

7. A PUBLIC MEETING ON COLLEGE HILL PARKING ISSUES.

STAFF REPORT_____

QUESTIONS FROM COUNCIL ON STAFF REPORT_____

DISCUSSION_____

ACTION TAKEN_____

NOTES :



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: Public Meeting on College Hill Parking Issues

DATE: April 13, 2009

At the City Council meeting on March 31, 2009, the City Council held a discussion on College Hill. At the conclusion of the discussion, staff requested input from the City Council with respect to how to proceed in addressing College Hill issues. The City Council agreed to hold a public meeting on College Hill parking issues at the City Council meeting on April 28. This will allow an opportunity for public input to discuss a variety of parking options including:

1. The current residential parking permit option available in city code (\$10 annual residential parking permit fee for area initiated through property owner petition).
2. The residential parking permit option recommended within the Nelson/Nygaard parking study (\$20 annual residential parking permit fee for area designated by City Council without property owner petition with \$50 commuter permit sales as well).
3. The alternative parking permit program developed by city and WSU representatives (\$20 annual residential parking permit fee for areas on College Hill not covered by the current residential parking permit program with no provision for the sale of commuter permits).
4. Painting yellow curbs at standard distances from intersections in order to improve pedestrian safety (please see memorandum on page 13).
5. Changing city land use codes to provide for the development of more commercial off-street parking lots (see memorandum on pages 14-16).
6. Working with WSU to develop vehicle long-term storage lots (see e-mail from WSU and the letter that was sent to WSU on pages 17-18).

The following is a brief summary of the history of College Hill parking issues. Included is a summary of residential parking permit systems in other jurisdictions.

When the majority of housing on College Hill near the campus was originally constructed, the circumstances were considerably different. For example, the Elmhurst Apartments were constructed in 1920. The enrollment of WSU at the time was only 1,911. As a matter of fact, the enrollment at WSU did not really take off until the 1960s. The enrollment figures are 3,270 in 1930; 4,035 in 1940; 5,446 in 1950; and 6,837 in 1960. Thus at the time most of the older housing stock on College Hill was constructed, WSU enrollment was still under 7,000.

In addition to the impact of increased enrollment, the circumstances have changed because much of the owner-occupied housing has now transitioned into student rentals. As is stated in 2007 College Hill Neighborhood Study by Studio Cascade:

WSU's student population, for a variety of reasons, has grown to prefer private, off-campus housing instead of dormitories and fraternity/sorority (Greek) housing. This has increased demand for student housing near the university, and the College Hill neighborhood has been impacted as a result.

While the proximity to and connection with the university are attractive to many College Hill residents, the disruption of their neighborhood's physical and social fabric resulting from the rapid and sustained student influx is disturbing to most. The conversion of historic structures to multi-family housing, the construction of new apartments and parking lots in place of single-family homes, the intense demand for on-street parking, and the side effects of student social activities are altering College Hill's character.

The "intense demand for on-street parking" noted in the preceding quotation is understandable given the increased enrollment at WSU since 1960 and the conversion of much of the housing from owner-occupied to student rentals. This has prompted requests from the remaining owner-occupied residents to do something to address the lack of on-street parking. One solution has been to allow property owners to petition the city to create a parking permit system.

At the present time we have three neighborhood parking permit zones within the city of Pullman. All three are on College Hill. Zone A consists of approximately 78 spaces on Howard, Indiana, Garfield, Michigan, and Illinois Streets. Parking is prohibited without a resident or visitor permit from 5 p.m. to 8 a.m. daily each week WSU is in session. Zone B consists of approximately 42 spaces on Creston, Duncan, and Alfred. Parking is prohibited without a resident or visitor permit between 7 a.m. and 6 p.m. each day of the year. Zone C consists of approximately 10 parking spaces on

Juniper and Landis. Parking is prohibited without a resident or visitor permit between 6 a.m. and 6 p.m. Monday through Friday.

