

BOROUGH OF CHAMBERSBURG

DISCUSSION WITH WILSON COLLEGE

IMPACT ON PARKING IN THE
SURROUNDING NEIGHBORHOOD

JEFFREY STONEHILL,
BOROUGH MANAGER
FRIDAY, JUNE 1, 2016

DISCUSSION WITH WILSON COLLEGE

IMPACT ON PARKING IN THE SURROUNDING NEIGHBORHOOD

APRIL 4, 2016

On March 25, 2016, the Borough received an email communication from Wilson College.

“I would like to request, on behalf of the Wilson College Parking Committee, that the Borough council refer to the Parking, Traffic, and Street Light Committee the matter of Wilson campus members parking on borough streets adjacent to campus.

We have received multiple complaints from residents of the adjacent streets and would like to discuss the concerns and potential options.

Thank you for your time and consideration.

Sincerely,

Sherri Sadowski

Director of Residence Life”

As a result, on Monday, March 28, 2016, Town Council referred this request to the Chambersburg Parking Traffic and Street Lights (PTSL) Committee.

On Monday, April 4, the PTSL Committee held a regularly scheduled public meeting at 7 p.m. in Council Chambers at City Hall. Present on behalf of the Committee were Chairman Heath Talhelm, Vice Chairman William Butts and Members Councilman Kathy Leedy, and Gary Baker. Member Penny Shaul joined the conversation about thirty minutes into the meeting. Also present were Borough Manager Jeffrey Stonehill, Brian Fogal from the Engineering Department, Finance Director Jason Cohen, and Acting Police Chief Rick Morrissette.

When the meeting opened, there were approximately 40 members of the public in the audience.

Dr. Mary Beth Williams, Vice President for Student Development / Dean of Students for Wilson College was present at the meeting.

Dr. Williams said that the College has received several complaints from the residents about faculty and students parking along the streets instead of on campus. She explained that the campus security can only do enforcement on campus grounds. She wanted to let the Committee know that Wilson College would offer their support if permit parking would be established for the residents in the area.

Jason Cohen, Director of Finance, explained that for the current permit parking areas in the Borough, the Finance Department sends an annual letter along with application in July reminding the residents that they need to obtain new residential, visitor and tradesmen parking permits. He explained the different types and fees associated with each.

Chief Morrissette explained that at first the residents are excited about the new process and the first year goes rather well but eventually it can become a headache for the residents because he has seen where the residents forget to put their permit in their vehicles and they end up getting ticketed or they have visitors that get ticketed because they do not have a permit.

Mr. Stonehill explained that the Chambersburg parking permit law requires the installation of signs along affected streets and that when the signs are first placed it only takes a relatively short period of time before cars without permits move on to somewhere else to park. However, he cautioned the audience that the short term benefit is then replaced by a cumbersome system of parking for the neighborhood in perpetuity.

He explained that the permit parking signs have to be placed 75 feet apart and it ends up to being a lot of signs. Further, some people complain that they do not want them placed in front of their property, but by law they have to be placed this way. He said the cost is about \$75 per sign. Also, the Borough Manager stated that the system is only effective 7 a.m. to 4 p.m. Monday through Friday, as this is the only time with a parking enforcement employee and the current parking permit law limits it to those hours, which is not necessarily the hours when there is a problem in this neighborhood.

Finally, the Borough Manager told the audience that with the Church and Park Avenue Pharmacy in the impacted neighborhood, it would be challenging to develop a permit parking system, an effective permit parking system that would not negatively impact parking for everyone rather than fix the problem.

Jennifer Hopple, Park Avenue Pharmacy, was concerned about how a permit parking system would affect her business. The pharmacy was a business in a residential neighborhood, grandfathered by zoning, and she said she maintains a great relationship with the residents and the College, but her business requires parking for her customers. Mr. Stonehill said that in the past, for example around the High School, when the Borough has established permit parking, they have also established time limited parking in the areas for businesses needed to maintain permit free parking.

