

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576

Chloe Eudaly Commissioner Chris Warner Director

NW Parking SAC Meeting

Wednesday April 15, 2020
(Third Wednesday of Every Month)
4:30-6:00 p.m.

Please see attachment for virtual meeting information

Agenda

Task	SAC Action	Presenter	Time
Welcome & Vice Chair Designation	N/A	Rick Michaelson, Chair	4:30 p.m.
Annual On-Street Study – Action Items	Presentation & Discussion	Owen Ronchelli, RWC	4:35 p.m.
Survey for Large Residential Buildings	Discussion	Rae-Leigh Stark, PBOT	5:05 p.m.
Public Comment	N/A		5:15 p.m.
SAC Spring Workplan	Discussion	Rae-Leigh Stark, PBOT	5:20 p.m.
New Business	N/A		5:50 p.m.
Adjourn	N/A	Rick Michaelson, Chair	6:00 p.m.

A note to members of the public: Welcome and thank you for joining! The committee is happy to hear from you. For your convenience, public comment is in the middle of the agenda. In an effort to keep the committee's work on schedule, the committee may ask for comments to be brief depending on how many people would like to speak. You may always provide the committee written comments as well, please email Rae-Leigh Stark at rae-leigh.stark@portlandoregon.gov to submit comments or questions. For project updates and meeting announcements, feel free reach out with your email address.



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.

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NW Parking SAC Virtual Meeting Information

Welcome to the NW SAC meeting!

Attend the meeting here using one of two options:

1. If you'd like to call in and follow along using the April NW SAC Meeting Materials Packet, please dial in using this information:
971-323-0035, Conference ID: 456 286 82#
2. If you'd like to attend via your computer and follow along virtually, please follow this link:
[Join Microsoft Teams Meeting](#)

Are you a member of the public?

Thank you for joining! You will have the opportunity to introduce yourself and provide comment during the meeting. If you'd prefer to submit your comment before the meeting, please email or call Rae-Leigh Stark at Rae-Leigh.Stark@portlandoregon.gov or 503-823-7211.

We are all navigating this virtual way of public participation, so don't hesitate to contact me if you have any questions or have any accessibility needs.

Virtual Meetings Best Practices

1. Arrive to the meeting 10-15 minutes early to test your technology.
2. If you are able, put your phone or computer on mute when you're not talking.
3. When you speak, state your name first so everyone, including those on the phone know who is speaking.
4. If you are addressing someone or the group, state their name or say you're addressing the group.

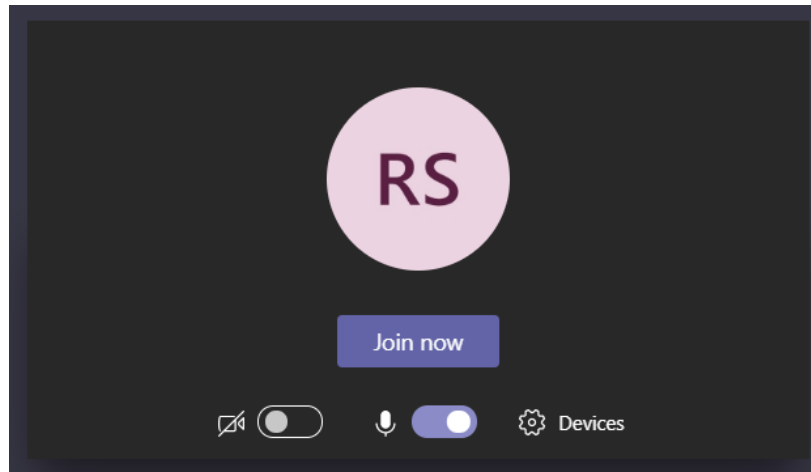
How to Use Microsoft Teams

If you are joining virtually via your computer and the Microsoft Teams app, follow these steps:

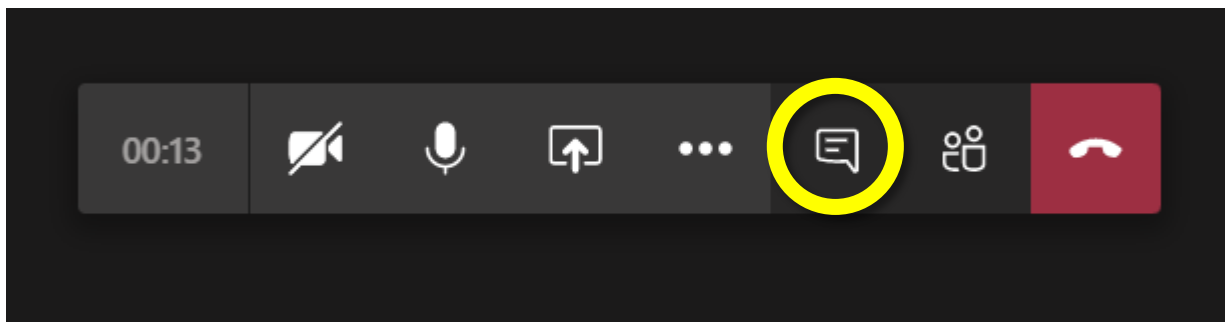


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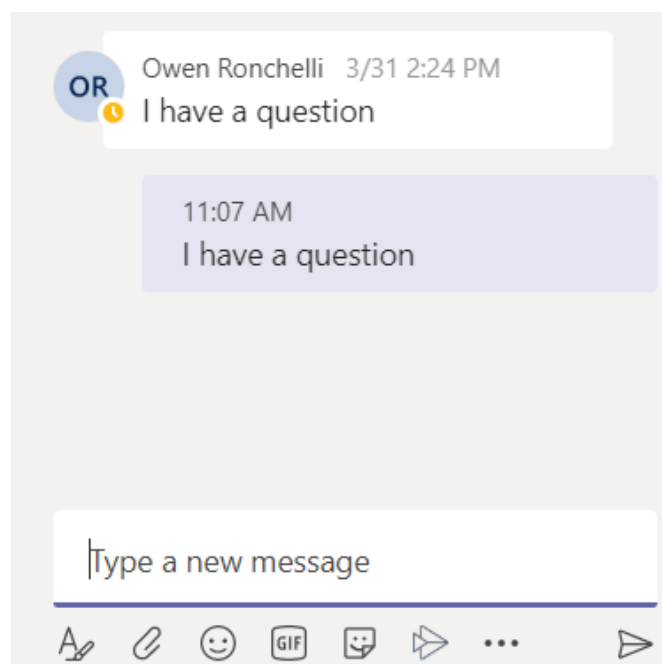
1. Allow Microsoft Teams to access your microphone. It's optional, but if you'd like to join via your webcam, allow that too. After you do that, click Join Now.



2. To “raise your hand” or send in a comment, click comments here:



3. Use the chat box to type in “I have a question” or “I have a comment,” etc. or feel free to type in your entire comment or question.