The City Code provisions describing the procedure under which a residential parking district can be formed are found in Pullman City Code (PCC) chapter 12.50. According to PCC 12.50.040:

The process of proposing the designation of an area as a restricted residential parking area shall begin by the receipt of a petition by the City Council signed by the owners of property abutting at least sixty percent of the frontage of each side of the street or streets in the area proposed for consideration.

The current system which has been in effect since 1996 thus requires the initiation of the proposed residential parking zone by property owners. Some feel that the requirement that the process must start through the initiation of a petition by property owners should be dropped. At the City Council meeting on September 19, 2006, Thomas Brennan, the Principal of Nelson/Nygaard Consulting Associates, presented the recommendations of his company's College Hill Parking Study. The study was jointly funded by WSU and the city of Pullman. The following are excerpts from the final report by Nelson/Nygaard that deal specifically with the issue of the non-voluntary implementation of a Residential Parking Permit (RPP) program on College Hill:

The City should make minor legislative changes allowing for the implementation of a RPP zone without the need for a property owner-initiated petition.

An RPP should be initially implemented in the College Hill neighborhood south of Stadium Way.

A policy trigger should be established to inform the City of when direct neighborhood parking management, such as an RPP is needed. We recommend that an RPP program be established if and only if occupancy exceeds minimum levels:

At least 75% of spaces must be occupied at the peak hour.

At least 25% of spaces must be occupied by vehicles from outside the proposed zone.

At the City Council meeting on April 3, 2007, Bill Grimes of Studio Cascade presented the recommendations of the College Hill Neighborhood Study. Like unto the Nelson/Nygaard College Hill Parking Study, the Studio Cascade College Hill Neighborhood Study was jointly funded by WSU and the city of Pullman. Within the Studio Cascade study the following recommendation is made with respect to neighborhood initiation of the parking permit program:

The City now manages a residential parking permit program and imposes parking requirements for new development on College Hill, described earlier in the 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.

WSU and city of Pullman staff members have met numerous times to discuss the recommendations of the Nelson/Nygaard Parking Study and the College Hill Neighborhood Study. The final outcome of these meetings was the development of a College Hill On-Street Residential Parking Permit Proposal. The proposal was formally presented at the joint meeting of ASWSU and the City Council on October 9, 2007. The staff report for the joint meeting with ASWSU stated:

Both the July 2006 Nelson/Nygaard consulting associates College Hill Parking Study and the March 2007 Studio Cascade, Inc. College Hill Neighborhood Study recommended the creation of an on-street parking permit program on College Hill. A draft College Hill on-street residential parking proposal has been developed by city and WSU staff... Copies of the draft proposal were distributed to the attendees of the Better Neighborhoods for Pullman meeting on September 18, 2007. Through the distribution of the draft to ASWSU for the October 9 meeting we hope to begin the process of getting feedback on the proposal.

We then continued to solicit input and to collect additional information regarding the parking permit proposal. On December 11, 2007, we made a presentation to the Better Neighborhoods for Pullman committee regarding the status of the parking permit proposal. At that time we provided information about the parking permit programs in Seattle near the University of Washington campus and in Bellingham near the Western Washington University campus.

Although both the Nelson-Nygaard study and the Studio Cascade study recommend that the Pullman City Code be amended to allow for the unilateral creation of a residential parking permit zone, both the city of Seattle and the city of Bellingham require evidence of neighborhood support similar to the city of Pullman. Within the city of Seattle it is required that 75 percent of the parking spaces are being used for at least eight hours and that 25 percent of the cars belong to non-residents. If the Seattle Department of Transportation (SDOT) study determines that these conditions are met for consideration of the establishment of a Residential Parking Zone (RPZ), then the following action is required:

If the RPZ study determines that conditions permit an RPZ to be installed, and the neighborhood wishes to proceed with the project, then SDOT will provide petition forms to the applicants and signatures must be gathered from at least 60% of the households (owners or renters) within the proposed boundaries. Only one signature per household is needed.