Chairman Talhelm opened the floor up for discussion and the residents that were in attendance were split in their feeling as to whether they wanted permit parking or not. The ones that were in support of the permit parking felt it was their best option to assure that they would have a parking space in front or near their residences because they were tired of vehicles parked in front of their homes for days sometimes and the inconvenience it caused them. The ones that were against permit parking felt that the College should be responsible for controlling their students and faculty and since the College was growing the College should consider adding more parking on the campus and enforce that their faculty and students park in their parking lots on campus.

Mr. Stonehill asked Dr. Williams If the College had an Honor Code that the students would have to adhere by and if so, why the College could not enforce some form of disciplinary action and hold them accountable.

Member Shaul agreed with the residents that Wilson College needed to address the issue with the parking since they are growing and the issues are stemming from their faculty and students and not knowing how to enforce the issue.

Mr. Stonehill said the he would be happy to meet with Dr. Williams and Wilson College's Parking Committee and see what option they could work out that would help alleviate the issue with parking.

On a motion by Councilman Leedy, seconded by G. Baker and by a vote of 5-0, the Committee voted to table the item so that Mr. Stonehill could meet with Wilson College and discuss some solutions for the parking problem.

APRIL 15, 2016

On Friday, April 15, 2016, Member Shaul and Borough Manager Stonehill met with Dr. Mary Beth Williams and Sherri Sadowski of Wilson College at Ms. William's office. Mr. Stonehill expressed his gratitude that the College was willing to continue to meet and dialogue about this important community issue.

Dr. Williams stated a number of facts at the meeting:

- Wilson College supplies sufficient off street parking for faculty, staff, and students on campus
 - Jennifer Lee, a consultant who performed the Campus Master Plan for Wilson College, sent the following statement in a response to a request for a copy of any parking plan that may have been undertaken by the College:
 - College President Barbara Mistick and Brian Ecker, Wilson College Vice President for Finance and Administration, "indicated that they were not aware of any studies done, however were confident that they currently have enough parking to accommodate their campus community." Jennifer added that "we... did specifically discuss it... at length and talked about perhaps re-evaluating the parking situation in the fall semester once the construction projects are completed so that we have a true picture of parking on campus."
- Many Wilson College faculty, staff, and students live in the surrounding neighborhood and they have every legal right to park in any public parking space
- The College will not be building extra parking or installing a shuttle service; there is enough parking on campus now
- There is nothing the College can do to stop faculty, staff, and students from legally parking in the neighborhood
- The College regularly tells faculty, staff, and students to not park in the neighborhood, but some regularly tell her that they know that they are permitted to park anywhere that they want
- They are prohibited by law from making parking in the neighborhood a condition of continued employment (or personnel would be disciplined) or a condition per their student Honor Policy (or a student would be expelled).
- Dr. Williams said that she has discussed the matter with Councilman Alice Elia
- Dr. Williams said that Wilson College has had positive relationships with Park Avenue Pharmacy and Park Avenue Church
- She said that the success of the College will raise property values in the neighborhood
- She said that they will not provide parking in College parking lots for residents of the neighborhood; for liability reasons as was noted by the Borough Manager

- We all agreed that landlords are a part of the problem as often they do not provide neighborhood tenants with sufficient parking; Ms. Shaul noted that property owners should be held to the same standard as the College, to provide sufficient off street parking for their needs, as Wilson College provides for their students, staff and faculty.
- She stated that she lives in the neighborhood herself and she does not support the installation of permit parking
- She said she is doing a poll of other similar Colleges and so far all have the exact same issue with their neighbors and all suggest permit parking systems
 - The Borough Manager noted that he had a very similar experience with Penn State Harrisburg when he worked in that community as well as knowledge of the same circumstances at Elizabethtown College and Millersville University in Lancaster County; all of which utilize permit parking in neighborhoods around those campuses.
- She stated that the residents of the neighborhood have unfairly harassed and attacked College faculty, staff, and students who legally park in the neighborhood and she has encouraged they call the police when that happens. The Borough Manager agreed that no one should be harassed or threatened, especially if they are not breaking any law.

Member Penny Shaul stated that all of the parking in question in this discussion is public parking and no one has any more right to it than anyone else.