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NW Parking SAC Update April 2020

Zone M Permit Updates

- **Permits 2019-2020 as of April 1, 2020**
 - **Total permits: 5,451**
 - Business: 2,505
 - Resident: 2,946
 - 47% of resident permits are income based
 - Last year, as of February 2019, we had sold **7,038 total permits. A 22% reduction.**
 - Since mid-March, APP has issued 102 temporary, emergency COVID-19 parking permits. These permits are for people who typically do not need a parking pass, but their situation has changed due to the pandemic. These emergency permits do not have an expiration date at this time, but APP has told customers they will be notified 72 hours before the permits expire.

Project & Program Updates

Zena Rockowitz started as a new Coordinator 1 in Parking Operations. She will be supporting the NW Parking District and the new parking districts, which Kathryn is managing. You'll be seeing her at the monthly SAC meetings and other events. She brings experience in public policy, public engagement, and project management. Welcome Zena!

Project & Program Updates

- **Transportation Wallets: July 1- present**
 - **493** Opt-outs—Permit renewal year
 - 130 residential opt-outs
 - 36 are due to the off-street declarations (forced opt outs)
 - **147** Purchased in 2020 and 2 New Mover Wallet



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- **New meter installation**
 - Phase 2 / west end installation is currently on hold.
 - Phase 1 complete, except for 2 block faces that were still under construction.
- **NW In Motion Update**
 - The NWIM project team is working on incorporating revisions based on the memo that was presented by Zef Wagner at the February SAC meeting.
 - City Council date is unknown