Within the city of Bellingham it is also required that there be strong neighborhood support of the proposed residential parking permit zone. Bellingham Parking Services Director Opal Mahoney noted that the residential parking permits for the area around campus are paid for by Western Washington University. She stated that considerable input and evidence of neighborhood support is required before the city will consider the creation of parking permit zones.

On January 7, 2008, Mayor Glenn A. Johnson and I met with WSU President Elson S. Floyd and Vice President Business & Finance Greg Royer. President Floyd suggested that we explore the concept of creating a "University District" and recommended that we continue to address residential parking as a "long-range" issue. At the joint meeting of the City Council and ASWSU on February 20, 2008, the parking permit concept was again discussed. It was noted that the concept was not currently being actively pursued at the request of President Floyd. President Floyd then made his presentation on the University District to the City Council at the City Council meeting on June 3, 2008.

The written University District proposal by WSU that was presented to the City Council at the City Council meeting on June 3 provided for WSU parking services to take over parking services within the University District by hiring 3-4 FTE parking enforcers. WSU estimated the cost for parking permits would be \$250-\$350 per year. City and WSU staff then met during the summer to discuss the original WSU proposal and to develop a mutually acceptable proposal for consideration. The University District Interlocal Agreement that was submitted for City Council consideration on August 26 and September 9 contained Parking and Code Enforcement obligations for both the city and WSU as follows:

The City will pursue an on-street parking permit system within the University District. Code and parking enforcement within the University District will continue to be the responsibility of the City. The City will collaborate with the University to assure consistent parking and code enforcement within the University District. The City and University will review the results of parking and code enforcement in the University District by June 30 of each year. Collaboration will include consideration of responsibility for code enforcement and parking management.

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consideration of responsibility for code enforcement and parking management.

Thus the University District Interlocal Agreement differed significantly from the original WSU University District proposal in that it called for the City to continue to have code and parking enforcement. Such a change signaled a return to the parking permit proposal that the city and WSU had been supporting prior to the suggestion of the University District concept.

On the following pages (pages 7-9) is the College Hill on-street parking permit proposal that had been worked out between WSU and city staff prior to the University District proposal. It 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 the same program that we would have recommended had the University District proposal been approved. Most recently, the proposal was presented as part of the College Hill Discussion at the City Council meeting on March 31, 2009. The geographic area to be covered under this proposed residential parking permit program would be the College Hill Neighborhood south of Stadium Way.

On pages 10-12 is a memorandum from Police Chief Ted Weatherly and a map. The geographic area for which the parking permit program is proposed is reduced within the proposal by Chief Weatherly and his staff. The existing parking permit districts on College Hill would be retained and the new program would be created in the area shown on the map on page 12.

One of the issues addressed in the attached parking proposal is the need to explore additional parking options if a residential parking permit program is implemented. It is recognized that parking in the core portion of College Hill is challenging during the regular school year. Some individuals basically move their vehicles only when necessary for fear of losing their parking spot. Commuters would also not be allowed to park within the area of the proposed parking permit zone from 8 a.m. to 5 p.m. Monday through Friday during the regular school year (Fall Semester and Spring Semester). We are working with WSU, the Washington State Department of Transportation, and the private sector to explore various park & ride lot and vehicle storage lot alternatives. We are also collecting information on lower cost WSU permit parking that might be an attractive alternative for residents and commuters. Attached on page 17 is an e-mail that outlines current parking lot availability and fees from John Shaheen, WSU Director of Parking, Transportation, & Visitor Center. The lots listed are lower fee lots that are suitable for vehicle storage.

In addition to the parking option that is detailed on the pages which follow, we are also certainly open to other options for consideration. Those who are opposed to any changes in the current free on-street parking system are certainly invited to provide their input as well. We hope to develop an option that will help to ease the parking congestion on College Hill without creating an undue hardship on those who live there.