Borough Manager Stonehill stated that he opposes the installation of a permit parking system for the following reasons:

- Such a system would take so many signs it would be ugly and expensive
 - Although a specific district has not yet been designated, it might be as many as a half dozen city blocks as permits will push the problem onto new streets not yet impacted
- It would require the Borough to sell permits to residents throughout the year taxing our administrative resources
- It would require enforcement which is time consuming and hard to arrange as the Borough has limited parking enforcement resources currently
- It would require a solution that does not negatively impact the Church and the Park Avenue Pharmacy, which is challenging as the installation of no permit parking required signs in front of those buildings (to allow unfettered parking by Church and Pharmacy patrons) would mean those parking spaces will be filled with non-permit holders constantly (which would in practice actually eliminate parking for the Church and the Pharmacy).
- It could only be enforced Monday to Friday 7 a.m. to 4 p.m. when most people agree the problem exists at night and on weekends too. While, it is possible to change the “local law” to extend permit parking to include evenings, enforcement off hours would be even more challenging than during the day when there are more personnel.
- Changing the hours of enforcement, while possible, would require some enforcement mechanism, such as additional staff; otherwise it would be implausible to be effective.

It is the Borough Manager's opinion that "most of the tickets would end up going to Aunt Sally visiting at the house rather than faculty, staff, and students who would quickly get the message."

After the conclusion of this dialogue, the Borough Manager introduced three (3) concepts in addition to the installation of a permit parking system for consideration:

- 1) Install a neighborhood permit parking system
- 2) The Borough of Chambersburg could acquire or repurpose municipal land for the installation of a resident only off street parking lot
- 3) The Borough of Chambersburg could adopt a local law to force institutions (but not just Wilson College) to provide neighborhood parking resources for the use of the surrounding neighborhood
- 4) The Borough of Chambersburg could adopt a local law to require landlords who own rental units (apartments or homes), supply at least 1 off street parking space for every dwelling unit they rent (as is actually less parking than the current zoning law requires, but many older rental units were created before such rules existed)
- 5) Do nothing to attempt to correct this situation at this time until Wilson College completes an updated parking utilization study

PERMIT PARKING SYSTEM

The Borough of Chambersburg existing permit parking system is defined by local law as adopted by Town Council. It requires residents of the affected city blocks obtain new residential, visitor and tradesmen parking permits each year. Generally, permits expire with the beginning of each school year at the Chambersburg Area Senior High School. While that date has nothing specifically to do with the permit parking zone around the Chambersburg Hospital, it makes sense to have one restart date for each calendar year.

New residential, visitor and tradesmen permits are available for sale at the Borough of Chambersburg offices from 8:00 A.M. to 5:00 P.M., Monday through Friday over the summer. Residents have to complete a Borough issued application and can mail it with payment to City Hall or drop it in one of the night depositories. Residents must do this every year. New residents must do it as they move into the neighborhood.

Upon receipt of the payment and application a new sticker will be mailed to each resident.

The residents need to provide name and address of the owner for each vehicle in the household. Information must include the make, model, license plate number and the owner's driver's license number. When owners information changes or vehicle information changes, that too must be provided to the Borough. Permits are car-specific and cannot be moved car-to-car.

The issuance rules are as follows: not more than a total of two (2) Resident Permits may be granted to any person in one dwelling unit, and not more than a total of four (4) Resident Permits may be granted to any one dwelling unit. Resident Permits are valid only for a vehicle of the applicant for which the application is specifically made. Additionally, not more than a total of two (2) Visitor Permits shall be issued to any one dwelling unit. Per local laws governing resident permit parking, visitor permits are able to be used at the discretion of the recipient.

The current price is: Residential permit: \$4.00, Visitors permit: \$2.00, and Tradesmen: no charge.

The current local law states: "The portions of the streets designated above shall be posted with a minimum of two signs per side of street per block notifying the public that, except on Saturdays, Sundays and legal holidays, parking is prohibited between 7:00 a.m. and 4:00 p.m. except with a residential parking permit."