NW Parking District

Owen Ronchelli

RIK WILLIAMS CONSULTING
Parking & Transportation

April 15, 2020

*2019/2020
Zone M Management Strategy
Considerations*

Meter Hours Enforcement

```
graph TD; A[Meter Hours Enforcement] --> B[Adding Thorns Games to Restricted & Events District]; B --> C[Elimination of Meter Feeding]; C --> D[Permit Surcharge Rate];
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Adding Thorns Games to Restricted & Events District

- Other changes?

Elimination of Meter Feeding

Permit Surcharge Rate

Discussion Overview

Zone M Parking District Hours of Enforcement

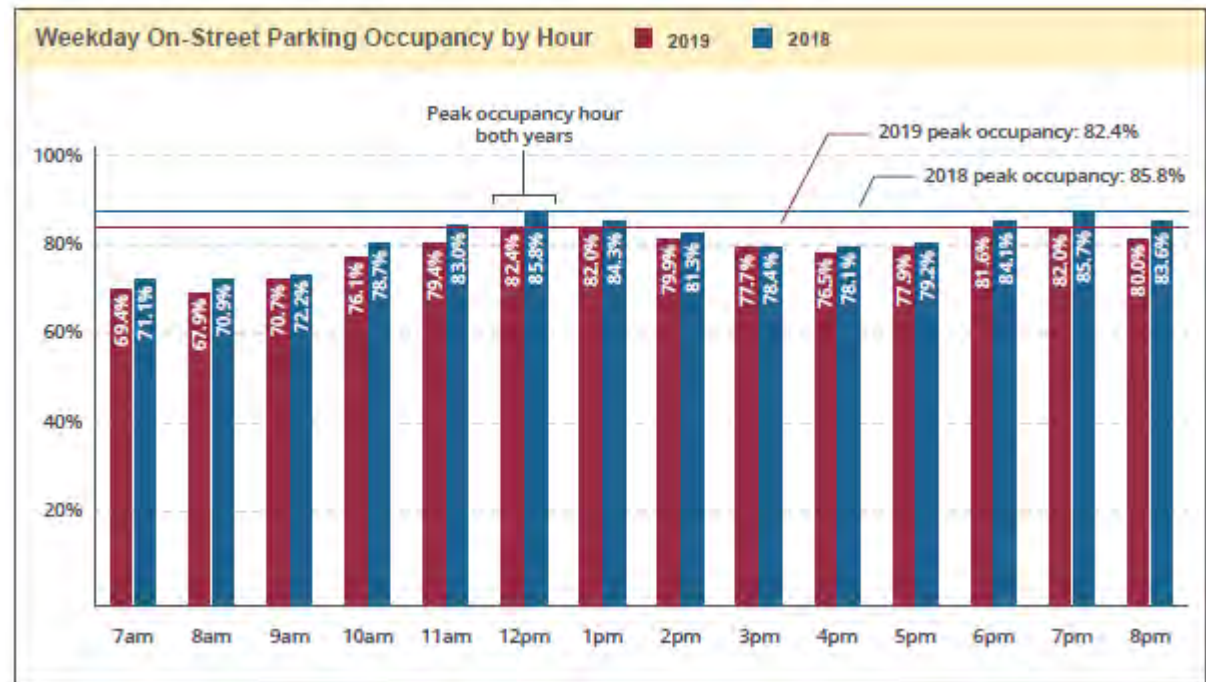
- Past few years peak hours have been 12:00 PM and 7:00 PM
- Not much occupancy variation between 8:00 AM and 9:00 AM (1 – 2 percentage points)

Current:

9:00 AM – 7:00 PM

Consideration:

10:00 AM – 8:00 PM



Zone M Parking District Hours of Enforcement

- Visitors to pay extra hour in evening
- Greater parking availability for residents returning home

Current:

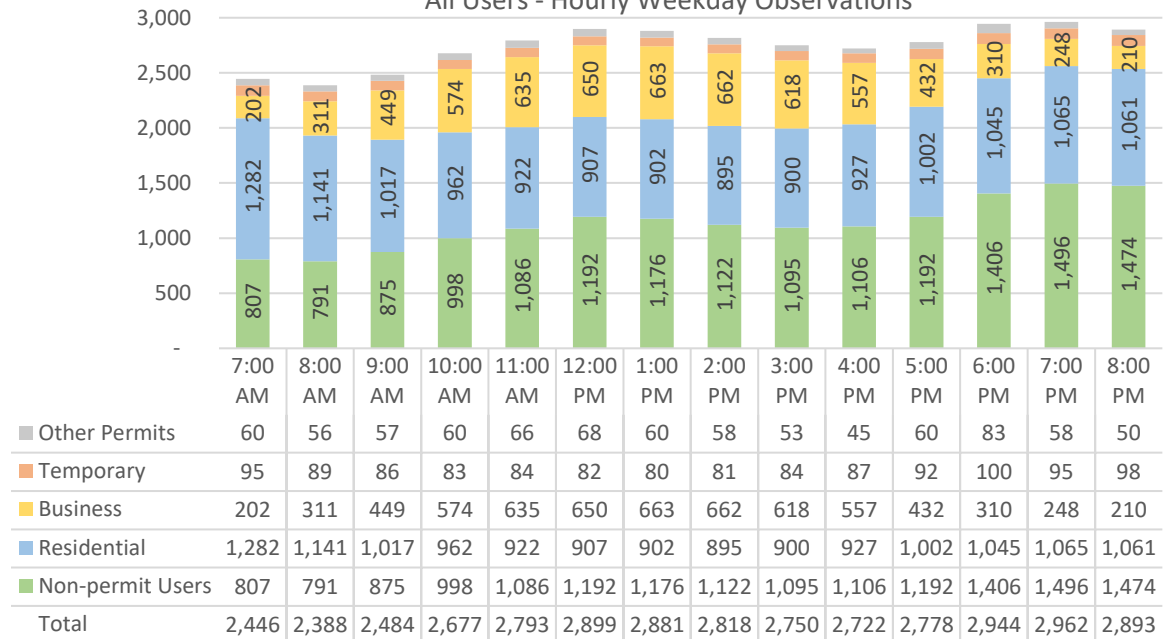
9:00 AM – 7:00 PM

Consideration:

10:00 AM – 8:00 PM

2019 NW Parking District - Demand by User Type

All Users - Hourly Weekday Observations



Zone M Parking District Hours of Enforcement

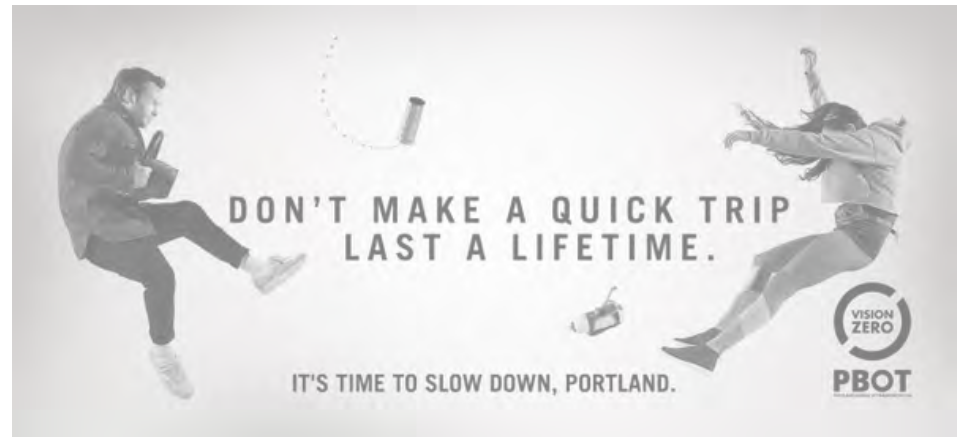
Current:

9:00 AM – 7:00 PM

Consideration:

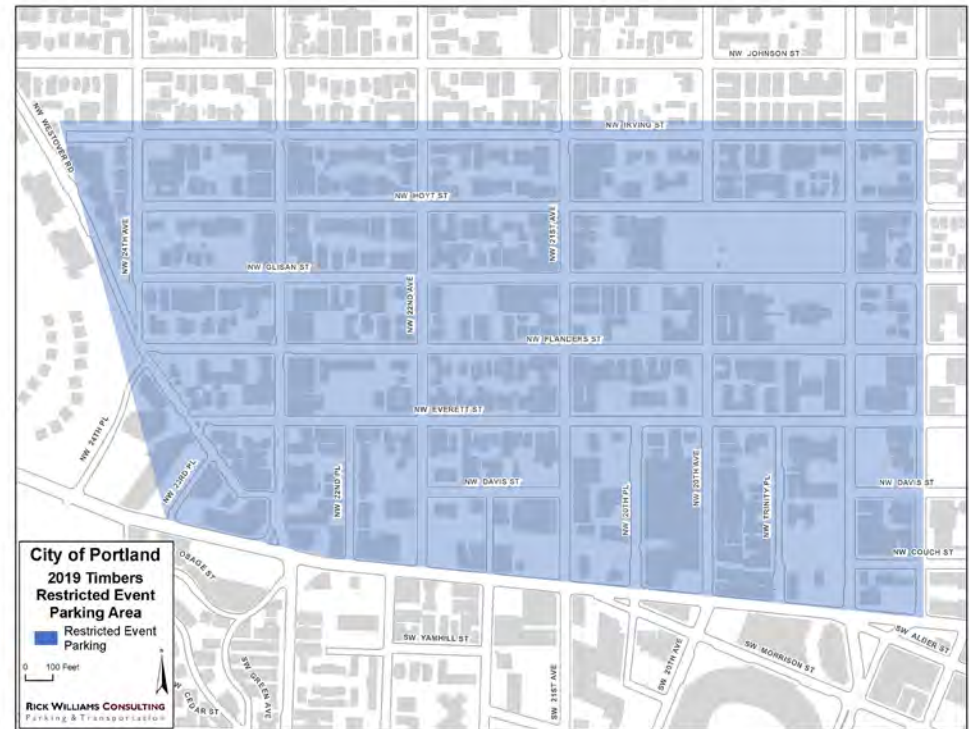
10:00 AM – 8:00 PM

- Number of enforcement hours would remain the same, just shift timeframe
- Encourage visitors to use off-street parking in the evening hours (when available)
- Safer choice to leave vehicle parked on-street overnight (without fear of being ticketed early morning)



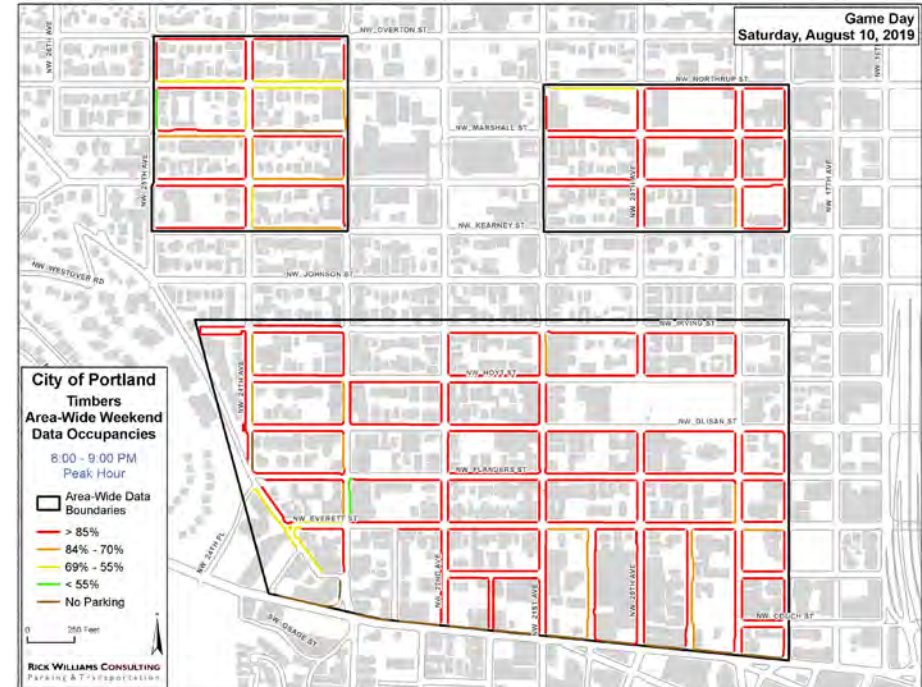
Add Thorns Games to Restricted Events & Event Parking Area

- Thorns average 20,000 in attendance (Timbers 25,000)
- Thorns more popular now than when Event & Restricted Events Districts created
- City uses 12,000 as threshold
- Would require outreach to Goose Hollow



Additional Question about Restricted Events Area

- Is it functioning as intended?
 - Peak occupancy = 93.5%,
 - All but 2 of the 32 block faces in the eastern portion of Sub-Zone B are parked in excess of 85% occupancy.
 - The western portion has 18 of 30 block faces parked in excess of 85% occupancy
- How do businesses feel about parking during Timber events?



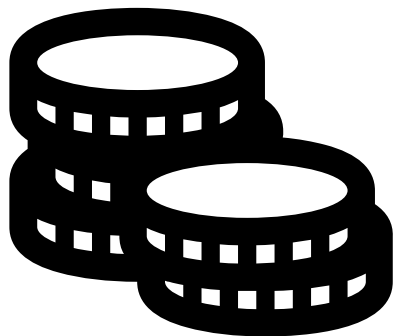
Additional Question about Restricted Events Area

- Measures to ensure greater compliance with Restricted Area guidelines?

- More active enforcement before and during events
- Higher citation fees for offenders
- Prohibit Parking Kitty users from plugging meters during events

Anecdotally (via Timbers Intercept Survey), several users expressed confusion regarding how on-street stalls function during events (cost, length of stay, enforcement hours, etc.).

- Conduct regular outreach to merchants, event goers (non-season ticket holders) to help reduce confusion. Could piggyback on outreach done by Timbers organization.



- ❖ *Confusing*
- ❖ *Complicates enforcement*
- ❖ *Nowhere else doing it*

Revisit Meter Feeding

- Current policy in NW is inconsistent with meter use in all other districts in the city (except 5 Hour meters in Lloyd)
- Retaining this policy allows non-permit users to park in the Restricted Event Area and feed their meters via Parking Kitty
(in opposition to Restricted Event Area guidelines)
- Eliminating this policy (when combined with greater enforcement) could reduce parking occupancy rates and increase turnover in the Restricted Event Area.

Permit Surcharge Rate

- Systematic price increases help to control demand
- Reduces float in the permit supply
- Low-income permits in place

NW Permit Allocation			
Year	Residential	Business	Total
2016/17	4,046	4,384	8,430
2017/18	4,684	3,437	8,121
2018/19	4,695	3,597	8,292

Central Eastside Permit Allocation			
Year	Residential	Business	Total
2016/17	127	7,160	7,287