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.



CITY OF PULLMAN

Police Department

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

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

MEMORANDUM

Date: 04/13/2009

To: Mayor Johnson
City Council

From: William T Weatherly Jr. 
Chief of Police

RE: College Hill Parking Zones

I have attached a map of the College Hill area showing existing restricted residential parking zones and a new proposed zone. As illustrated on the map Zone "A" includes Howard, Garfield, Indiana, Michigan and part of Monroe Streets and has parking limits from 5:00 p.m. until 8:00 a.m. daily. Zone "B" includes Alfred, Duncan and Creston lanes and has parking limits from 7:00 a.m. until 6:00 p.m. daily. Zone "C" includes Juniper Way and Landis Street and has parking limits from 6:00 a.m. until 6:00 p.m. Monday through Friday. These three zones were established by petition. The current permits for these zones are \$10.00 per year and one visitor permit per residence may be purchased for \$5.00. No more than 3 temporary 72 hour visitor permits may be issued to residents of the zone.

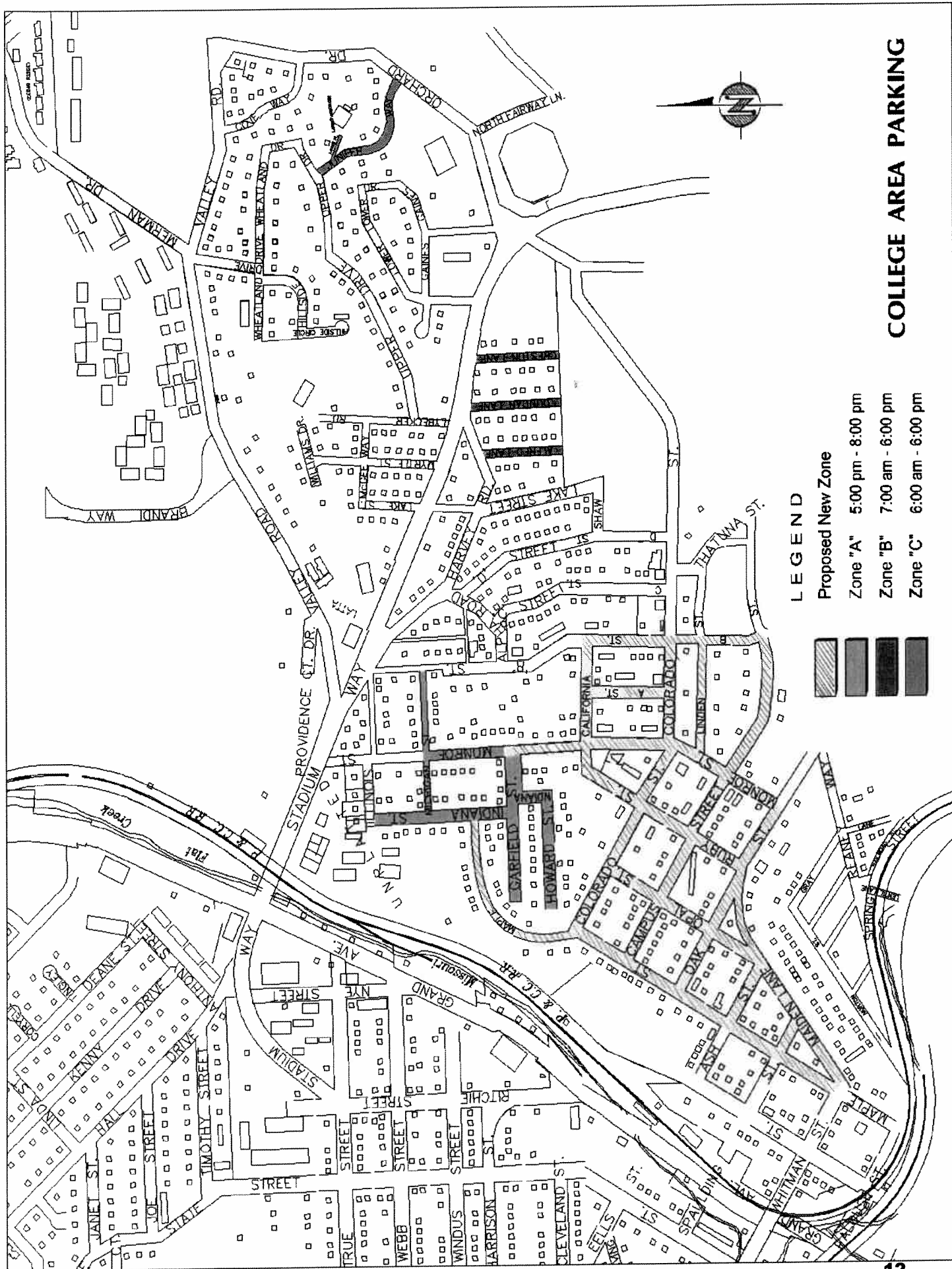
In Zone "A" no parking is allowed on the Monroe Street portion, however, there are residences there so these residents are entitled to permits to park in the zone in a legally authorized parking space on any of the streets in the zone.

