

NW Parking SAC
Wednesday, February 15, 2017
3:30 p.m. – 5:30 p.m.
Friendly House

1737 NW 26th Ave.
Portland, OR 97210

Meeting Notes

Members in Attendance

Elizabeth Aaby, Karen Karlsson, Rick Michaelson (Chair), Thomas Ranieri, Phil Selinger, Don Singer, Mark Stromme, Ron Walters

PBOT Staff

Chris Armes, Scott Cohen, Steve Hoyt-McBeth, Jay Rogers, Antonina Zaytseva

Public in Attendance

Jim Kennett, Rick Williams

Welcome & Public Comment

Rick Michaelson called the meeting to order at 3:45 p.m. and invited public comment.

Public Comment

None

NW Parking SAC Recommended Actions

Karen presented a handout listing residential buildings that have gone live post-recession and those that are currently in production. Approximately 1,200 units are in construction at the moment, with about half falling into Zone M and the other half into Zone K.

Scott informed the SAC that the final approval, recommendations and a letter from the SAC will be needed in April to inform businesses of new proposals. Business with 30 or more permits (approximately 23 employers in the zone) would need to have 75% of employees complete the survey before permits are issued.

Based on the recommendations presented by Rick W. at the last meeting, Rick M. asked the SAC to make a decision about establishing a cap and possibly increasing the permit fees for the following year.

Per Rick William's recommendations, if the SAC would like to see an 84% occupancy rate in the district, the number of permits issued the following year needs to decrease by 2,000. If the SAC prefers to establish a hard cap, Rick W. recommends issuing business permits on a first-come, first-served basis until the cap is reached. Additionally, he urged the SAC to be sensitive to the phenomenal growth that was not factored into CEID's decision on permits issued; even though FTE was reduced significantly, the district still ended up issuing even more permits than the previous year because there was no cap. As such, Rick W. recommended using both a soft cap and pricing mechanism to govern growth if a hard cap is not determined. Don observed that a simple scaling formula may not capture reality because some businesses are seasonal and FTE depends on the time when permits were requested.

Rick M. polled the SAC to reach to see if there was consensus regarding a hard or soft cap. The SAC was varied in their responses. At which point, Rick W. recommended that each residential building could receive permits for percentage of the units and the permits could be allocated to the building owner or HOA and distributed internally (treating residential buildings the same as businesses). Some SAC members expressed concerns, as demographics of the neighborhood have changed and family units often house millennials living with roommates. Therefore, in allocating by percentage, a studio would receive the same amount of permits as a multi-tenant unit.

The SAC agreed to eliminate annual guest permits and continue with limiting the scratch-off daily permits to 100 for the following year.

There was discussion on both tiered pricing and a surcharge for permit fee for the following year and \$160 for the first permit and \$320 for the second was an example for tiered pricing. With the possibility of an option for people who can't afford a permit, such as keeping rates lower for residents on public subsidy.

NW Portland Hostel

Jim Kennett from Northwest Portland Hostel approached the SAC to request additional parking permits. He was incorrectly issued 40 guest permits at the beginning of the permit year but had most of them revoked once this was identified. Jim has reached out to Childroots and Portland Children's Theater to discuss viable shared parking options to no success. The committee approved the issuance of 20 permits for the hostel's guest and employees.

New Business

The Timbers are proposing to expand their stadium by adding more seats and are re-upping their good neighbor agreement; Karen requested that Ron update the SAC periodically on any changes.

YEAR OPENED	NAME	ADDRESS	Site Sq Ft	Units		Unit Mix				Parking Provided	
				Zone K	Zone M	Studio	1	2	3	Zone K	Zone M
Buildings Completed (Post Recession)											
2011	20 Pettygrove	1976 NW PETTYGROVE ST	15,000		90						18
2012	Benevento	1606-1616 NW 23rd Ave	10,000		24						18
2012	Franklin Ide	2240 NW LOVEJOY ST	24,020		92						62
2012	Savier Flats	2270 & 2275 NW SAVIER ST	51,000		179						130
2013	Norm Apts	1415 NW 19TH AVE	5,000		12	2	2	8			0
2013	1607	1607 NW DAVIS ST	9,600		16		9	6	5		1
2013	Sawyers Row	1950-1970 NW RALEIGH ST	26,000		45						35
2013	Hoyt EkoLiving	610 NW 17TH AVE	6,967	39		36	3			0	
2014	Cordelia	777 NW 19TH AVE &	30,600		135						70
2014	Addy	1222 NW 18TH AVE	20,000		104						24
2015	Footprint	2250 NW THURMAN ST	5,000		10	10 kitchens/50 rooms					0
2016	Tess O'Brien	1950 NW PETTYGROVE ST & 1953 NW OVERTON ST	18,000		126	126					0
2016	Wildwood Apts	2240 NW PETTYGROVE ST	6,000		19	5	11	3			0
2016	Montessa	2010 NW PETTYGROVE ST	10,000		49						16
2016	Muse	1313 NW 19TH AVE	10,000		58						33
				39	959					0	407

Buildings in Construction											
2017	Q21	2112 NW QUIMBY ST	52,000		154						104
	19 & Quimby	1502 NW 19th Ave	12,500		88						?
	George Besaw	2301 NW Savier St	14,506		51						?
	21 Astor	921 NW 21st Ave	15,000		27						31
	21st & Irving Apts	635 NW 21st Ave	22,300		21		18	3			?
		2330 NW Raleigh St	13,463		37		28	9			21
					378					0	156