2017/18	58	6,695	6,753
2018/19	53	6,430	6,483

NW surcharge began 2017/18 permit year:

2016: \$60 (city base fare)

2017: \$180 (base fare + \$120 surcharge)

2018: \$180 (base fare + \$120 surcharge)

2019: \$195 (\$75 city base fare + \$120 surcharge)

CEID surcharge (Zone N & G)

2019: \$370 (\$75 base fare + \$295 surcharge)

THANK YOU

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Chloe Eudaly Commissioner **Chris Warner** Director

To: Northwest Parking SAC
From: Rae-Leigh Stark, NW Parking District Liaison
Date: March 4, 2020
Subject: NW Multi-Family Residential Parking Memo

To gain more information on multi-family buildings and their parking situation, we administered a survey of multi-family buildings with 20 or more units located in the Zone M Parking District. The survey, open from January 31 to March 1, was sent via email to property managers or owners. Additional emails and calls were made to ensure the surveys were completed. We received 58 responses out of the 78 buildings we had contact information for or about a 77% response rate. There are approximately 125 buildings we believe that have more than 20 units and are open in NW. This survey is a representation of approximately half of the residential buildings in NW. The survey questions are included as an appendix.

Multi-Family Residential Characteristics from Survey Responses

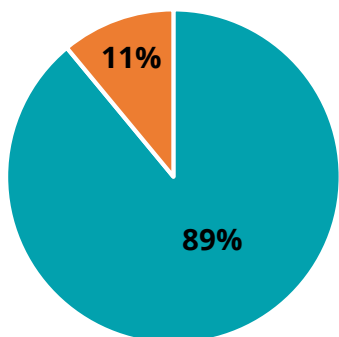
58	Total buildings in survey
2,897	Total units in survey (Represents ~ 30% of total multi-family units)
41%	Studios
49%	1 Bedroom
9%	2 Bedroom
1%	3 Bedroom
50	Average number of units per building (91% occupancy rate)
17	Number of buildings with off-street parking (Down from 23 in 2018)
29%	Percent of buildings with off-street parking (Down from 38% in 2018)
9.2	Average # of parking spaces per building (Down from 14.5 in 2018)
59%	Estimates percent of tenant vehicle ownership
0.2	Average Parking Ratio (1 out of 5 units have access to off-street parking, which is down from 3 out of 10 in 2018.)



Parking Characteristics from Survey Responses

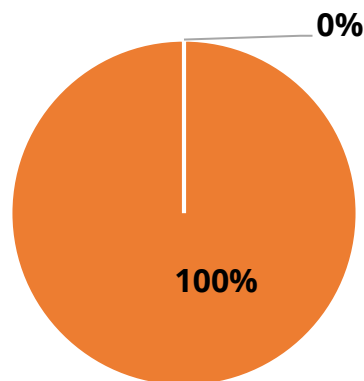
- 532** Number of off-street parking spaces (Represents ~14% of all residential off-street parking in NW)
- 74%** Off-street parking occupancy (394 spaces occupied. This is down from a 90% occupancy rate in 2018. Note: Kado NW with 110 parking spaces just opened and are leasing up.)
- 34** Average number of spaces per building with parking
- 0.5** Average parking ratio of buildings with parking (1 out of 2 units have access to off-street parking)
- \$170** Average cost of a parking space per month (Up from \$145 in 2018)
 - \$75** Minimum **\$325** Maximum
- 2** Buildings with parking included in rent
- 1** Building with parking included in deed

How is Parking Allocated?



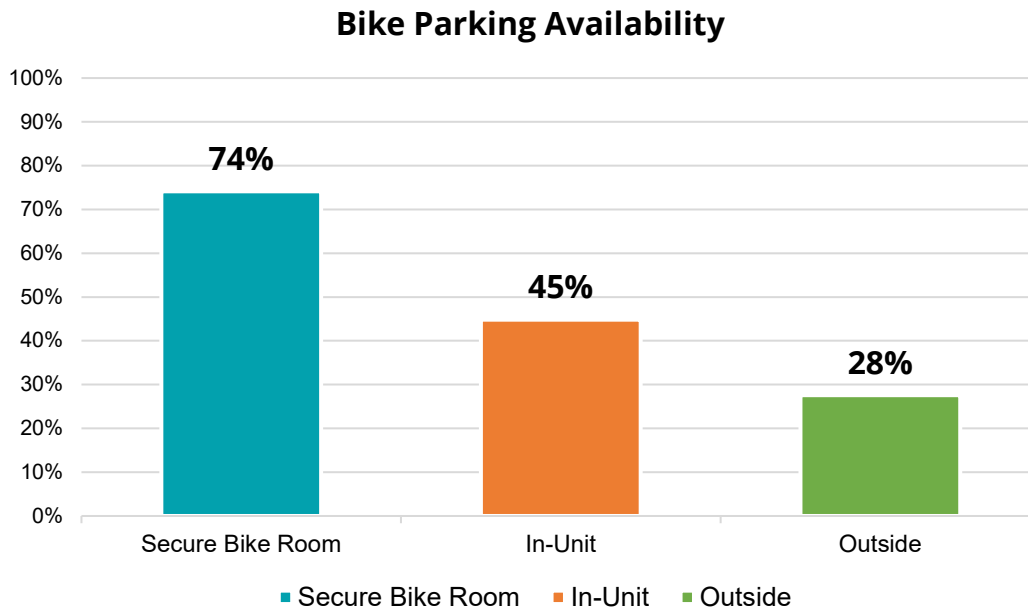
- Tenant-only, reserved parking
- Shared with other users, non-reserved

Where is Parking Located?



- Off-site
- On-site in garage or lot

Transportation Options



74% of buildings surveyed provide a secured bike room, which is up from 48% in 2018. Further, three buildings offer transportation incentives, other than the bike parking (which is has been a code requirement since the late 1990's), to their residents. The Addy Apartments offer transit subsidies, LL Hawkins has a building car and/or bicycle available for tenants to use, and the Metropolitan offers discounted group BIKETOWN memberships.

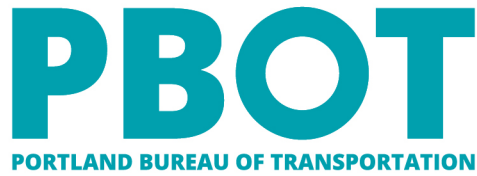
Transportation Wallet

25 building managers were interested in distributing flyers for FREE Transportation Wallets to new residents who don't bring a car to the neighborhood. We developed marketing material and have dropped the wallets off at 12 different building managers so far.

Summary