Planning Director Pete Dickinson, Code Enforcement Officer Sharon Schnebly and I had a discussion on parking issues on College Hill, south of Stadium Way, on Friday, April 3. From that meeting we determined an area that had significant parking issues and was also impacted by persons who commute. On Monday, April 6 further input was received during a meeting which included the three persons above and Code Enforcement Officer Elizabeth Schaeffer and City Supervisor John Sherman. Full definition of the area considered to have parking issues was completed and includes:

- Maple Street from Whitman Street to Indiana Street (including Maple Street Extension);
- Maiden Lane from Whitman Street to Oak Street;
- Monroe Street from Oak Street to Garfield Street (to include the intersection);
- “B” Street from Campus Street to California Street;
- Ruby Street from Oak Street to California Street;
- California Street in its entirety;
- Opal Street in its entirety;
- Spaulding Street from Maple Street to Maiden Lane;
- Ash Street from Maple Street to Maiden Lane;
- Oak Street from Maple Street to Monroe Street;
- Campus Street from Maple Street to “B” Street; and
- Colorado Street from Maple Street to “B” Street.

If a new zone were created on College Hill the above area is the recommended zone. Portions of Monroe Street in this area have prohibited parking but as indicated earlier there are residences on that street so that portion is included in the proposed zone.

Anticipation of moving commuters to another area on College Hill was considered. The north east section of the total College Hill area under discussion (including Alpha, “C”, Lake and Harvey Streets) does not present problems and residents on those streets quickly report violations. The streets normally consist of residents and there is little if any parking usually available for commuters. Across Stadium Way in the Lake and Myrtle Streets, McGee Way, Lybecker, Lower and Upper Drives area the same “self policing” approach is used so the impact of moving commuter parking to those areas is anticipated to be small.





City of Pullman
Public Works Department
MEMORANDUM

TO: Mayor and City Council
FROM: Mark Workman, Public Works Director MW
RE: Parking Standards
DATE: April 8, 2009

One of the suggestions presented in the discussion on College Hill Parking Issues is “painting yellow curbs at standard distances from intersections in order to improve pedestrian safety”. The standard that applies in this regard is that vehicles shall not park within 20 feet of a crosswalk or within 30 feet of a stop sign or yield sign. Other standards that may apply are that vehicles shall not park within 5 feet of the end of a driveway curb radius or within 15 feet of a fire hydrant.

