

NW Parking SAC
Wednesday, April 19, 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

PBOT Staff

Chris Armes, Scott Cohen, Nicole Powell, Jay Rogers, Lynda Viray Owen Ronchelli (Rick Williams Consulting)

Welcome & Public Comment

Rick Michaelson called the meeting to order at 3:35 pm and invited public comment. Employees and residents expressed the following concerns:

1. SAC meetings are at times when many can't attend due to work hours. Is it possible to have public meetings later in the evening?
 - Will have some future meetings related to how to spend money in the neighborhood at later hours. The SAC meetings are coordinated based on committee members' availability. The SAC is composed of all volunteer committee members.
2. Read about changes to Zone M permits, possible lottery system, percentage to limit permits, and price increase. Can public still comment on those changes?
 - Public comment period has passed, but the committee is open to hearing more public opinions. The committee recommends permit price of \$180, discounted parking permit based on financial hardship and reduced income, no lottery, and that all current permit holders can renew.
3. Residents that were here before Zone M and meter installation on NW 21st & 23rd Aves are concerned that businesses are prioritized over residents and that there is a lack of parking enforcement in the area.
 - The committee will establish working groups to look into these concerns and to get public input.
4. Concerned about neighborhood development, the conversation of single family to multi-unit without considering the impact. Switching from automobile use to public transportation isn't feasible for all residents.
 - Understand, the SAC and NWDA representatives went to council wanting parking minimum, but City Council did not pass off street parking requirements with new development in the neighborhood.

5. Want to know how public can comment if they aren't able to attend meetings. Is there an online feedback option?
 - Citizens can email their comments at any time. We have a website managed by PBOT with information available which is www.nwportlandparking.com.
6. Will the money from the permits be spent in the neighborhood?
 - Yes, money is devoted to Transportation Demand Management (TDM), reducing demand for parking, increasing the flexibility of shared parking, plus 51% of the net meter revenue is spent in the neighborhood.
7. Didn't know the SAC existing until the recent article in the newspaper.
 - The Examiner lists all neighborhood meeting times, it is free and delivered to all residents. We will follow up to ensure our information is also included.
8. How does the permit price setting compare to other cities?
 - Other cities charge fees and the money isn't distributed back into the neighborhood, but the surcharge will go back into the neighborhood.
9. There is bad traffic on NW 16th, more permits than parking spots, transit and bike lanes block traffic in this area. The conversation is around bikes and transit, but certain commerce (like interior design) require a car and these businesses shouldn't be penalized.
 - The SAC understands, there is support and the public can express their concerns to City staff. Want to get people that have the potential to switch modes to do so.
10. The William Temple House is a nonprofit and has concerns about the price of business permits for their employees, their volunteers don't qualify for business permits and have to pay to park. Are there thoughts around permit pricing for nonprofits?
 - The SAC will look into this issue.

Rick closed the public comment period by suggesting the public read information on the www.nwportlandparking.com website, send emails to share opinions/comments, and that the SAC will try to schedule other meetings because neighborhood involvement is important.

Adopt NW Parking Permit Program Changes

1. Permit eligibility for existing buildings with 30 units or more
 - Chris explains that all options include a provision where anyone who currently has a permit would keep their permit. The limit/reduction to residential permits would occur by attrition. Existing buildings with 30 units or more are eligible to receive permits at 60% of units/address. Permits will be issued to individuals. However, property managers will be issued pre-application notifications equal to the total number of permits allowed for the building. Property managers will provide these pre-application notifications to tenants as part of their rental process to allow the tenant to secure a permit. By doing this, property managers will know exactly how many permits they have left for new tenants and a new tenant will know that there is no longer permits available before they move in.
 - Phil comments that buildings with more than 60% of units having permits will be lowered through attrition and it will be helpful to have relationship with building manager for future TDM.

- Chris notes that about 12 buildings with 30+ units are at 60%+ permits.
- Don wants to know why 60% was chosen and if studio and multi-bedroom units are treated the same.
- Chris clarifies that we determine number of permits per building based on units, but do not determine how those permits are distributed within the building, the manager determines that.
- Don thinks this approach penalizes larger units and new buildings, wants to know if there are incentives for new buildings offering parking.
 - At this time there is not an incentive, but might be in the future.
- The committee discusses concerns about how restrictions are determined, but notes it would be complicated to determine number of bedrooms/individuals instead of units. Want to know if there is data on multi-unit buildings. Rich explains that there is data on units, but not bedrooms. Karen says that plans on all buildings can be pulled. The City has data on permits issued, but don't have data on number of residents that move out of the neighborhood and don't surrender their permit or the occupancy rate per building.
- Rick asks if the number of permits in residential buildings should be limited and if yes, how. The SAC thinks a limit should be set.
- Karen suggests that building managers can treat permits like a key, has to be returned at move out otherwise there is a penalty, this should help with notification of when people move and permits are not active. Chris mentions there can be an incentive provided to people in smaller buildings to turn in their permit when they move.
- Phil asks if condos are treated the same as apartments. Chris responds that condos are separate addresses, so treated as a single family house and not restricted.
- Owen Ronchelli from Rick Williams Consulting comments that this is a difficult situation, there is limited parking with multiple user groups. The prudent thing is to limit the number of permits, employee permits are limited with FTE and limiting residents is more challenging, but can be done through trial and error. The proposal is solid, it will be actively managed and exceptions can be taken care of. His recommendation is to try something and alter over time.
- Karen comments that the 12 buildings that exceed the 60% limit will be impacted in the long term.
- Tom comments that there are permit restrictions in the Central Eastside and demand is still high, wants to know if they built additional parking.
 - Owen responds that it is difficult to build supply. Chris mentions there is one private off street structure that is being built as part of a development. Scott comments that the Central Eastside hasn't started demand management. And Chris explains that the area is mostly business permits.