The majority of multi-family buildings in NW Zone M, do not have off-street parking for their residents. Many of them were built during the streetcar era when private vehicle ownership and daily driving were not common. 29% of buildings include some off-street parking. The buildings that do include parking are typically larger and newer. Multi-family buildings with off-street parking have an average of 50 units and an average 32 parking spaces. The average parking ratio for newer buildings with parking is 0.5 (1 out of 2 units have access to off-street parking). If you combine all multi-family buildings that responded, the off-street parking ratio is 0.2 (1 in 5 units have access to off-street parking).

Zone M Parking Permit data was pulled for all multi-family residential buildings that responded to this survey to understand the overall parking ratios of both on-street and off-street parking. Of all multi-family buildings in NW, 1 out of 2 units have a Zone M Parking Permit. In multi-family buildings without off-street parking, 6 out of 10 units have a Zone M Permit. In multi-family buildings with off-street parking, that reduces to only 3 out of 10 units with a Zone M Parking Permit. However, in those same multi-family buildings the overall vehicle ownership is higher with 8 out of 10 units parking a vehicle either off-street or on-street in NW.



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Chloe Eudaly Commissioner **Chris Warner** Director

To: Northwest Parking SAC
From: Rae-Leigh Stark, NW Parking District Liaison
Date: March 4, 2020
Subject: NW Parking SAC Decision Schedule & Background Information

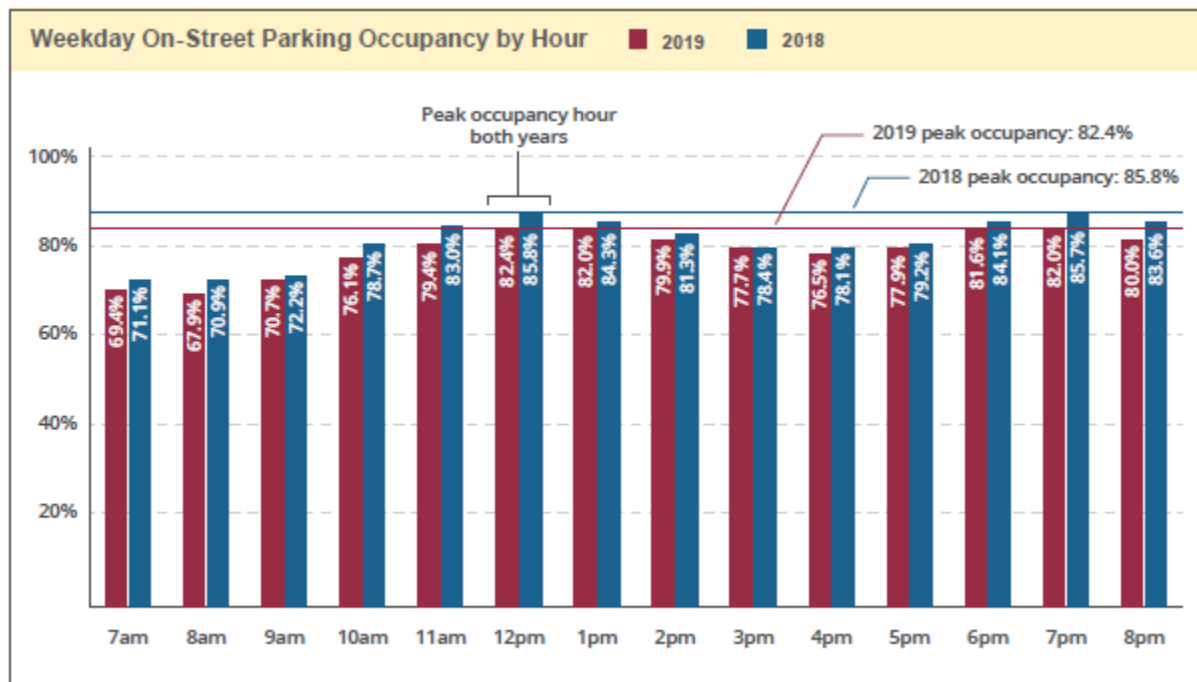
NW Parking SAC Decision Schedule

	Permit/Meter Change Idea	Discuss Dates	Vote Date
1.	Meter Hours Enforcement Adjustment (10 am – 8 pm?) <ul style="list-style-type: none"> • Vote April 15 • If approved, Council early- to mid-May • Implemented by August • Analyzed in Fall 2020 Parking Study 	March 19, <i>April 1</i>	April 15
2.	Adding Thorns Games and any other changes to the Restricted Event and Event Districts <ul style="list-style-type: none"> • Vote April 15 • If approved, Council early- to mid-May • Implemented by 2021 Season • Analyzed in 2021 Timers/Thorns Data Collection 	March 19, <i>April 1</i>	April 15
3.	Permit Surcharge Rate <ul style="list-style-type: none"> • Permit base is and will continue to go up annually at approximately 3% • At some point, if we haven't met our goal to reduce the number of annual permits through other implemented means, let's test price 	March 19, <i>April 15</i>	May 20
4.	Elimination of meter feeding	March 19, <i>April 1</i>	April 15
5.	Low-income verification change	March 19, <i>April 15</i>	May 20
6.	Business Ratio & Separate Program for Businesses of Different Sizes	March 19, <i>April 15</i>	May 20
7.	Ratios for new buildings (.3 / .5)	March 19, <i>April 15</i>	May 20
8.	Sub-districts	(Summer/Fall Conversation)	

Background Information

1. Meter Hours Enforcement Adjustment

Over the past few years, the occupancy studies completed by Rick Williams Consulting have shown that the peak occupancy hours are 12 pm and 7 pm, as shown in *Weekday On-Street Parking Occupancy by Hour*. Shifting the enforcement hours from 9 am – 7 pm to 10 am – 8 pm would help reduce the PM occupancy peak at 7 pm. Visitors would have to pay for an extra hour in the evenings, but it would hopefully improve the parking availability for visitors and residents returning home from work, school, or evening activities. The overall number of enforcement hours would not be shifting, just the timeframe.



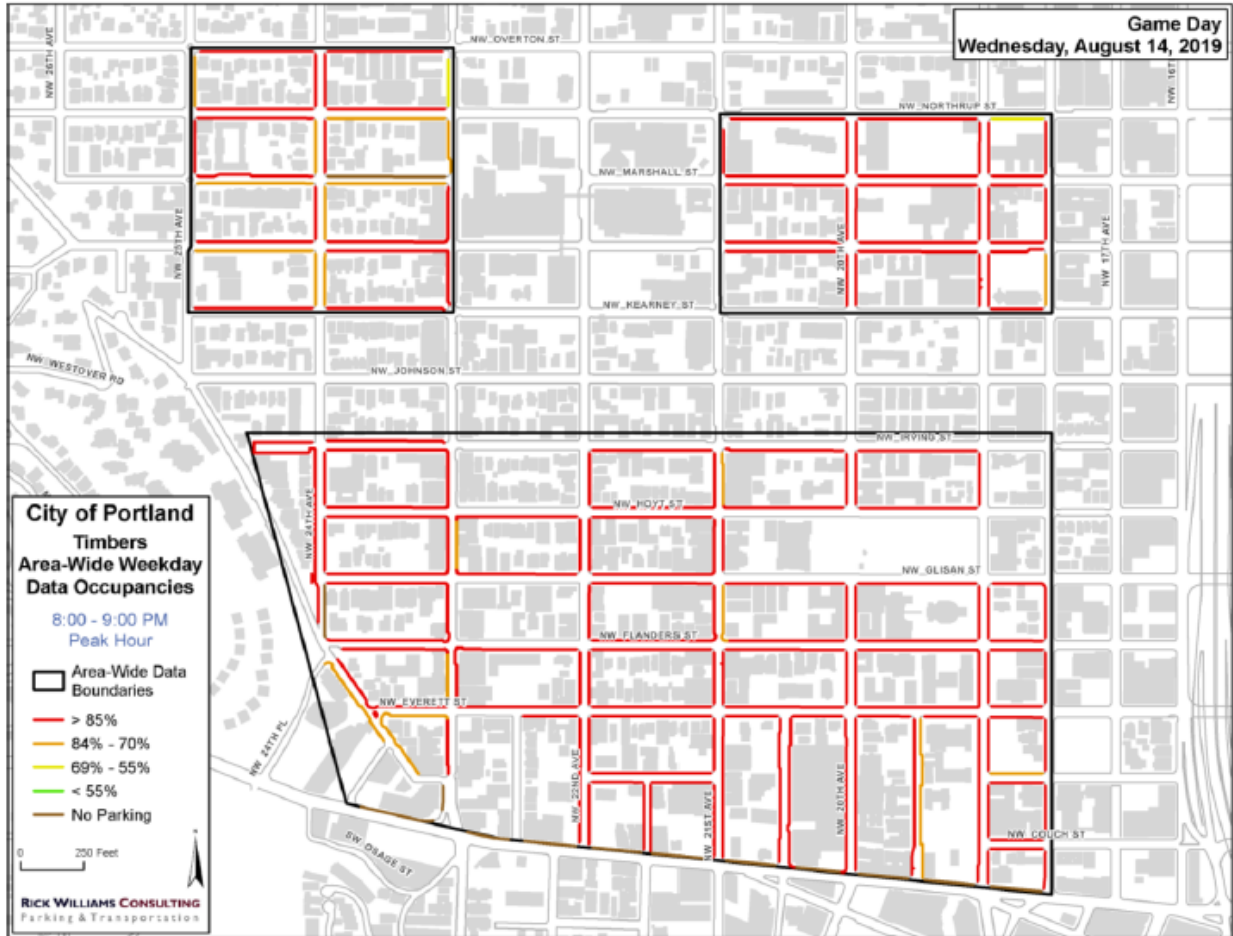
2. Adding Thorns Games (and any other changes) to the Restricted Event and Event Districts

The Thorns average attendance is 20,000 and the Timbers average attendance is 25,000. When the Restricted Event District was created the Thorns did not have the popularity they do now. The City's practice for the Event and the Restricted Event Districts are using them at the 12,000 threshold – both events surpass that. Note that any changes to the Event and the Restricted Event Districts would include outreach with Goose Hollow.

