

Minutes

Meeting Name Preliminary Findings and Results Discussion of South Side Parking District Study	Project Name Portsmouth and Chesapeake JLUS	Attendees Doug Taylor (NNSY) Ben McFarlane (HRPDC) Andrea Sweigart (AECOM) Stephanie Mertig (AECOM) Benjamin Reim (Kimley-Horn) Kyle Williams (Kimley-Horn) Carl Jackson (City of Portsmouth)	Project number 60581250
Meeting date 12 November 2019	Prepared by Andrea Sweigart, AECOM Ben Reim, Kimley-Horn		

This memo summarizes the discussion from the South Side Parking District (SSPD) Preliminary Findings and Results meeting held on November 12, 2019 at City of Portsmouth City Hall (4th Floor Engineering Conference Room). A copy of the PowerPoint presentation viewed during the meeting is attached for reference. The analysis conducted as part of this task will provide a foundation to support potential parking-related strategies as part of Phase 4 in the JLUS.

- Kimley Horn began the discussion by providing observations from the Parking Master Plan completed by Jacobs in comparison to the study area being considered for this analysis. The Jacobs Plan concluded that parking supply is available on-base, but parking proximity to employment centers is the main issue contributing to overflow parking and is a reason why the SSPD is being used by Norfolk Naval Shipyard (NNSY) employees.
- Kimley Horn presented graphics depicting existing parking space inventory per block within the SSPD, along with current parking restrictions. In general, parking restrictions by block are inconsistent and confusing; consistent signage is lacking.
- The presentation slides illustrated parking occupancy counts per block within the SSPD based on data collection at 0500, 0930, 1400, and 1900 on the day of the study.
 - From the analysis, the team anecdotally determined NNSY parking demand in the neighborhood by subtracting the total parking demand observed at 0900 (when NNSY employees are present) from the total parking demand at 1900 (assumed to be residential parking only). NNSY demand was estimated to be approximately 250 vehicles, most of which were illegally parked in the residential permit parking (RPP) areas or time-restricted parking spaces. This number does not account for parking turnover during the day.
 - Parking demand is most densely located within one block of the fence line, correlating to an observed walking tolerance distance of approximately 500-1,000 feet to an installation gate. Negligible differences in parking occupancy were observed 3 blocks or more from the fence line.
- While future parking demand is challenging to calculate based on the available information, to preliminarily account for future demand the existing parking demand was doubled (to 500 vehicles) to illustrate potential impacts of a second carrier at the shipyard. As such, the

resulting parking demand expanded within the neighborhood by two blocks to accommodate anticipated additional vehicles. This demand extended beyond Effingham Street.

- The Navy indicated that one carrier and one submarine is the “normal” condition at NNSY. In Spring 2020, there will be two carriers at NNSY simultaneously, with a third carrier arriving in late 2020. There will be a short period of time when there will be three carriers at the Shipyard at once. While some crew will remain at Naval Station Norfolk, the majority will be aboard their carriers in Portsmouth.
- Other redevelopment to the NNSY footprint that may cause a reduction in surface parking should also be included in the analysis update, such as:
 - Parking Lot 41 will see a loss of approximately 250 spaces with future development of the Combined Heat Power Plant.
 - Parking lot 42 and 43 at South Gate Annex could be affected by potential Enhanced Use Lease Project
 - Parking lot 35 will be impacted by Defense Logistics Agency (DLA) development.
 - Parking lot 28 has been recently impacted by the construction of a training facility.
- Recommended Improvements Discussion
 - Both parking assets (shuttles, parking lots, and/or structured parking) and active parking enforcement are required to adequately manage and control NNSY employee parking in the neighborhood. The following preliminary ideas were discussed.
 1. Re-evaluate the need for the SSPD and its limits, clarify signage, and be consistent in parking designation/restriction per block. Remove 2- and 4-hour parking restrictions within the SSPD for consistency. If the parking restrictions cannot or will not be enforced, remove all existing SSPD location-specific restriction signing throughout the neighborhood.
 2. Increase active enforcement of the SSPD parking requirements. This includes the implementation of a parking management system (i.e., license plate recognition [LPR]) that can be used to enforce, AND document repeat offenders, by location. Considerations should be made towards a graduated fine program that includes increased fines for repeat offences.
 3. Centralize and reissue NNSY parking permits based on a zonal based parking permit structure and assign permits according to a designated hierarchy (employee classification, proximity, etc.). Increases in effective parking supply can be gained by eliminating individually reserved spaces that often go unused as employees are off site and implementing HOV priority parking for carpool riders of 3 or more.
 4. Install real-time parking availability systems at entry controlled facilities for enhanced driver notification of parking supply.
 5. Develop additional parking supply and/or reduce parking demand through new strategies such as:
 - a. New parking structures (costs approximately \$20k/space)

- b. Modular parking (costs approximately \$12 - \$14k/space) that includes ground floor plus one elevated level (and can be relocated).
- c. A combination of transit strategies that consider a dedicated MAX route, increased bus service (destinations, hours of operation), remote parking operated by HRT, or remote parking on Navy property.
 - i. The existing NNSY internal shuttle route has too many stops and the round-trip travel time is too long.
 - ii. Currently there is vanpool-only parking already in place on base.
 - iii. Could consider the former landfill site along Victory Boulevard (Lot 44) as a potential remote surface parking lot that could have direct shuttles to the base. Credential check and internal routing would need to be addressed as part of any shuttle concept. The Navy indicated they can perform credential checks of personnel entering the installation from Lot 41 (near Dry Dock 8) via the pedestrian bridge.
 - iv. There is transit hub being planned for the Park and Sail lot on Effingham Street that could provide additional service to NNSY.
- The Defense Access Roads (DAR) was mentioned as a possible opportunity for funding strategies for improving access. This may be a potential option for parking solutions since there is an existing (and proposed) parking supply/demand concern (i.e. loss of parking with development/mission growth). Additionally, there will likely be potential flooding that will further impact access to parking. These conditions may further strengthen a DAR application/request for a parking asset/management project.