- Rick points out that the permit limit is not code, but an annual recommendation. Then asks if the committee supports a 60% limit for existing residential buildings with 30+ permits. The committee supports the proposal for existing buildings with 30 units or more are eligible to receive permits at 60% of units/address.
- Don asks about attrition rate. Jay lets him know that we cancel permits in our system if we know they moved. Chris explains we are trying to get people that move out to turn in their permits for an incentive. This process is the first step in annual data collection and conversations around how it is functioning, can adjust annually. The SAC needs to recommend a limit today.
- Mark points out that they haven't seen the impact that a price increase will have on the number of permits purchased.
- Rick asks if there is support for a limit of permits in residential buildings. Four SAC members are in favor, with some in favor of 40% for new buildings, while others prefer 30%. If the recommendation can be assessed, then one more member is in favor of limits.

2. Permit eligibility for new buildings with 30 units or more

- Chris explains recommendation that new buildings with 30 units or more that do not have certificate of occupant by September 1, 2017 are eligible for permits at 30% per units/addresses for the upcoming permit year and beyond.
- Scott explains that existing residents will qualify for permits, but there will be new rules for new buildings, that there are no expectations for new residents and a permit will not be a guarantee.
- Mark thinks a 30% limit for new buildings will help incentivize new construction to provide some parking.
- Don asks why 30% limit for new buildings. If building has parking, there would still be residents without parking or a permit.
- Chris explains that there are very few buildings that have permits for all of their units.
- Scott explains that most new buildings aren't permitting up to 30% or 40% and that the goal is to change community perception about parking, this changes over years, and new people don't have historical context for what parking used to be like, they will only know the neighborhood as having limited on street parking. The message is more important than the number and management is part of the solution.

Rick makes a motion to vote for either 1) Existing buildings with 30 units or more to be eligible to receive permits at 60% of units/addresses and new buildings that do not have certificate of occupancy by September 1, 2017 to be eligible for permits at 30% of units/addresses for the upcoming permit year OR 2) Existing buildings with 30 units or more to be eligible to receive permits at 60% of units/addresses and new buildings that do not have certificate of occupancy by September 1, 2017 to be eligible for permits at 40% of units/addresses for the upcoming permit year.

- 1 vote in favor of option 1

- 5 votes in favor of option 2

Committee supports the recommendation that existing buildings with 30 units or more to be eligible to receive permits at 60% of units/addresses and new buildings that do not have certificate of occupancy by September 1, 2017 to be eligible for permits at 40% of units/addresses for the upcoming permit year.

3. Residential Opt Out Incentives

- Rick says that if current residential permit holders opt out they can receive benefits.
- Scott explains that if a resident chooses not to renew their parking permit, they can opt to participate in the incentive program which includes \$100 TriMet HOP card and 1 year BIKETOWN membership or half price annual TriMet pass.
- Tom asks if there is a deal with Trimet, but there isn't a deal yet.
- Elizabeth asks if the incentives are just for residents or if businesses qualify for incentives too.
- Scott states that the incentives are only for residents, the employers have a limit of 80% and are eligible for other incentives.
- Elizabeth wants to know if there is grandfathering for current business permit holders or options for employers to distribute their unused allotment of permits to businesses that want more permits.
- The committee discusses .8 FTE for businesses, wanting to know how many permits are issued in relation to available FTE.
- Scotts informs the SAC that there 5 to 8 businesses that purchase more than .8 FTE. Scott can talk to them about TDM options.
- Jay lets the SAC know that business permits are transferable between employees/vehicles because the business permits aren't vehicle specific and attach with a suction cup.
- Owen explains that the logic behind .8 is the need to reduce permits by 20%, businesses might not have purchased full FTE, so this is a starting point.
- Mark wants to know if the City has the capability to take quarterly or twice a year payments, count active permits, and have coded cards for meters
- Chris said the City doesn't have permit software to allow for incremental payments, but hope to have that capability with new software being procured through a parking vendor, there isn't a way to count active permits (if those not in use haven't been turned in), and there is no card system to pay at parking meters beyond traditional card payment options.

Discounted Zone M permits will be available based on financial hardship and reduced income.

