullman
Public Works Department
M E M O R A N D U M

TO: Mayor and City Council
FROM: Mark Workman MW
RE: Break Parking on College hill
DATE: February 3, 2010

To facilitate City maintenance activities on College Hill such as snow removal over the Winter Break and activities typically performed during the Thanksgiving Break (leaf pickup, alley grading) and Spring Break (sweeping winter gravel, alley grading), an agreement has been negotiated with WSU for the use of two parking lots for vehicles that might otherwise be left parked on the street during these periods. The two parking lots are the Crimson 3 lot at the northwest corner of Opal and Colorado Streets and the Red 3 lot on Spring Street between College Avenue and Lentil Lane. Through various notification avenues, College Hill residents are encouraged to not leave their vehicles parked on the street while they are absent during those breaks, but rather to park them off the street or in the noted parking lots. Permits are not required and no fee is charged. Not having vehicles parked on the streets for extended periods of time is helpful to City crews as they perform their various maintenance functions. Residents also benefit by being able to avoid the potential of having their street-parked vehicle involved in an accident during inclement weather conditions. There is also a City ordinance that prohibits vehicles from being parked in one place on the street for more than seven days which can lead to vehicles being impounded. Street-parked vehicles could also be subject to impounding when significant snow storms lead to the declaration of a snow emergency. Taking advantage of the WSU parking lots made available during breaks lets College Hill residents avoid these vehicle impounding possibilities.

More information is available on the related WSU web site:

<http://www.parking.wsu.edu/CollegeHillCityMaintenance>



CITY OF PULLMAN

Public Works and Planning Departments

325 S.E. Paradise Street, Pullman, WA 99163
(509) 338-3220 or (509) 338-3213 Fax (509) 338-3282
www.pullman-wa.gov

MEMORANDUM

TO: Pullman City Council and ASWSU Officers

FROM: Pete Dickinson, Planning Director *PD*

FOR: Meeting of February 10, 2010

SUBJECT: Parking Issues

DATE: February 4, 2010

The portion of College Hill adjacent to the university has experienced long-standing parking issues. Most of this area was developed by 1930 without making significant provisions for motor vehicles. Since then, a number of circumstances have changed. First, the university has grown tremendously. In 1930, student enrollment was 3,270; the fall 2009 enrollment was 18,234. Obviously, this has introduced more residents and commuters to College Hill. Second, housing in the area has transitioned from primarily owner-occupied residences to mostly renter-occupied dwellings. In the first half of last century, the majority of housing units were inhabited by property owners; the latest figures available (from the 2000 Census) show that 89 percent of this housing was occupied by renters. On average, renters have more cars per residence than owners because tenant households typically contain more people of driving age. Third, automobile usage has expanded rapidly in recent decades. A sorority house supervisor recently informed city staff that one sorority member had three cars on College Hill just for herself.

This combination of circumstances has resulted in parking congestion on the hill. Oftentimes, this situation makes it difficult for motorists to find a parking space near their destination. Also, the congestion causes people to park illegally by leaving motor vehicles on residential lawns and planting strips, across sidewalks and driveways, and in yellow curb zones near street intersections. This illegal parking activity has a deleterious effect on the appearance and livability of the neighborhood, and it can also result in reduced safety if parked cars in yellow curb zones reduce visibility.

Over the years, the city has taken action to improve parking availability in this neighborhood. In 1940, when the city adopted its first zoning code, no parking space requirements were imposed. The 1961 code update required one off-street parking space for each residence. Following a 2003 code revision, the city now demands one off-street parking space per bedroom. Also, in 1992, the city granted permission for commercial parking lots to be established in the College Hill Core (south of Stadium Way), and several of these lots have been put into operation since then.

In 1996, the city adopted a petition-based on-street parking permit program. As originally developed, this program allowed owners of property abutting at least 60 percent of the frontage on each side of selected streets to file a petition requesting an on-street parking permit system for that area. After the submittal of such a petition, the city engages in a process to consider whether or not to grant the request. At the present time, there are three neighborhood parking permit zones in Pullman. All three are located on College Hill. Zone A encompasses Howard, Indiana, Garfield, Michigan, and Illinois Streets. Zone B relates to parking on Creston, Duncan, and Alfred Lanes. Zone C covers Juniper Way and Landis Place. Within these zones, each residence is allowed no more than one resident permit and one visitor permit for on-street parking. Currently, the annual cost of a resident permit and visitor permit are \$10 and \$5, respectively. Permit parking times differ depending on the zone (as requested in the initial petition filed for each of these areas). Residents within these zones inform city staff that they are quite satisfied with the arrangement. Last year, the City Council amended the program to allow residents as well as owners to petition for the permit system on their streets.