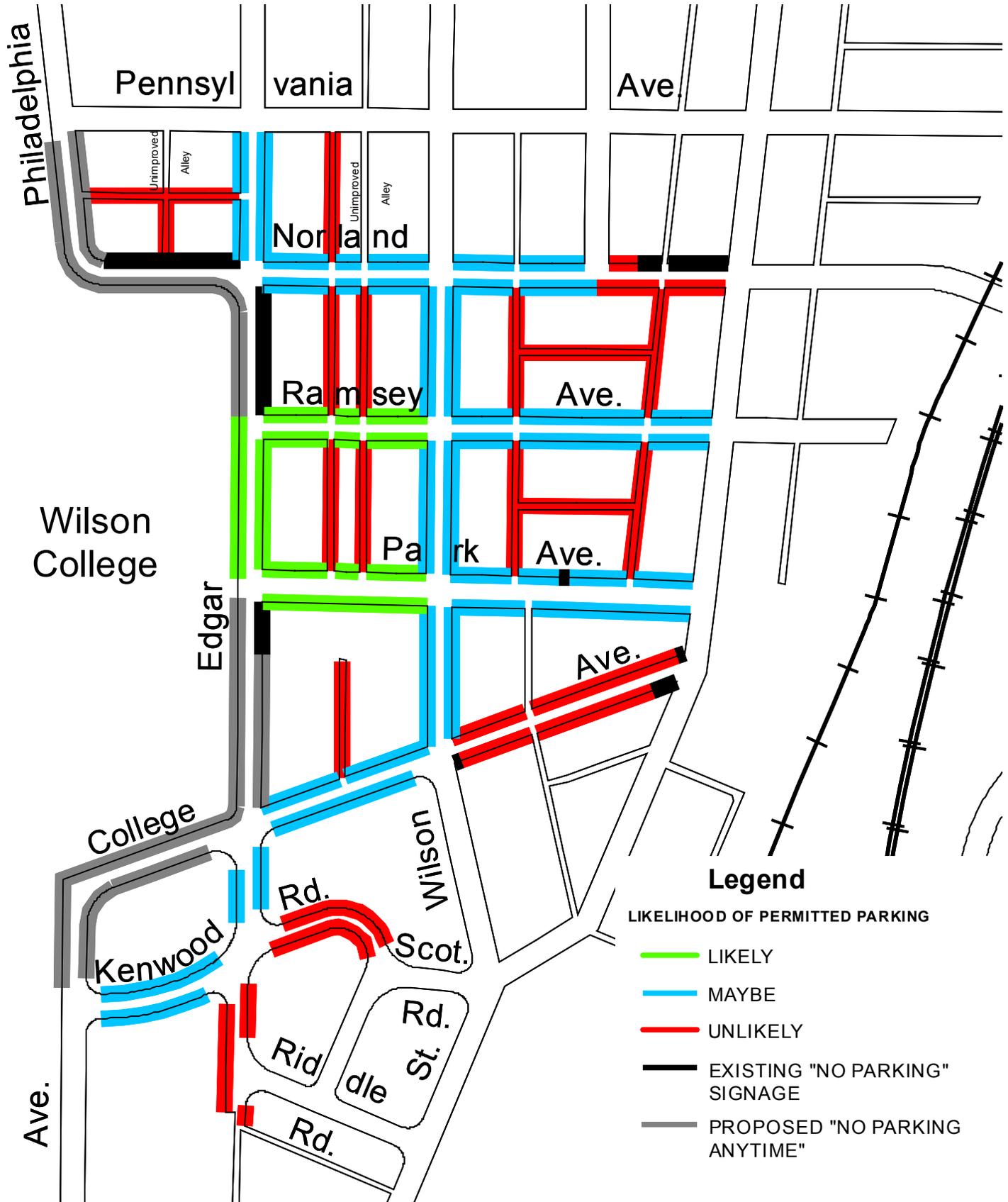
The current local law states: "The issuance of a permit to any person for any motor vehicle shall not be construed to reserve a parking space along the above-designated portions of such streets for that vehicle at any time."

The current local law states: "It shall be a violation of this §286-36 for any person to park or leave standing a motor vehicle on any of the portions of the streets designated in Subsection A above on days other than Saturdays, Sundays and legal holidays between the hours of 7:00 a.m. and 4:00 p.m. unless such vehicle displays a current residential parking permit of one of the types, and in the location, hereinafter set forth in this section."

