

## Meeting #7 Summary

### Meeting Objective:

The purpose of this meeting was to provide an overview of a parking system's function and discuss the strengths and weaknesses of the current parking system that should be considered in the RAMP. Parking-related results from the public survey were shared. The meeting began with a discussion by the TPPC about the parking pilot program for 2021 (possibility of providing free parking to VB residents).

### Project Status Update since Meeting #6 (January)

- Closed public survey February 15<sup>th</sup>, actively summarizing results
- Advancing the preferred Atlantic Ave Concept for an eight-block rendering
- Developed draft alternatives for 3-lane section of Atlantic Ave
- Hosted focus group meeting with the Resort Area Civic Leagues
- Developed draft street typology and enhanced crossing details

### Parking Program Overview (Slides 6 – 11)

Kimley-Horn introduced the elements of an ideal parking system, including customer service, communications, technology, compliance, access management, and financial sustainability, and discussed the parking-related results from the public survey. A strong desire was seen for expanded curbside zone usage for dining and entertainment, and many would be willing to walk/bike/shuttle 6+ blocks to their destination.

Kimley-Horn then presented the eight parking focus areas from the RASAP: distribution, district parking, remote parking, land development, on-street parking, event parking, residential parking, and future proofing. A map showing existing on-street parking (RPP and metered) and off-street parking (city-owned and commercial) was shown to the committee to aid in discussion.

### Open Discussion

Kimley-Horn introduced the discussion with the following four prompts:

#### *Discussion*

- Parking Supply: where should we add more public parking?
  - Multiple members of the RAMP Committee mentioned that the area around 17<sup>th</sup> and 16<sup>th</sup> Streets could use more parking. Some expanded the area to include 15<sup>th</sup>-18<sup>th</sup> Streets or 9<sup>th</sup>-18<sup>th</sup> Streets and said the lots in this area are usually full. There is concern about the need for parking to replace the 18<sup>th</sup> Street lot especially once Atlantic Park is completed.
  - A member suggested examining parking availability north of 32<sup>nd</sup> Street.
  - A desire for both on-street and off-street parking on or near Atlantic Avenue was apparent.

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- Residential Permit Parking (RPP) Program: what changes do we need to make to the RPP?
  - Most members reiterated the importance of the RPP program for employees, though a few were critical of the program. It was described as being temporary, and there are limited issues of employees disturbing residents in RPP areas.
  - Some members said that the number of RPP passes requested by employees has decreased over the years, so more may be choosing other modes.
  - A member suggested constructing/designating lots specifically for employee parking. Others suggested a shuttle service that could bring employees from lots farther from the oceanfront (such as Convention Center) to businesses. East-west shuttle service aimed at employees was popular among members of the group, including business owners.
    - i. Kimley-Horn responded that the proposed HRT Route 30T could serve this purpose because it would operate year-round.
    - ii. Route 960 is slated to be expanded to run between 19<sup>th</sup> St and Laskin Rd to provide more convenient access to oceanfront businesses from Downtown Norfolk. This could help employees who work outside the Resort Area access without driving.
  - A member suggested amending the zoning code so that new construction at the oceanfront would require provision of employee parking. Some suggested that requiring more parking would bring “higher quality” businesses to the area.
- Special Events: how can we do a better job with special event management?
  - Members suggested that generally, visitors are most willing to shuttle to their destination during special events.
  - HRT bus service cannot be specially changed for large events unless it is done well in advance and incorporated into the HRT budget, but it may come with financial incentives. The point was made that this option is only available for city-sponsored events, not private events.
  - Members expressed a desire for better parking zoning enforcement and communication about the rule changes during special events. The Police Department reiterated that overflow into residential neighborhoods during special events is an issue.
- Curbside management: how do we address curbside management?
  - A business owner said that delivery trucks typically do not have trouble finding a place to park near his business, though with Atlantic Avenue improvements it may be easier for deliveries to be made on side streets. Most did not see an issue with this or any frequent traffic blockages. It may be more difficult for deliveries to be made north of 23<sup>rd</sup>/24<sup>th</sup> Street where the road narrows.
  - The group was very excited about parklets and creative uses of curbside space for dining and entertainment.

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- A resident of Old Beach said that there are issues of large trucks using residential 16<sup>th</sup> Street after they make deliveries on 17<sup>th</sup> Street. She also mentioned issues with the RPP program and suggested that the regulations begin at 6pm rather than 8pm.
- The group expressed few concerns about electric scooters, other than the lack of infrastructure and some general behavioral safety issues.

### General Discussion

- Some members expressed concern that more Resort Area residents were not engaged beyond the Civic Leagues.
  - Kimley-Horn responded that over 800 of the survey respondents were Resort Area residents, so we feel confident the needs of immediate residents are reflected in the survey results and can be considered.
  - An additional public input meeting will be held later in the process.