In 2006, the city and WSU jointly funded a parking study for College Hill conducted by the firm of Nelson/Nygaard Consulting Associates from Portland. At the completion of this study, the consultant found that occupancy rates for on-street parking throughout much of the College Hill Core exceeded 80 percent, and it basically recommended that the city institute a mandatory neighborhood-wide on-street parking permit system.

In 2007, the city and WSU joined again to fund a general study of neighborhood issues in the College Hill Core area. This "College Hill Neighborhood Study" was conducted by consultant Studio Cascade, Inc. of Spokane. In its final report, the consultant provided the following recommendation related to parking:

The City now manages a residential parking permit program and imposes parking requirements for new development on College Hill, described earlier in this report. The City may wish to consider expanding the residential street parking program into all areas of College Hill without requiring neighborhood initiation of the program. This is generally consistent with the recommendations from the Nelson/Nygaard report. It would require an amendment to the ordinance establishing the residential parking program, but it may help begin discussion of a more comprehensive parking solution.

Last year, the City Council adopted the College Hill Core Neighborhood Plan to establish a coordinated set of policies for enhancement of this area. In the plan, Goal 6 and its accompanying strategies pertain specifically to parking. This section of the plan reads as follows:

GOAL 6: PROVIDE VEHICULAR PARKING AT A LEVEL SUFFICIENT TO ACCOMMODATE LAND USES IN THE NEIGHBORHOOD WHILE PRESERVING THE PREDOMINANT RESIDENTIAL CHARACTER OF THE AREA.

IMPLEMENTATION STRATEGIES:

- 6A: Promote the opportunity to establish an on-street parking permit program to College Hill Core occupants by placing information regarding this program in the welcoming pamphlet to be delivered to each residence in the College Hill Core.
- 6B: Explore the formulation of a mandatory neighborhood-wide on-street parking permit system for the College Hill Core.
- 6C: Conduct strict enforcement of illegally parked vehicles to minimize parking in front yards, on planting strips, over sidewalks, across driveways, and in yellow curb zones.
- 6D: Review the zoning code for possible amendment to allow greater flexibility to establish commercial parking lots in the College Hill Core.
- 6E: Work with WSU to provide shuttle service to little-used parking lots.
- 6F: Review the zoning code for possible options for meeting the off-street parking standards of the zoning code. For example, the city could allow the developer to buy long-term permits for spaces in existing paid parking lots as part of required parking.

As indicated in the above-cited strategies, the city will be exploring the unilateral creation of an on-street parking permit program for the College Hill Core. The upcoming joint meeting between the Council and ASWSU officers is an appropriate time to reinstate this exploration. A College Hill on-street parking permit proposal previously drafted by WSU and city staff is included herein as an attachment. This is the same proposal that was presented to ASWSU in joint meetings with the City Council on October 9, 2007; February 20, 2008; and October 28, 2008.

It is interesting to note that, during the city's research on this subject, staff has yet to find an example of a municipality that imposes an on-street parking permit system without

Memorandum to City Council and ASWSU Officers
February 4, 2010
Page 4

neighborhood consent. For instance, Seattle and Bellingham utilize residential parking permit zones for congested areas, but both cities require substantial support from local residents before establishing such zones.

At the meeting of February 10, planning staff requests input from the Council and ASWSU officers relative to the notion of a mandatory on-street parking permit system and any other matters regarding parking on College Hill.

Attachment

COLLEGE HILL ON-STREET RESIDENTIAL PARKING PERMIT PROPOSAL

The following is a joint proposal by city of Pullman and WSU staff representatives concerning how the College Hill on-street parking permit program might be considered for implementation.

Preamble: This document is a proposal to expand the on-street residential parking permit system to encompass the College Hill neighborhood south of Stadium Way. The proposal is being initiated based on recommendations made by Nelson/Nygaard consultants, who conducted a comprehensive parking study in 2006. The Nelson/Nygaard study was jointly funded by the city of Pullman and WSU. The intent is to formulate a proposal for discussion.