The current fine for parking without a permit is \$25 per occurrence.



PROPOSED STREET SIDE PERMITTED PARKING



MAY 5, 2016

On Thursday, May 5, 2016, PTSL Committee Member Penny Shaul and Borough Manager Stonehill met with Allen Coffman, Council President, Rachel Keller, Park Avenue Church Pastor, Roxanna Bolyard, Park Avenue Church Board of Trustees, and Jennifer and Sam Hopple from the Park Avenue Pharmacy to discuss parking.

At the conclusion of a discussion that was about 90 minutes long, the Church and the Pharmacy were asked to submit statements for this report:

It has been wonderful to see Wilson College revitalize their campus, grow their student population and offer more diverse opportunities for students. Being a Chambersburg native, I feel pride in seeing our hometown college improve itself and be successful. It has been a pleasure working in conjunction with Wilson College for many years as Park Ave Pharmacy offers students and faculty discounts when they shop with us. Unfortunately, I'm disappointed in how Wilson has chosen to handle the recent parking issue. Our residents on Park Ave are not able to park near their own home lately due to Wilson faculty and students parking on the street. Some also chose to park where our customers need to park to patronize the pharmacy. We have a considerable number of elderly and disabled customers who need park their vehicles close to the store. I understand that street parking around Wilson is, by law, open to anyone for parking. I also understand that Wilson has over 600 parking spaces in lots on campus for students to use. We hadn't had an issue with parking until Wilson starting growing their college. The option of making the residential area "Permit Parking Only" was mentioned and I disagree that option would solve these problems. I feel it would only create new problems. I would like to see Wilson take more responsibility in being a community member who cares not only about their students but also their surrounding residents and businesses. Enforce a rule (not a law) that students, faculty and staff must park on campus. Wilson's Honor Code (shown below), which students are bound to abide by, mentions the importance of community several times. "Individuals must respect others and behave with the interest of the whole community in mind." It really is a matter of kindness, courtesy and respect.

Sincerely,

Jennifer Hopple
Owner
Park Ave Pharmacy

The following Honor Code excerpt submitted by Ms. Hopples was taken from the Wilson College website:

***The Wilson Honor Code**

Wilson College is a strong, healthy, caring community. In order to promote community values, this code and the Honor Principle set expectations for members of the community. Individuals must respect others and behave with the interest of the whole community in mind. It is assumed and understood that joining is evidence of a subscription to ideals consistent with our shared mission. As a member of this community each individual is obligated to...

Demonstrate Personal Integrity

... a commitment to this ideal is consistent with honesty in academic situations and in interactions with others.

Respect the Dignity of all Persons

... a commitment to this ideal is consistent with behaviors which do not compromise or demean the dignity of individuals or groups, such as humiliation, intimidation, ridicule, harassment, and discrimination.

Respect the Rights and Property of Others

... a commitment to this ideal is consistent with respectful behavior which does not violate the rights of others, such as self-expression and privacy.

Respect Diversity in People, Ideas, and Opinions

... a commitment to this ideal pledges affirmative support for equal rights and opportunities for all members of the community regardless of age, gender, sexual preference, religion, disability, ethnic heritage, socioeconomic status, political, social, or other affiliations or disaffiliations.

Demonstrate Concern for Others, Their Feelings and Their Needs for Conditions which Support Their Work and Development

... a commitment to this ideal is a pledge to be compassionate and considerate, to avoid behaviors which are insensitive, inhospitable, or inciteful, or which unjustly or arbitrarily inhibit another's ability to feel safe or welcome in pursuit of appropriate social or academic goals.

When the Wilson College Honor Code was discussed with Dr. Williams, she stated "the Wilson College Honor Principle which is for use within the Wilson Community and does not have jurisdiction outside of this community."

With respect to the Park Avenue Church, it should be noted that Roxanna Bolyard, Park Avenue Church Board of Trustees, indicated that she once was an employee of Wilson College and she believes that the former administration did conduct a parking utilization study.

Although, everyone agreed that given the changes at the school, a professional updated study would be appropriate and useful.