The standard for parallel parking spaces is that they be a minimum of 20 feet long at the beginning and the end of a string of spaces and that interior spaces be between 22 feet and 26 feet long. This standard may also be a factor in that if there is not at least 20 feet between yellow curb at an intersection and another limiting factor such as a driveway, the entire length of curb should be painted yellow. My caution is that a critical look at curb painting on College Hill may result in more parking being removed than perhaps intended.

Finally, I should point out that I review every vehicle collision report prepared by the Police Department and that while there may be a perception that pedestrian safety on College Hill is a problem, the accident history does not support such a perception. The pedestrian accidents that have occurred in the recent past were more related to pedestrians jaywalking at night when leaving a drinking establishment.




CITY OF PULLMAN

Public Works and Planning Departments

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MEMORANDUM

TO: Mayor Johnson and Pullman City Council

FROM: Pete Dickinson, Planning Director 

FOR: Meeting of April 28, 2009

SUBJECT: College Hill Parking

DATE: April 13, 2009

Through the College Hill Tomorrow neighborhood planning process, the planning department has explored several different options to address parking congestion in this part of the city. In order to set the context for a discussion of these options, it is appropriate to first review some of the city's past and present parking regulations.

Pullman did not have off-street parking requirements until 1961. And the 1961 regulations were minimal. For example, only one off-street parking space was required for each dwelling, no matter how many bedrooms it contained. Also, "membership lodging facilities" (i.e., fraternities and sororities) needed one off-street space for every 4 to 8 members, depending on whether the facility housed men or women, respectively. The relaxed nature of these early regulations reflected the limited use of the automobile in those days and the occupation of single family homes predominantly by traditional families. As those conditions changed over time, the city augmented its requirements. Pullman's existing off-street parking standards for basic residential uses are as follows:

USE	REQUIREMENT	LOCATION
Single Family House	0.75 spaces per bedroom	on-site
Apartment Dwelling	1 space per bedroom	on-site or off-site within 200 feet
Membership Lodging	1 space for every 2.5 occupants	on-site or off-site within 500 feet

Also, to facilitate parking opportunities specifically on College Hill, the city has taken steps to allow commercial parking lots (facilities within which vehicles may park in exchange for a fee or paid permit) in this neighborhood. In 1992, zoning code provisions were adopted to allow the establishment of a commercial parking area by means of the conditional use permit process if the facility meets certain criteria, including the requirement that it be a pre-existing parking area on College Hill. Then, in 2006, the city added a code section to provide for "interim use" parking lots on College Hill if the area meets particular specifications regarding maximum size and compliance with parking surface standards, and if the owner enters into a written agreement to convert the property to a permanent use (e.g., a housing project) within 10 years. The above-mentioned limitations were placed on these types of parking lots to prevent these facilities from substantially compromising the residential fabric of the neighborhood.

In addition, the city developed an on-street parking permit system in 1996. This process, described by City Supervisor John Sherman in his accompanying memorandum, is initiated by property owner petition.

With recognition of these existing parking regulations, planning staff and/or the Planning Commission have thus far considered the following options for alleviating parking congestion as part of the College Hill Tomorrow program:

- amend the city's existing on-street parking permit program to allow for creation of parking permit zones without a property owner petition in areas where parking density is high (the alternative plans proposed in this regard to date are outlined in the accompanying memorandums from Mr. Sherman and Police Chief Ted Weatherly)
- utilize a secure, remote parking lot(s) for storage of those vehicles owned by College Hill residents that are not used on a daily basis

[NOTE: During the College Hill Tomorrow events, the first two options above were usually linked together as integral parts of the same proposal]

- develop for commuters a designated park-and-ride lot that would be served either by the city's standard transit system or a new shuttle service
- relax the existing commercial parking lot standards for College Hill (e.g., allow the establishment of a commercial parking lot even if it did not exist previously); if these standards are relaxed, consider adopting provisions to restrict the density of these parking lots and to improve their appearance and compatibility in this residential neighborhood
- for proposed developments on College Hill that have limited space available for off-street parking, allow the developer to pay a fee to the city in lieu of creating the parking stalls, or charge a fee for each proposed development on College Hill in

addition to requiring full compliance with the city's off-street parking requirements; the city would then utilize these fees to create new or expanded parking lots on College Hill or otherwise improve parking conditions in the neighborhood

