



MEMORANDUM

TO: Collaboration Corvallis Steering Committee

FROM: Eric Adams, Project Manager

DATE: March 18, 2013

SUBJECT: Collaboration Corvallis – Additional Testimony Regarding Neighborhood
Parking District Recommendations

Attached to this memorandum is testimony concerning recommendations forwarded to the Steering Committee by the Parking and Traffic work groups to implement a neighborhood parking district program. This testimony was received subsequent to distribution of the packet for the March 18, 2013, Steering Committee meeting.

On Wed, Mar 13, 2013 at 12:19 PM, Betty and Bob <bbgriff@peak.org> wrote:

Collaboration Corvallis

Steering Committee

Thank you for your work and taking testimony on the various recommendations. I strongly recommend that the Steering Committee send the recommendation on Parking Districts back to the Parking & Traffic Committee for further work. They need to work in close collaboration with the neighborhood groups to develop a parking management system that is equitable for the residents and charges a market rate for on-street parking during the day from 7-7 PM, M-F from September to June with free or low cost permits for residents and visitors. This is detailed below:

Establish one large parking district ½-1 mile around OSU. Then create a permit system and charge visitors for on street parking permits at a cost equal to or more than OSU (\$200-250 or more for 7-7 PM M-F from September to June). The permit would allow parking in one spot all day. (Thus avoiding the driving around to find a spot). Then provide permits for residents including extras for their visitors for free or at a nominal fee that is now charged for the three parking districts (\$15). After some money is used for administrative charges, the remainder of the funds would be used for police/parking enforcement (75%) and for neighborhood enhancement projects(25%)._Option: Permits could be issued for a specific spot or in a specific zone of the residential parking district.

- Provide each **residential unit with one kitchen** (as defined in the Land Development Code) **and street frontage** (with on street parking in front of their property) two **free permits** (but only one permit per registered vehicle) to park anywhere in the zone. **Option:** Make the permits for a specific spot in front of each house and mark these spot with the address. Non-residents except guests with permits would be prohibited from parking in these spots.
- Residents in units with **one kitchen and street frontage** may obtain two visitor permits for free from the city for a specific period of time.
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- Residents with an accessory dwelling unit would be eligible for one additional permit for on street parking in front of the main dwelling unit.
- Group residential units, cooperatives, fraternities and sororities (as defined in the Land Development Code) may be issued up to 20 permits per kitchen.
- Special Provisions for businesses located in the District (current code for Parking District C, except price for permit – now \$15.00)

- Employers may purchase one permit for minimal fee (at \$30.00) for each 400 square feet of office space in the building to be used by the proprietor or employees of the business. These permits are transferable among the employees of that business and may be used only for parking while the proprietor or employee is at her or his place of employment.
- Provide a number of vendor permits for each business for the same minimal fee of \$30.00 to park for up to two hours or contractor or worker who needed more time could get permit from the city for time needed for same price..

1. Provide free parking permits for seniors registered with the Senior Center on Tyler between 25th and 27th streets and on 27th Street and 25th Street within one block of the Center.
2. Penalty for violations: Currently this is \$40-\$100; increase to \$50-150. Second violation automatically doubles fine and vehicle is subject to tow.
3. The costs of this program should all be covered by the fee for non-resident parking and thus residents may not have to pay for permits or only pay a nominal fee of \$15 as is the fee now in the current parking districts.
4. Permits attached to vehicle, not hanging so they cannot be transferred
5. No meters; few signs and continue the current parking enforcement program.

Sincerely,
Betty Griffiths
Taft Avenue
Corvallis

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On Fri, Mar 15, 2013 at 10:47 AM, JOYCE <joyeaux@comcast.net> wrote:

Hello Project Steering Committee member:

I am submitting testimony regarding the proposed parking district Zone B for consideration at the March 18 meeting.

I was not present at the initial parking district meeting as I missed the notification of it taking place. I therefore did not hear the testimony about a parking problem at 29th and Lincoln. I do not believe a parking district encompassing the broad area of Zone B is necessary or required. The boundaries appear to be the newly set up Harding Neighborhood. In my experience there is

only one block--from 29th to 30th on Lincoln that ever has cars parked on it. There is a small apartment complex nestled in there which may account for cars, but they come and go. I would suggest a committee member drive around the area from 29th to 35th and Grant to Taylor and observe that the streets are almost devoid of parked cars at any time of day. I reside on 30th near Grant and the entire street from Grant to at least Fillmore and Taylor have few cars parked on 30th. And I believe Grant as a northern edge is not within a half mile of campus activity. Further south, closer to campus, parking is understandably at a premium due to students attending classes.

Besides there not being a need, I believe that creating this as a parking district when it is not necessary would require extra financial expenditures which our city can hardly afford. I believe signs would be required and a patrolling of the area for infractions by an already stretched thin staff.

Again, I would encourage a drive about by one of the committee to assess the need for any parking limitations in this north part of Harding neighborhood. Re the 29th and Lincoln street, there is plenty of parking right across from 30th and up and down 30th itself. Residents do not have a problem with parking which is my understanding that parking districts are meant to deal with.

Thank you for your consideration. I understand from Eric Adams that this is a process which will afford further community input before final decisions are made. I would appreciate the opportunity for future input at any future decision meetings.

Joyce Oliver
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Corvallis, OR