On May 19, 2016, I received the following communication from Rachel Keller, Park Avenue Church Pastor:

Our Board of Trustees met last evening for the first time since our meeting. At this time, we have decided to make no statement about the parking situation. We look forward to further conversation as we discussed at a later time. Thank you for your email and including us in your discussion.

Peace

Rachel Keller

Therefore, I must conclude that the Church will not be issuing any statement prior to the release of this report.

INSTALLATION OF A RESIDENT ONLY OFF STREET PARKING LOT

There are no plans currently for the creation of additional off street parking in the Park Avenue neighborhood. One of the problems identified is that much of the housing in the neighborhood was created before current laws requiring the reservation of off street parking for each apartment or dwelling unit. The current law requires the reservation of two (2) off street parking spaces for each new dwelling unit. In years past, such a law did not exist and the new law is not retroactive. As such, there is clearly a deficiency of available off street parking for neighborhood uses.

Whether the college's success or construction has exacerbated that problem is unclear. However, landlords, who manage rental property in the area without reserved off street parking, will find the value of their real estate diminish in proportion to the growing parking problems. One possible solution is for landlords to create additional off street parking locations. We advise that this is an excellent use of available space. Alleys and lots can be converted to off street parking adding to the value (and rental rates) of neighborhood apartments. However, such an investment would be expensive.

The Borough is not required to supply any additional off street parking. The on street parking resources in the Park Avenue neighborhood were historically satisfactory to meet the needs of the residential uses (as well as the Church and the Pharmacy, which is a non-conforming grandfathered commercial use in a residential neighborhood). The Borough is likewise not required to undertake a parking utilization study. Such studies are usually the responsibility of developers, such as the college, who when they increase the density of their uses, are responsible to study the impact and propose mitigation solutions.

That being said, if the Borough owned or could acquire a little or no cost real estate for the creation of additional off street parking, the question remains, would such a municipal parking lot, have any beneficial impact on this issue?

The Borough currently owns only one lot that could provide additional off street parking spaces, but the lot is wooded, undeveloped, at the far eastern edge of the neighborhood on Ramsey Avenue.



In the opinion of Borough staff, this lot is not of any practical use. Instead, to accomplish construction of a neighborhood off street parking lot, additional land in the vicinity of Park Avenue would need to be either acquired or donated. The Borough has no available funds for this land acquisition.

If some entity would assist financially, the Borough could acquire land or receive a donation of land and build a municipal off street parking lot. Perhaps the college could donate land or a \$1 lease on land for the construction of neighborhood off street parking.

In addition, should land be identified in the neighborhood, the cost to build new off street parking would be considerable. Any development of a Borough parking lot would require engineering, stormwater management, and construction at a cost of thousands of dollars per parking space created. It is unlikely that the impact would justify the cost.

Further, it is unclear that anyone in the neighborhood would use a municipal parking lot unless it was as close to the college as existing off street parking lots already on the college campus. The college asserts that they have sufficient available off street parking for all their needs. Yet, their students and faculty apparently, anecdotally, continue to use Park Avenue for parking.

It seems that the existing campus parking lots must be too far away for students and faculty to desire to make their use. Of course, the concept of building a municipal parking lot is not for the students and the faculty. The municipal lot would be for the use of residents of the neighborhood only. Of course, the college asserts that there are students and faculty who live in the neighborhood and nothing would prevent a resident, who is also a student or member of faculty, from obtaining permission to park in a municipal resident only parking lot should one be constructed.

A municipal resident only parking lot built on land not yet owned by the Borough in the vicinity of Park Avenue might be a reasonable solution if resources for such a project and space for such a project existed.

There is no way to expand the availability of additional on street parking stalls. In fact, the current angled parking by the Park Avenue Church does not meet current design specifications for angled parking. However, it is grandfathered, having been there for some time. No additional angled parking could be added to Park Avenue and the previous study to create a Resident Permit Parking zone recommended some areas of the neighborhood where on street parking should be removed for safety reasons.

In conclusion, it would be staff's recommendation that the creation of a municipal resident only off street parking lot be reserved as a possible idea for future consideration but only if resources and a location become available to bring such an idea to fruition.

In the meantime, this is not a recommended strategy to address this issue.

Therefore, we do not recommend the construction of Borough off street parking as a solution.