Overall Goal: In order to improve safety and the quality of life for the residents of College Hill (both WSU students and year-round residents), the City of Pullman and WSU are interested in implementing a uniform on-street residential parking permit program.

Benefits:

1. Would give priority for on-street parking to residents of College Hill.
2. Would provide more reliable, predictable parking for College Hill residents.
3. Would reduce congestion and traffic on College Hill residential streets.
4. Would provide opportunities to make additional safety improvements, and improve the aesthetics of the College Hill neighborhoods.
5. Would encourage WSU commuters to explore alternative modes, such as transit use, in lieu of short trips in a single occupancy vehicle.

Proposal Details:

1. Typically, up to two residential permits would be issued to each address on an annual basis. Where an exception may be required, a site-by-site analysis would be conducted to determine parking needs and an appropriate allocation of residential permits. For example, Elmhurst Apts., institutional facilities such as fraternities and sororities, churches, etc.
2. Temporary visitor permits would be available at a nominal charge. A limited number of these permits could be pre-purchased and kept on hand in the residence for future use.
3. Generally, residential permits would be required from 8:00 a.m. to 5:00 p.m., Monday through Friday.

4. The cost of the permits would be \$20 per year, and revenue would be used to cover administrative expenses of the program. The current cost is \$10 per year.
5. The permit plan would displace WSU Commuters from residential streets during the restricted times. WSU Commuters would be warned initially, and printed information about alternatives would be provided. Alternatives include transit information, parking and ride locations, availability of WSU parking options and prices, carpool info, etc.
6. Existing permit zones and times would remain in effect, which means that on some of the existing permitted streets, the restriction would be 24 hour. Most streets, however, would simply be from 8 a.m. – 5 p.m., Monday – Friday. Alleys would not be regulated differently.
7. The Nelson-Nygaard study that the City should make minor legislative changes allowing for the implementation of a Residential Parking Permit (RPP) zone without the need for a property owner-initiated petition. Accordingly, it is recommended that the area-wide zone on College Hill be authorized by simple majority vote of the City Council by amending Pullman City Code (PCC) 12.50.040 that provides for the initiation of a petition by owners of property abutting at least sixty percent of the frontage of each side of the street or streets in the area proposed for the RPP zone.

Other Considerations:

1. Exploration of additional parking options:

The Nelson-Nygaard study indicates that approximately 200 – 250 WSU Commuter cars could be displaced. Capacity for this number can be absorbed in the Pullman systems with careful planning. Options would be discussed with Pullman Transit for developing park-and-ride lots on SR 27 (Palouse Highway) at its intersection with the north bypass and on SR 270 (Moscow Highway) at its intersection with the north bypass. Additional parking capacity has been identified on Terre View Drive, which is close to a bus stop. Developing off-street parking options for some of the residences will be considered, but little beyond identifying the location of nearby WSU permit lots appears to be a possibility.

2. Impact of restrictions on other areas:

Because of the impact of displaced commuters seeking to park elsewhere, it was determined such displacements should be addressed up front. For example, sell permits to downtown employees and residents only for the parking lot near Spot Shop and sign the lot for 2-hour parking from 8 a.m. to 5 p.m. Monday through Friday except by permit. It is recognized that informal park-and-ride lots will arise along the streets near bus stops unless other alternatives are encouraged. This may or may not be a problem.

3. Revenues and expenditures:

Use the revenue derived from the permit sales and parking fines to (1) add needed additional parking enforcers; (2) cover the costs of the installation of the signage; and (3) address permit issuance costs.

4. Special considerations:

Permits would need to be provided in areas where special events such as weddings or funerals are being held during the restricted parking hours. Some streets already have restricted 24-hour parking and other areas want it. These are issues that would need to be addressed as plans for the new system are developed and implemented.

5. Public Input:

Considerable discussion and planning has already taken place. Regardless, additional public input should be solicited before implementing the new parking permit system. This would allow the opportunity for unanticipated issues to be identified and addressed.