Buildings in Land Use or Permitting											
		1331 NW 17th Ave (LU 16-266376 DZM)	30,000		196					97	
		1825 NW 23rd Ave (LU 16-279595 DZM)	4,700		64					22	
	KOZ 1	1015 NW 16th Ave (LU 16-179772 DM, 17-116106 CO) [Zone K]	13,763	128		128			0	0	
	Koz 2	1111 NW 16th Ave (LU 17-112581 DZ) [Zone K]	10,000	94		94			0	0	
	North 18	1134 NW 18th Ave (LU 16-264884 DZ)[Zone K]	20,000	160					2 levels	2 levels	
	Former AdMail	905 NW 17th Ave (LU 16-220412 DZM) [Zone K]	23,000	124		41	60	20	3-L/W	68	
	Redwood	233 NW 16th Ave (16-164765 CO) [Zone K]	10,000	50					0	0	
		1323-1327 NW 19th Ave (LU 17-111569)	10,000		100					?	
	St Mary's Parking Lot	1715 NW Couch St (LU 17-112471 CU, LU112-462 HR) (6 story residential and commercial parking) [Zone K]									
	George Besaw	2301 NW Savier St	14,506		36					24	
	George Moreland	2222 NW Raleigh St (LU 16-281912 DMZ)	26,000		117					50?	
		2220 NW Pettygrove St (16-281009 CO)	5,000		43					?	
		404 NW 23rd Ave (LU 16282390 HRM)	12,500		21					37	
					556	577				68	92

EA Only Projects										
		1431 NW 17th Ave (6 stories)(EA 15-272057)								
		1320 NW 17th Ave (EA 16-133838)								
		1945 NW Raleigh St (EA 16-278568)			18					
		2231 NW Pettygrove (EA 16-273872)			micro units with kitchens					

helpful info:

- Our new building we will have on site bike parking for up to 24 bikes.
- Our Employee stats:
 - Current, of our 20 staff, 5 have parking permits, 3 use off street parking spots, 5 bus, 3 walk, 2 bike, 2 live on site
- We pay 25% of our employees monthly tri-met passes,
- \$100 per year for bike maintenance or 100% Biketown membership
- We have 4 off street spaces in driveways used by ourselves and staff
- Our corner of the neighborhood does not have the parking issues that NW 21st and 23rd have, since metered.

Here is the breakdown of usage for each of our existing buildings prior to the hostel/guesthouse

1818 NW Glisan: 6 apartments
average of 4 to 6 cars

425 NW 18th: 13 office spaces and 6 apartments
average of 12 to 14 cars (residents and workers), plus client traffic

415 NW 18th: 5 attorneys and 1 receptionist
average of 4 to 5 cars, plus client traffic

424 NW 19th: 7 attorneys and 1 receptionist
average of 5 to 6 cars, plus client traffic

Total cars 25 to 31 (plus clients)

Total for the Hostel: 8 to 10

A little background. The hostel was established in the current location in 1998, before parking permits and meters. We have "weathered the storm" of the numerous parking plans that were tried out, in part because the city always worked with us. We are ready to open our new building to expand the hostel. We have followed all the requirements, including the rigorous historic criteria. We are in a commercially zoned location that does not require off street parking for our use. We are ideal for our neighborhood in that hostel guests are much less auto dependent, with only 10% of guests arriving driving a car. An apartment building with the same number of rooms would have many more cars parked on the street. For example, the estimate of cars parking on the street from our existing buildings, prior to converting to the hostel, was around 30 cars per day. The hostel use of parking is 1/3 of this, at 10 per day.

Northwest Portland International Hostel 2016

Month	Daily Parking Permit Users	Average Cars per Night
January	206	6.65
February	171	5.90
March	279	9.00
April	293	9.77
May	295	9.52
June	416	13.87
July	372	12.00
August	361	11.65
September	405	13.50
October	406	13.53
November	208	6.71
December	253	8.16
Total	3665	10.01

Room Types	2016	2017
Total Dorm Beds	72 plus 78 (in 2017)	150
Total Private Rooms	24 plus 3 (in 2017)	27

Number of Employees (FTE)	2016	2017
Hostel Staff	17	20
Hostel Café	0	13

* 90% - 95% of Parking Permits Were Used for 1-2 nights

Transportation-related Staff Incentives

Trimet Employer Monthly Transit Pass Program: staff buys pass through hostel; hostel subsidizes it with \$25

Bike Incentives: pay up to \$100/year for tune ups and repairs or towards the BikeTown annual membership; on-site bike parking for up to 24 bikes (in 2017)

Participated in the BTA (now Street Trust) Bike More Challenge: 11 (out of 17) staff participated, rode from 2 - 149 miles/person; one staff person converted to bike to work

Current SnapShot: Staff Transportation Mode - 2/5/17

	#Staff	#shifts	%shifts
Permit Users	5	14	19.44%
Off-Street Parking Spot	3	15	20.83%
Public Transit	5	15	20.83%
Live On-Site; No Car	2	8	11.11%
Bike	2	6	8.33%
Walk	3	14	19.44%
Total	20	72	100.00%

average of 2 staff cars/day parked on street