The Restricted Event District is located between W Burnside and NW Irving St, NW 18th St. and NW Westover, and can reach 95% occupancy during game days. As shown in *Weekday Peak Hour Occupancy Map (Game Day)*, peak occupancy is also high in areas north of the Restricted Event District, found in the follow excerpts from the study done by RWC:

- With a peak hour occupancy rate of 93.5%, all but two (2) of the 32 block faces in the eastern portion of Sub-Zone B are parked in excess of 85% occupancy.
- The western portion of the area is less impacted than the eastern portion on game day, with 18 of 30 block faces parked in excess of 85% occupancy.

Figure D: Weekday Peak Hour Occupancy Map (Game Day)



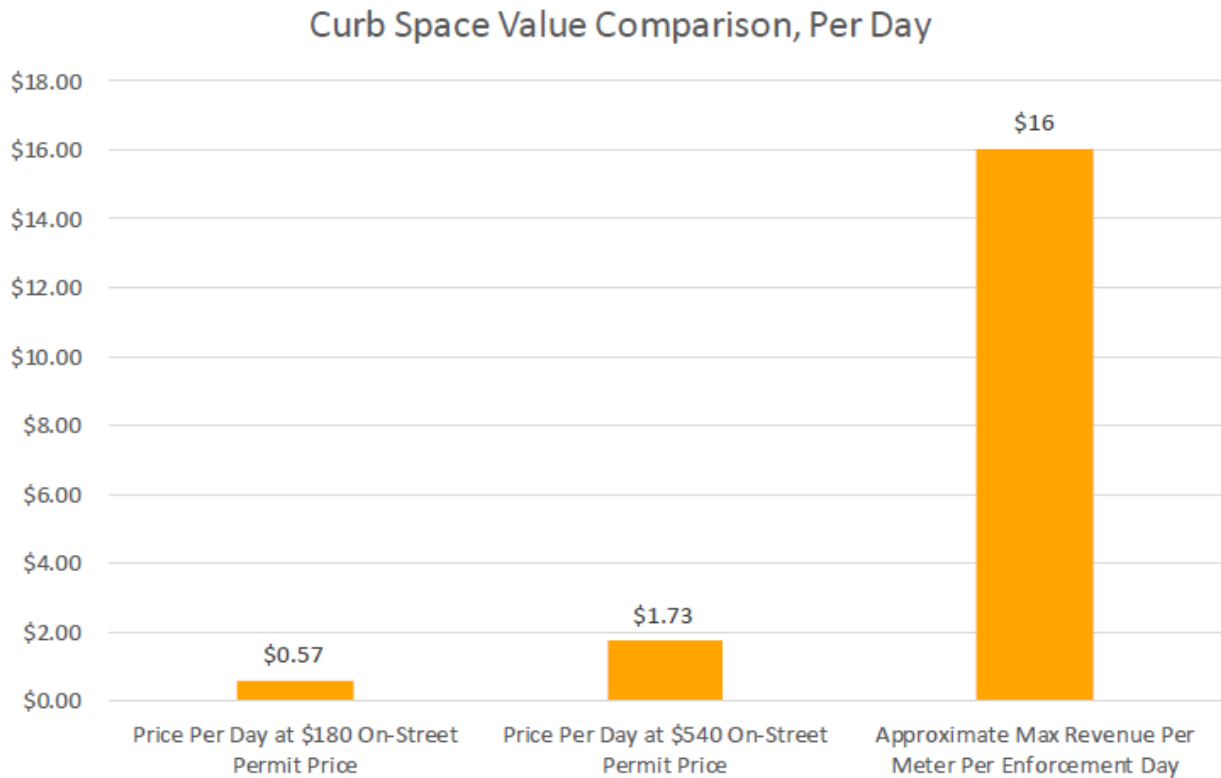
3. Permit Surcharge Rate

The permit surcharge was implemented during the 2017-2018 permit year:

- 2016: \$60 (city base fare)
- 2017: \$180 (\$60 city base fare plus \$120 surcharge)
- 2018: \$180 (\$75 city base fare plus \$105 surcharge)
- 2019: \$195 (\$75 city base fare plus \$120 surcharge)

Since then, the permit surcharge has not increased. During last year's March SAC Workshop, Kimley Horn presented on the Cost of the Curbside and compared the price per day/revenue of permits versus meters. Each day the money gained from a permit space is \$0.57 and a meter space is \$16, as shown in *Curb Space Value Comparison Per Day*. Further, the average monthly rate in NW for an off-street parking garage space is \$170 (Source: 2020 Multi-Family Residential Survey). A monthly rate for a \$195 Zone M Permit is \$16.25. In NW, the cost to park in a private garage is 10x the cost to park on-street with a Zone M Permit. Off-street and on-street parking costs are and will continue to be different because they're different products, however they should both be market rate. Further, the Zone M permit costs are the same for a residential permit or an employer permit.

Research out of the Victoria Transport Policy Institute, *Understanding Transport Demands and Elasticities*, states the following: The price elasticity of vehicle trips with respect to parking price is typically -0.1 to -0.3 (a 10% increase in parking fees reduces vehicle trips by 1-3%), depending on conditions with significant variation depending on demographic, geographic, travel choice and trip characteristics.¹



4. Elimination of Meter Feeding

In Zone M, all meters over 1 hour are defined as “Long Term” and with that definition, allows for meter feeding. Meter feeding is the ability to keep your car parked where it is and add more money to the meter via a payment kiosk or using Parking Kitty. During the 2019 on-street occupancy analysis conducted by RWC, 2:17 hours was the average length of stay for visitors without a permit (as shown in *2018-2019 Utilization Findings*). Historically, data has suggested that meter feeding is more of an exception than a rule. The elimination of meter feeding is not necessarily addressing a problem with people meter feeding as it is to improve consistency.

With the City of Portland, NW is the only district that defines any meter of 1 hour as long-term. The rest of the City defines “Long Term” as any meter over 4 hours. This change would eliminate the legal meter feeding of all 2- and 4-hour meters within NW, would keep NW consistent with the rest of the City, and could improve the overall understanding of how meters are operated city-wide.

¹ <https://www.vtpi.org/elasticities.pdf>

2018-2019 Utilization Findings

	2019	2018
Peak Occupancy	82.4%	85.8%
• 4 Hour metered/OBP	87.6%	86.7%
• 4 Hour signed	84.6%	92.1%
• 4 Hour metered	78.0%	75.8%
Average Length of Stay (Non-Permits)	2:20 hours	2:13 hours
• 4 Hour metered/OBP	2:17 hours	2:06 hours
• 4 Hour signed	2:57 hours	2:36 hours