A LOCAL LAW TO FORCE INSTITUTIONS TO PROVIDE NEIGHBORHOOD PARKING

Obviously, any adoption of a new law would be time consuming, challenging, expensive, and has unintended alternative consequences. No law can focus merely on the scenarios involved in this report and it would be discriminatory to focus merely on Wilson College rather than a class of property owners that are similar to Wilson College.

The home for any law of this type would be the Borough's zoning code. Zoning is a set of land use laws regulating both what is acceptable development, by zone, and what are the rules allowing such development. If one were to adopt a local law to force Wilson College to allow neighborhood parking on campus, one would need to update the Borough's zoning law. The zoning law rules must comply with a State Law called the Municipalities Planning Code or MPC.

Parking as a rule is an eligible item that can be regulated by zoning but only prospectively and not retrospectively. This is the same reason that so many apartments in Chambersburg were constructed without following the two (2) cars per residential unit now a part of the zoning code. If there were legally built apartments before that code amendment, they did not have to go back and create parking. Therefore, if the Borough adopted a code amendment to force neighborhood parking mitigation by institutions that wish to develop projects that would only be future development and not previous development.

As mentioned, one cannot write a law that impacts only Wilson College. Any proposed law would need to impact all property owners similar to Wilson College. We believe similarities would be institutions, schools, or campuses over a certain size. Therefore, any parking mitigation rule written into the zoning code would also impact future developments by other institutions in Chambersburg. Based upon how that law is written, that might include the Chambersburg School District, Mennohaven, Chambersburg Hospital, or others. All would need to comply with any new parking rule if they were to further develop their property.

Further, if the goal of a proposed law would be to force such institutions to provide parking resources for the impacted local neighborhood, one would need to allow an opt-out clause in the proposed law such as a "payment in lieu of providing neighborhood parking." The opt-out clause would likely be used more than the institutions actually providing neighborhood parking. Of course, this would be the genesis of a dedicated fund to allow the Borough to provide neighborhood parking. Therefore, over the next few decades, as institutional development continues, eventually this would have a positive impact on this situation.

Finally, all zoning regulations can be waived by the Zoning Hearing Board should the clause be found to be too burdensome on the developer or practically impossible to implement. There is no way to determine in advance whether the Zoning Hearing Board would support this new legal requirement. Also, to get the law adopted the Planning and Zoning Commission and Town Council both would need to look on favor to this proposal.

Staff does not believe it would be easy to adopt such a local law and even if adopted, the benefits might take years until the new law results in actually parking resources for the neighborhood.

Therefore, we do not recommend the adoption of a new local law to require institutions to provide neighborhood parking.

**A LOCAL LAW TO REQUIRE LANDLORDS TO SUPPLY AT LEAST ONE OFF STREET
PARKING SPACE FOR EVERY DWELLING UNIT**

Obviously, any adoption of a new law would be time consuming, challenging, expensive, and has unintended alternative consequences. No law can focus merely on the scenarios involved in this report and it would be discriminatory to focus merely on the Wilson College neighborhood rather than the entire Borough of Chambersburg where there are many neighborhoods with parking issues.

Landlords are a part of this neighborhood's problem as often they do not provide tenants with sufficient parking and likewise rely on the municipal on street parking resources to satisfy the needs of their tenants and guests. Property owners should be held to the same standard as the College, to provide sufficient off street parking for their needs, as Wilson College provides for their students, staff and faculty.

Landlords, who manage rental property in the area without reserved off street parking, will find the value of their real estate diminish in proportion to the growing parking problems. One possible solution is for landlords to create additional off street parking locations. We advise that this is an excellent use of available space. Alleys and lots can be converted to off street parking adding to the value (and rental rates) of neighborhood apartments. However, such an investment would be expensive.

In the current zoning code, whenever a property owner builds or converts real estate to become residential units, they are required to construct two (2) off street parking spaces for every unit. This rule has only been in effect for a few years and prior to that, apartments were often created with little or no off street parking. Before the rule was created, the zoning code did not require the creation of off street parking and the adoption of the rule could not be retroactive, so landlords, who made apartments before the rule, were not required to go back and add parking resources.