Coug Day at the Capitol

ASWSU Update

**Minutes of last joint
meeting with ASWSU
on October 20, 2009**

MINUTES OF THE CITY COUNCIL
OF THE CITY OF PULLMAN
OCTOBER 20, 2009

**Roll Call, City
Council**

A regular meeting of the City Council of the City of Pullman was held on October 20, 2009, at 7:30 p.m. in Council Chambers, City Hall, Pullman, Washington with the following present:

Glenn A. Johnson	Mayor
William F. Mulholland	Finance Director
Francis Benjamin	Councilmember
Ann Heath	Councilmember
Bill Paul	Councilmember
Barney Waldrop	Councilmember
Nathan Weller	Councilmember
Pat Wright	Councilmember

Roll Call, ASWSU

Codey Hooper	District 1
Mike Penttila	District 1
Samuel Lomasney	District 1
Bryan Inglin	District 3
Patrick Horton	District 4
Zac Nix	District 6
Christina Turner	District 8
Clint Amstrup	District 9
Riley Myklebust	District 10
Brandon Lorenz	District 10
Amanda Spalding	District 10
Jake Whitman	District 10

Call to Order

Mayor Johnson called the regular meeting to order at 7:30 p.m. Councilmember Heath moved, Councilmember Wright seconded to excuse Councilmember Bloom from the meeting.

Motion Carried.

Announcements

Mayor Johnson made four announcements.

Meeting with ASWSU

College Hill Core Neighborhood Plan	1.	Mayor Johnson announced that the first discussion item was the College Hill Core Neighborhood Plan. Planning Director Dickinson presented the staff report. He defined the College Hill Core and stated that it has issues such as high-density apartments, parking, disruptive behavior, and poor upkeep of property. He presented examples of different methods that have been tried on College
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Hill such as revising the zoning code, hiring three beat officers, hiring a Community Improvement representative, passing ordinances such as the noise and fighting ordinances, voluntary housing programs, the parking permit system, WSU real estate program, and lighting projects on College Hill with ASWSU.

Planning Director Dickinson discussed the "College Hill Tomorrow" group which led to this draft plan. He explained what is in the plan and stated that the plan has goals. He stated that City Council will consider the plan at a special meeting on November 5.

Senator Horton asked about implementation strategies of the plan and how it will work. Planning Director Dickinson stated it is a long-term campaign. Senator Horton stated that students do not have tools to trim trees or remove snow. Mayor Johnson stated that he hoped that landlords would provide the necessary tools. Senator Horton suggested that a program might be developed where tools are purchased and checked out to students. Planning Director Dickinson stated that everything is on the table for ways to improve the area. Councilmember Weller stated that students and long-term residents should help each other. Senator Horton stated that a lot of College Hill is not long-term residents. Mayor Johnson suggested that groups could adopt blocks for cleanup.

Senator Horton asked if bike lanes had ever been considered. Planning Director Dickinson stated that bike lanes had been looked at in the 1970s. Senator Horton stated that the streets in this area are narrow and asked if they are considering making more one-way streets. Planning Director Dickinson stated they are exploring all options. Mayor Johnson stated that WSU had recently changed some streets to one-way streets.

Update on 2009
College Hill
Projects

2. Mayor Johnson announced that an update on 2009 College Hill projects is next. Public Works Director Workman gave the update. He stated that sidewalks have been an issue since 1998. The City passed a bond and used money from the bond to replace panels in sidewalks that presented tripping hazards. It is now an ongoing program. We first fixed sidewalks on College Hill, then Pioneer Hill, then Sunnyside, and two years on Military Hill. It is now back to College Hill where they are working on tripping hazards and ADA

ramps.

Public Works Director Workman discussed the streets that have been repaved. A senator asked who handles the placement of crosswalks and overhanging vegetation. He mentioned problem areas on Merman Drive. Public Works Director Workman stated that the Parks Department responds to overhanging vegetation on a complaint basis and that Public Works does crosswalks. He stated that the areas mentioned would be mid-block crosswalks and this is not considered a safe practice. Councilmember Heath asked if the overhanging vegetation complaint could be passed on to the Parks Department. Mayor Johnson stated the complaint would be passed on.

A senator stated that the crosswalks at Thatuna/"B" Street and California/"B" Street are not safe. Public Works Director Workman responded that the intersection of Thatuna and "B" Street belongs to WSU and they are still looking at ways to improve this intersection. Mayor Johnson stated it is better now than when the crosswalk was at an angle. The Senator stated that the intersection of California and "B" Street is dangerous. Senator Spalding stated that a lot of people walk in this area and it is dangerous. Public Works Director Workman explained the steps the City has taken to make this a safer intersection. Mayor Johnson discussed the placement of flags on Stadium Way by the church and discussed the possibility of using flags at crosswalks. Public Works Director Workman stated that we are looking at using flags. Senator Horton and Mayor Johnson discussed using flags.