- increase the off-street parking space requirements for new or enlarged membership lodging facilities (and, as a possible trade-off, increase beyond 500 feet the allowable distance between the facility and its associated off-street parking area)

With respect to the first option listed above, Mr. Weatherly, in his accompanying memorandum, has proposed a new on-street parking permit zone bounded by Maple Street Extension on the north, Maple Street on the west, Maiden Lane on the south, and B Street on the east. For your information, the majority of this proposed new zone is located in an R4 High Density Multi-Family Residential zoning district; only portions of the proposed new zone along Maple Street and Maple Street Extension are situated within an R2 Low Density Multi-Family Residential district. Since city regulations do not restrict the number of occupants per residence in the R4 zone, but they do limit to four the maximum number of unrelated persons who may live in an R2 dwelling, this may be a consideration in estimating population and vehicle density in the proposed new parking zone.

The options listed above are those currently being examined for the first draft of the College Hill neighborhood plan. A consistent theme expressed throughout the College Hill Tomorrow process has been that the community should review these parking matters as part of a comprehensive system. Participants in the process have stated that implementing a parking proposal in isolation could lead to unintended consequences (e.g., loss of residential character), could encourage motor vehicle use, or could simply transfer the problem from one section of town to another.

Sherman, John

From: Shaheen, John Anthony [shaheen@wsu.edu]
Sent: Thursday, April 02, 2009 10:26 AM
To: Sherman, John
Subject: Parking

John,

Regarding your inquiry about parking availability, here is the list:

Red permit parking lot east of the Indoor Practice Facility.
Red permit parking lot west of the old WSU Power Plant, near Reaney Park
Yellow 3 permit zone south of the Engineering College (2 gravel parking lots)
Blue permit zone east of Beasley Coliseum
Blue permit zone south of Rogers and Orton Halls

Current Annual permit fees are

Yellow \$241
Red \$187
Blue \$101

Let me know if you need more information.

John

John A. Shaheen, CAPP
Director of WSU Parking, Transportation & Visitor Center
Washington State University
Email: shaheen@wsu.edu
Phone: 509.335.4911
FAX: 509.335.1316



CITY OF PULLMAN

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April 13, 2009

Melvin Henry Taylor, Jr.
Executive Director of Real Estate & External Affairs
French Administration Building 442
Washington State University
Pullman, WA 99164

Dear Mel,

We appreciate greatly your involvement in helping to make improvements on College Hill. As you know, one of the major issues on College Hill has been parking congestion. We also appreciate WSU co-funding with the city of Pullman the 2006 College Hill Parking Study by Nelson/Nygaard Consulting Associates and the 2007 College Hill Neighborhood Study by Studio Cascade. Both studies addressed the consideration of the creation of a parking permit program on College Hill.

If we do proceed in establishing a parking permit program, we are still very interested in creating a parking alternative for individuals who choose to store their vehicles. It is recognized that not enough parking permits will be available for all residents. Accordingly, one of the concepts we have discussed with you in the past is the possibility of WSU providing parking space for vehicle storage. One of the primary considerations was that of WSU allowing vehicle storage in the Spring Street parking lot. We would greatly appreciate it if you could provide resident vehicle storage within this lot.

Would WSU be receptive to allowing College Hill resident vehicle storage within the Spring Street parking lot? We appreciate your consideration of our request.

Sincerely,

John Sherman
City Supervisor

PUBLIC MEETING

College Hill Parking Permit Proposals

**7:30 p.m. Tuesday, April 28
City Hall Council Chambers**

**Detailed information
on city Web site homepage at
www.pullman-wa.gov
under Announcements**