Further, in a number of cases, the Zoning Hearing Board has waived this requirement as being too burdensome on the developer or practically impossible to implement. There is also the issue of apartments created without permission although the Borough has worked successfully to end this practice in the last few years.

In Chambersburg, every residential rental unit must receive a code enforcement inspection once every three years. Those inspections are conducted by a contractor to the Borough of Chambersburg. During the inspections a number of aspects of local law and the code are confirmed. If violations are found, the Borough orders landlords to correct these violations.

In the future, the Borough has discussed a slight amendment to the existing systematic rental inspection program to convert the program into a permit or license program. Much of it would work the same way except that if a violation was found, and the landlord failed to correct it, a permit or license could be revoked and the tenants forcibly evicted. This heavy handed punishment was discussed merely as a motivating factor for landlords that are not otherwise motivated by fines or penalties for violations.

In theory, it would be possible for Town Council to adopt a local law to require every apartment have at least one (1) off street parking space per residential unit. While a zoning change cannot be retroactive, a code change to the residential rental code would be enforced with every future inspection. So, with every inspection after such a local law is adopted, the landlord would need to show that they have designated at least one (1) off street parking space for each residential unit. This would be less than the two (2) parking spaces now required to build or convert new apartments, but

because it is not contemplated to be a zoning change, it would therefore be enforceable on all the current apartments throughout the Borough with no off street parking.

This would be a very controversial and challenging law.

I assume that landlords all over town would oppose such a law.

There is no practical way to limit such a law to just the Wilson College neighborhood. It could be limited to only residential neighborhoods so it would not impact non-compliant apartments in downtown or commercial neighborhoods. Regardless, it would still impact many other parts of town and landlords would either need to build parking for their tenants or sell their properties for owner occupied housing. It would be a significant burden on landlords.

Town Council would need to think hard as to whether such a requirement, as a condition of operating a rental unit, is fair and equitable.

Meanwhile, the question remains whether it would have a significant impact on the Wilson College neighborhood.

Staff does not believe it would be easy to adopt such a local law and even if adopted, the benefits might take years until the new law results in actually parking resources for the neighborhood.

Therefore, we do not recommend the adoption of a new local law to require landlords to provide at least one (1) off street parking space for each residential rental unit as a condition of passing a future systematic rental inspection.

CONCLUSION

This problem has no easy solution, which is why it has yet to be addressed.

Everyone agrees that this past year has indeed been an atypical year for the college regarding transportation in that there have been three major construction projects on campus, in addition to the pedestrian and streetscape project on the outer edge of the college and multiple campus entrance changes.

In other “college towns,” permit parking around the campus is commonplace. However, in Chambersburg, it is unlikely it would provide any benefit.

Creating a municipal off street parking lot would be complex and expensive, and is not likely to solve the problem.

Adopting a local law to force institutions to provide neighborhood parking, or a fee in lieu of neighborhood parking, would be complex and would take years to yield any benefit.

Adopting a local law to force landlords to provide parking for their tenants would be controversial and force a confrontation with landlords throughout the community.

None of these solutions are ideal.

Therefore, we suggest the following:

1. Ask Wilson College to undertake a comprehensive campus wide parking utilization study to be performed by a design professional. The study should include a measurement of the parking needs of every Wilson College building using generally accepted parking measurement practices and the local and international code; as well as a count of available parking resources.

When shared with Dr. Williams, she responded “In turn, it would additionally be right to ask the Borough of Chambersburg and/or property owners on Park Avenue to undertake a parking utilization study by a design professional as well to include the parking needs of the buildings using generally accepted parking measurement practices by local and international code as well as a count of available parking resources. It is important to note that although this is just a suggestion, funding for a study of this kind was not put into the Wilson College budget previously approved by our Board of Trustees for the coming fiscal year.”

2. Continue to work with Wilson College and the neighborhood to undertake a more coordinated and professional marketing campaign to urge students and faculty both to respect the limited parking resources of the neighborhood and rather park on campus as much as possible regardless of whether local law or school policy forces their students, faculty or staff to comply. As we all agree, teaching empathy and respect for all our neighbors is as important a lesson as anything else.

3. Take no other action at this point.