• 4 Hour metered	1:40 hours	1:39 hours
Violation Rate	8.4%	6.9%
• 4 Hour metered/OBP	4.5%	3.7%
• 4 Hour signed	14.0%	10.2%
• 4 Hour metered	4.3%	3.6%

5. Low-income verification change

During this permit year, 2019-2020, there were some concerns that people may be taking advantage of the low-income exemption to 1) become eligible to receive a permit or 2) receive a discounted permit. This year, 47% of residential parking permits are low-income, whereas in the past couple of years the low-income permits were 33%, see *Residential Permit Tracking 2017-2020*. That is a significant increase, however within those years the amount of total residential permits has gone down close to 30%.

To compare this permit year with the past years, as shown in *Average Low-Income Percentage July-February 2017-2020*, we normalized the data by looking at the number of permits sold from July-February from 2017-2020. Finally, we took the number of Low-income Permits sold during this permit year and compared it to the total Residential Permits during the 2017-2018 and 2018-2019 permit years, as shown in *Low-Income Percentage Comparative Analysis*. The total number of low-income permits have only gone slightly up, however the percentage of low-income permits is comparable to the past two permit years. The total number of permits have decreased, but the total number of low-income permits have not. Proportionally it is driving the percentage up and does not necessarily mean there is an issue with people taking advantage of the program.

Residential Permit Tracking 2017-2020

Permit Year	Total Residential Permits	Low-Income Permits	%
2017-2018	4,684	1,525	33%
2018-2019	4,695	1,563	33%
2019-2020	2,887*	1,352*	47%*

* As of February 29, 2020

Average Low-Income Percentage July-February 2017-2020

Permit Year	Total Residential Permits Jul-Feb	Low-Income Permits Jul-Feb	%
2017-2018	3,967*	1,281*	32%
2018-2019	3,908*	1,313*	34%
2019-2020	2,887	1,352	47%

* Represents 84% of total residential sales for the year.
Approximately 84% of the year's permits are sold by February.

Low-Income Percentage Comparative Analysis

Permit Year	Total Residential Permits Jul-Feb	Low-Income Permits Jul 2019-Feb 2020	%
2017-2018	3,967*	1,352	34%
2018-2019	3,908*	1,352	35%

* Represents 84% of total residential sales for the year.
Approximately 84% of the year's permits are sold by February.

6. Business Ratio & Separate Programs for Businesses of Different Sizes

In 2019 new parking permit thresholds took effect for Zone M employee permits. Employers are still allowed up to 0.8 their total full-time employees, with a new maximum of 50 employee permits. For example, a business with 100 full-time employees could get up to 80 employee permits, however they'd be capped at 50 permits. Once an employer goes over 50 permits, they must request an exemption to the policy which is approved by the NW Parking SAC. There are currently four employers (five employer locations) that have received the exemption and have over 50 permits, as shown in *Employer Permit Tracking 2019-2020*. There are another four employers that are at the 50-permit cap and 13 employers with over 20 permits. These 27 employers have a total of 36% of the total Zone M parking permits.

Employer Permit Tracking 2019-2020

Business Name	Permit Count
LEGACY HEALTH	151
TILLAMOOK COUNTY CREAMERY ASSOCIATION	96
SWIFT	85
LINFIELD COLLEGE - LOVERIDGE HALL	60
LEGACY HEALTH - GOOD SAMARITAN	52
ASK NICELY, INC.	50
DOVE LEWIS EMERGENCY ANIMAL HOSPITAL	50
EYE HEALTH NW	50
TRADER JOES	50
ON INC	47
CAPITAL PROPERTY MANAGEMENT	38
FRUIT AND FLOWER DAY CARE CENTER	35

ELEPHANTS DELICATESSEN	31
BREAKSIDE BREWERIES	27
CASCADE RUBBER PRODUCTS INC	27
KWAN YIN HEALING ARTS CENTER, INC	27
NORTHWEST UROLOGY LLC	27
RINGSIDE INC	27
WILLIAM TEMPLE HOUSE	27
LINFIELD COLLEGE	24
NORTHWEST PORTLAND HOSTEL	23
O'BRIEN & COMPANY LLC	23
WINDERMERE REALTY TRUST	23