- The annual permit fee is set at \$180. Low income price is still an option, but needs clarification on how to address.

- Chris lets the committee know that residents with an award letter (showing low income) will not be charged the surcharge. There are different income thresholds for different agencies. Looked into third party verification option, but couldn't find one. Self-certification through PBOT is an option.
- Karen noted that some assistance programs like HUD don't have capacity for people that meet the income requirements, so low income people aren't able to apply for assistance.
- Chris let the SAC know that Zone M renewals are mailed in July, so a decision on the low income options needs to happen before that time.
- SAC discusses what income level to use as threshold, ex: median income of neighborhood.
- Phil would like verification, possibly relate to taxes, or something to avoid fraud.
- Rick suggests honor system trial with two discounts, 1) \$60 for low income (provide assistance letter) and 2) \$120 for median income.
- Karen asked if the City has looked into ways for people to pay quarterly or monthly, so the upfront cost isn't so high. There is agreement, that multiple payments would be helpful.

Biketown Summer Proposal

- Scott explains that there is a need for more public feedback on TDM incentives, so they want to offer a summer BIKETOWN pass for NW residents. Want to market this offer soon, May is bike month, so it would be a good opportunity to start, can offer free passes to seed interest. Needs SAC approval before moving forward with this, the maximum cost would be \$5400. Want to offer a summer BIKETOWN pass for \$10, when a day pass costs \$12, the pass would be good from the time it is marketed through the end of August. The hope is that after using the summer pass people will sign up for an annual membership.
- Tom wants to know what the value of the pass is.
- Scott explains that BIKETOWN doesn't offer a monthly pass, but an annual membership costs \$144, which breaks down to \$12/month, so the value is at least \$36, but it is a special offer because this is something that can't be purchased otherwise.
- The SAC supports using remaining meter revenue on the summer BIKETOWN proposal, but there are questions about the cost/math.
- Scott explains that there is a proposal by BIKETOWN operator to offer \$25/month passes, so the summer pass would then be a \$75+ value that can be purchased for \$10, at a cost to the SAC of \$18/summer pass.

New Business

Trolley/Shuttle Concept

- Mark and Don explain that the Executive Committee met to discuss the parking supply and a trolley/shuttle concept for employees, visitors, and residents. Need parking lots where these people can park and then take the shuttle into the neighborhood, have an anchor garage/lot and stop at other parking areas.
- Karen mentions that the shuttle idea was brought up at the Nob Hill meeting and that they want to set aside a smaller group to discuss such topics.
- Phil clarifies that the trolley would actually be a shuttle and that TriMet has partnered with businesses on similar projects, but the cost can be challenging.

- Elizabeth comments that time on transit can be a burden to employees, so a shuttle during rush hour could be helpful.
- Don shares that Washington Square mall offered something similar.
- Karen suggests that paying to park in the designated lot and/or paying to ride the shuttle could help with costs.
- Phil suggests folding shuttle stops into MAX and street car stops.

Subgroups

- Rick explains that there is a new business item to create subgroups/taskforce that would meet monthly. The three groups would add three meetings/month, one meeting for each group. The groups would focus on 1) Supply, 2) TDM, and 3) community outreach.

Final Public Comments

- William Temple House uses 100% FTE business permits and has concerns that their volunteers aren't considered part of their labor force, it is a hardship for their volunteers to pay the meters/
 - Chris explains that this is similar to nonprofits operating in Old Town that pay meters to park.
- Noel from Cairn Pacific explained that hired consultant Kittleson offers to share data and information on how developers historically received a discount for providing parking but that is no longer the case.
- Is there a transportation improvement list?
 - NWDA transportation committee has a list of options.
 - Scott explains that the meter revenue goes toward physical improvements, while the permit surcharge will be used for incentives, with the potential with increased fees to be used for physical improvements.
- Are there incentives for smaller cars?
 - No incentives available for vehicle sizes

Meeting adjourned.

NW Zone M Permit Program - Action Items

Anyone who currently has a permit would keep their permit. The limit/reduction to residential permits would occur by attrition.

- No limit on residential buildings that have less than 30 units
- Existing buildings with 30 units or more:
 - Eligible to receive permits at 60% of units/addresses.
 - Permits will be issued to individuals. However, property managers will be issued pre-application notifications equal to the total number of permits allowed for the building. Property manager will provide these pre-application notifications to tenants as part of their rental process to allow the tenant to secure a permit. By doing this, property managers will know exactly how many permits they have left for new tenants and a new tenant will know that there is no longer permits available before they move in.
- New buildings with more than 30 units that do not have certificate of occupancy by September 1, 2017
 - Eligible for permits at .3 per units/addresses for the upcoming permit year and beyond.

Residential Opt Out Incentive – Funded by Permit Surcharge

If a resident chooses to not renew their parking permit, they can opt to participate in the incentive program which includes: (estimated cost, \$20,000)

- \$100 TriMet HOP card
 - 1 year of BIKETOWN membership
- OR-
- Receive half price annual TriMet pass