- Transit Issues 3. Mayor Johnson announced that Transit issues is the next discussion item. Transit Manager Thornton presented the staff report and discussed how the changes at Thatuna have affected Pullman Transit routes. He stated that most changes in the routes are due to the changes at Thatuna. Transit Manager Thornton thanked the students for supporting Pullman Transit and stated that due to the increase in fees there are now six buses on Express Routes all day. He stated it has increased ridership and he discussed ridership statistics.

A senator asked if Pullman Transit encouraged or discouraged the drivers from waiting for runners. Transit Manager Thornton stated that we discourage the drivers from waiting for runners as it can put the drivers behind schedule. Transit Manager

Thornton stated there are now cameras in the buses.

Councilmember Waldrop requested information on the new "Senior Shuttle" service. Transit Manager Thornton stated it is a new fixed-route service for seniors. It has not been doing well as the seniors do not like the one-hour route. He stated they just started a half-hour route.

Senator Myklebust stated that there are security officers on some buses and asked if there are problems on the buses. Transit Manager Thornton responded that there are not problems due to having security officers on the buses.

Councilmember Paul thanked the students for supporting and voting for Transit. Mayor Johnson stated that Parking Control also supports Pullman Transit.

Joint Lighting 4.
Project on College
Hill

Public Works Director Workman presented a history of joint lighting projects with WSU. He stated that last winter personnel from ASWSU, Avista, WSU, and the City of Pullman did a walk of College Hill. They identified areas that needed more lights, had lights out, dim lighting, and needed trees trimmed. He stated that the City and Avista have worked on these problems. He also stated that the City has revised how we notify Avista of street lights that are not working or are dim. He stated that yesterday there was a meeting on College Hill lighting. Avista and ASWSU were at the meeting. They found and discussed problems with lighting and sidewalks.

Senator Horton asked if there is a tree trimming program. Public Works Director Workman stated that we respond by complaint and we also survey areas. He stated that tree trimming won't always solve the problems. Mayor Johnson stated that the campus beat officers also report problems. Mayor Johnson asked who pays the electricity for these street lights. Public Works Director Workman responded that the City pays for the electricity and it is very costly. Councilmember Benjamin stated that WSU President Floyd has dedicated money for lighting.

Senator Horton asked about dark alleys. Public Works Director Workman stated that the City does not provide lighting in alleys. They discussed contacting the individual homeowners about alley lights. Senator Horton stated that the road quality of alleys is not well maintained. Public

Works Director stated the City does not maintain alleys the same as streets. Individuals can report bad alleys.

Solid Waste and
Recycling

5. City Supervisor Sherman presented a staff report on solid waste and recycling. He explained the current program and stated that in 2008 the mixed-paper recycling market vanished. It has now been reinstated. He discussed commingling versus source-separated recycling. He also discussed WSU's recycling program and stated that some stores have programs to reuse cloth bags. He stated that the League of Women Voters has been a leader in this area. Mayor Johnson stated that we might be able to use smaller garbage cans if we recycled more.

Councilmember Paul stated that citizens must separate their recycling. He stated that Pullman Disposal does not have the manpower to separate recycling. WSU is not allowed to take recycling from off campus but students could use WSU's recycling. Senator Horton stated that some apartment complexes do not have recycling bins.

Devon Felsted, Pullman Disposal, stated that they started apartment recycling in the 1990s. The bins have disappeared but they will provide new containers when notified. He stated they also ask people if they need containers when they sign up for service.

Senator Myklebust asked if beer cans can be recycled. Mr Felsted stated they can be recycled. A senator stated that he has not seen recycling bins at Campus Commons North. Mr. Felsted stated there is a centralized location at this complex. Devon Felsted, Councilmember Waldrop, Councilmember Heath, Councilmember Weller, and City Supervisor Sherman discussed source recycling, mixed-paper recycling, the costs of recycling, not having a local market for commingling recyclables, recycling of glass, and contamination. Councilmember Paul stated that using someone else's dumpster is illegal.