RETINA NORTHWEST, P.C.	22
FLOOR FACTORS INC	21
NEW SEASONS MARKET - SLABTOWN	20
ROOT WHOLE BODY HEALTH, INC	20

To compare this permit year with the past years, as shown in *Business Permit Tracking July-February 2017-2020*, we normalized the data by looking at the number of permits sold from July-February from 2017-2020. Up to date, from July-February, we have sold 28% less business permits since 2017.

Business Permit Tracking July-February 2017-2020

Permit Year	Total Business Permits
2017-2018	3,437
2018-2019	3,597
2019-2020	2,486

7. Ratios for New Buildings

In 2019 new parking permit thresholds took effect for Zone M residential buildings:

- Residential buildings that obtained their certificate of occupancy after August 7, 2013 are limited to 0.6 permits per number of units in the building (Category B)
- Residential buildings that obtained their certificate of occupancy September 1, 2017 or after are limited to 0.4 permits per number of units in the building (Category C)

Of the residential buildings in NW 27 of them were affected by this new policy. Currently there are two residential buildings that have a waitlist, as shown in *Zone M Residential Permit Analysis*:

- The Thornton (1953 NW Overton St) – 72 units, up to 44 permits
- Slabtown Flats (1885 NW Quimby St) – 88 units, up to 36 permits

The remaining 25 buildings do not have waitlists, but there are three other buildings that hit the maximum permit threshold and are at 100%. Further, 13 buildings have purchased at least 50% of their allocated permits and the remaining 10 have purchased less than 50% of their allocated permits. The following is a summary of the permits available and purchased this permit year, as well as how buildings would be affected if the ratios were reduced to 0.5 for Category B buildings (17% decrease, down from 0.6) and 0.3 for Category C buildings (25% decrease, down from 0.4). Five of the buildings, shown in red, would be permitted less permits than they've purchased in the 2019 permit year. Of those five buildings, three of them have off-street parking.

Zone M Residential Parking Permit Analysis

	Address	Units	Zone M Permits Purchased	Zone M Permits Allowed	Percentage of Zone M Permits Used	17% / 25% Permit Decrease (depending on building category)
C	1885 NW Quimby St	88	36	36	100%	26
B	1953 NW Overton St	72	44	44	100%	36
B	2125 NW Flanders St	7	5	5	100%	4
B	2420 NW Pettygrove St	2	2	2	100%	1
B	2654 NW Overton St	1	1	1	100%	1
B	2010 NW Pettygrove St	49	26	30	87%	25
B	1315 NW 19th St	58	29	35	83%	29
B	2250 NW Thurman St	56	28	34	82%	28
B	808 NW 19th Ave	48	22	29	76%	24
B	1222 NW 18th Ave	105	46	63	73%	53
C	2323 NW Savier St	51	15	21	71%	15
B	1385 NW 22nd Ave	40	18	26	69%	20
C	2330 NW Raleigh St	40	10	16	63%	12
C	2121 NW Raleigh St	161	40	65	62%	48
B	1950 NW Pettygrove St	51	19	31	61%	26
B	1906 NW Overton St	7	3	5	60%	4
B	777 NW 19th Ave	87	31	53	58%	44
B	1515 NW 21st Ave	113	33	68	49%	57
C	2121 NW Savier St	224	40	90	44%	67
B	2112 NW Quimby St	166	41	98	42%	83
B	1950 NW Raleigh St	20	5	12	42%	10
B	1970 NW Raleigh St	20	4	12	33%	10
C	921 NW 21st St	27	2	11	18%	8
C	1378 NW 18th Ave	196	11	79	14%	59
B	2541 NW Westover Rd	1	0	1	0%	1
B	2702 NW Pettygrove St	1	0	1	0%	1
B	2052 NW Kearney St	1	0	1	0%	1

In 2019, a new requirement to declare off-street parking available, took effect. Anyone with access to off-street parking had to indicate it on the Zone M Off-Street Parking Declaration Form attached to their Zone M permit application. Essentially this requirement reduced the number of parking permits to residential buildings that have off-street parking. From the start of the 2019-2020 permit year, this requirement has reduced the number of permits by 45. People who were exempt from this policy are those with parking at their building, but it has been fully rented out, the building they live in was built prior to 8/07/13, or they qualify for the income-based parking permit.