Safety Issues

6. Police Chief Weatherly presented the staff report. He discussed abuse of alcohol and stated that the Hospital is seeing higher levels of blood alcohol in subjects being brought in for detox. He stated that Pullman had passed open container and fighting ordinances to try to contain the problem. He stated that alcohol abuse is a community problem. He discussed energy drinks mixed with alcohol.

Mayor Johnson stated this is where assaults come from. He stated we want to keep everyone safe. Senator Myklebust stated that the bars are working with the police more than they had been. Chief Weatherly stated that Stubblefields works with the police. Mayor Johnson, Senator Spalding, and Chief Weatherly discussed putting up cameras, drinking activities of individuals over 21, education for fraternities and sororities, energy drinks, and binge drinking. Councilmember Weller stated that energy drinks can also affect the heart.

City Supervisor Sherman stated that President Floyd is committed to College Hill. Councilmember Waldrop stated that in 2006 ASWSU had a "housing guide" which was very good.

Senator Myklebust asked why Pullman did not adopt regulations for taxis. Councilmember Benjamin explained the process the Council went through and why they decided not to pass regulations for taxis. He stated the Council did not want to require taxis to get multiple licenses. Senator Myklebust stated that we should protect citizens. Pullman should do background checks on taxi drivers. City Attorney McAloon presented some background on licensing of taxi cabs. Police Chief Weatherly stated that Moscow notified Pullman of two taxi cab drivers who failed Moscow's background checks but were driving taxi cabs in Pullman. Senator Myklebust stated we need to do background checks on drivers. Senator Spalding stated she is concerned about these two taxi cab drivers. She would like to know why they failed the background checks. Councilmember Benjamin, City Attorney McAloon, Senator Horton, Councilmember Heath, Councilmember Waldrop, and Police Chief Weatherly discussed background checks for taxi cab drivers, taxi cab operators, itinerant vendor licenses, and the taxi ordinance that Council did not adopt.

Stormwater Regulations

7. Stormwater Services Program Manager Buchert presented the staff report going through the history of stormwater. He stated that car washes will be allowed as long as an effort is made to reduce the amount of polluted runoff that leaves the property. He discussed charity carwashes and residential car washing. He talked about grant applications that he has applied for to help with the cost of the program. Mayor Johnson discussed the education campaign. City Attorney McAloon stated that the City of Pullman has an ordinance prohibiting parking in front yards and that an ordinance will be coming after the first of the

year amending that ordinance to allow washing cars.

ASWSU Update

8. Senator Myklebust introduced ASWSU Vice-President Jay Hendrickson who discussed ASWSU projects such as the Liasion Program, the ASWSU website, and Cougar Quarterly. He stated that there will be a blog by the end of the semester and he discussed ASWSU's involvement in redoing the playfields. He stated they are willing to work with the City of Pullman. He thanked the City Council for this meeting and stated they are pushing safety this year. He discussed the Safe Walk, which is a service to walk students to their residences. He also thanked Chief Weatherly and Mayor Johnson for their help with the "Running of the Cougars".

Councilmember Weller asked if ASWSU's website has a link to the City of Pullman's website. Senator Spalding stated they refer individuals to the City of Pullman's website.

Mayor Johnson thanked ASWSU for this meeting.

Mayor Johnson announced that the Council would recess for approximately four minutes. He adjourned the meeting at 9:44 p.m.

Mayor Johnson reconvened the meeting at 9:52 p.m.

ORDER OF BUSINESS

Approval of Recommendations of Consent Agenda Items

CONSENT AGENDA

Mayor Johnson reviewed the items on the Consent Agenda with the Council and audience. He stated that items listed on the Consent Agenda are considered to be routine in nature and will be enacted by a single motion of the Council without separate discussion. If separate discussion is desired, that item may be removed from the Consent Agenda and placed on the Regular Agenda by Council request. Councilmember Weller moved, Councilmember Wright seconded to read the items on the Consent Agenda by title only.

Motion Carried.

City Attorney McAloon read the items on the Consent Agenda by title only. Mayor Johnson asked if there were any requests for removal of items from the Consent Agenda from either the Council or audience. Councilmember Heath asked that item No. 10 be removed for separate discussion. Mayor Johnson so ordered. Councilmember Paul moved, Councilmember Benjamin seconded to adopt item No.