

Monday,  
November 21,  
2022

City Council  
Chambers

# PORTSMOUTH PARKING PROGRAM *WORK SESSION*



ANALYZING RESIDENTIAL PARKING NEEDS  
AND SOLUTIONS



- 73-693499
1. City Offices
  2. Custom House & Post Office & Telegraph Office.
  3. Court House.
  4. Jail.
  5. High School.
  6. Music Hall.
  7. Ward Schools.
  8. Eastern R. R. Depot.
  9. Concord R. R. Depot.
  10. Cemeteries.
  11. Rockingham House.

- CHURCHES.
- A. Episcopal.
  - B. Unitarian.
  - C. Middle St. Baptist.
  - D. Universalist.
  - E. Congregational.
  - F. Methodist E.

DESIGNED BY J. STONER, MADISON, WIS.

BIRDSEYE VIEW OF

**PORTSMOUTH**

ROCKINGHAM CO. 1877 NEW HAMPSHIRE.

13. Kennerly House.
14. Smith's Academy.
15. Portsmouth Artillery Armory.
16. Frank Jones Brewery.
17. The Edridge Brewing Co.
18. C. E. Boynton Mineral Water and Bottling works.
19. Kennerly Mills.
20. W. F. Fernald's Ship Yard.
21. J. K. Nute Shoe Manufacturer.
22. Sam'l Adam's & Co., Lumber Yard.
23. A. A. Fernald's "
24. Thos. E. Call's "

D. BREWSTER & CO. LITH. MILWAUKEE WIS.

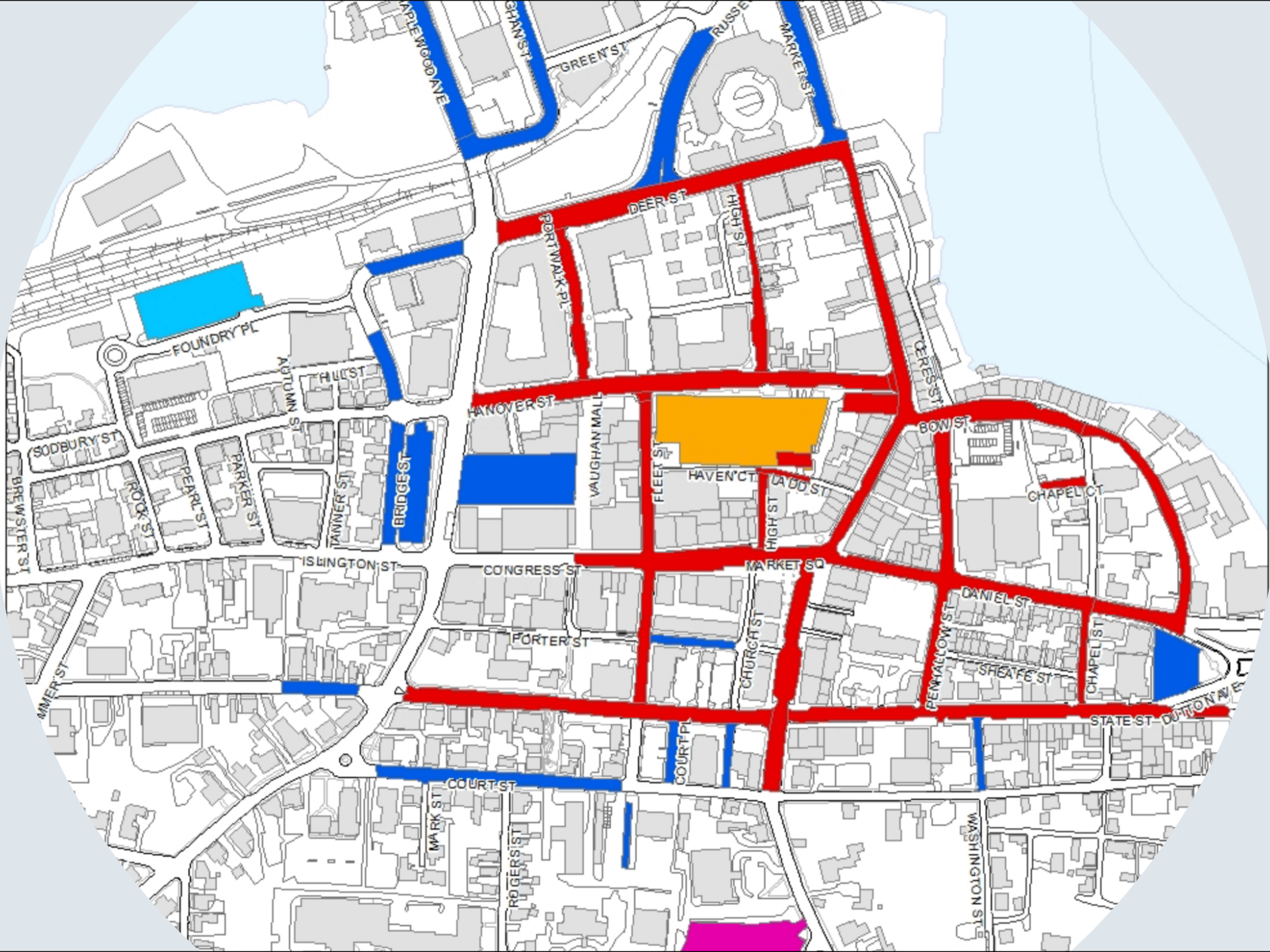
- G. Christian.
- H. F. W. Baptist.
- I. Second Advent.
- K. Catholic.
- L. Congregational.
- M. St. John's Chapel.
- N. Old South, Baptist.

Division of Maps  
FEB 28 1941  
Library of Congress

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.P8 A3  
1877  
.R3  
Rug 149







Acquiring land, building, operating, & maintaining parking facilities are substantial expenses, typically bundled with other building costs. **This drives up housing expenses 15%+**, which is detrimental in efforts providing affordable housing.

In addition to driving up costs, required parking—or even simply the perception that ample onsite parking is needed—often forces projects to be scaled down, making projects unfeasible.



# OBJECTIVES

1. Identify areas of the city that have parking demands that are greater than the on-street capacity either now or in the future
2. Develop a framework for managing the parking supply in a fair and equitable way
3. Design a cost neutral program without adding to tax burden
4. Examine the true economic and social costs of building and maintaining parking spaces



# Methodology

1. As the city continues to evolve, a sensible fact based approach to parking management is desirable in our residential neighborhoods
2. Establishing a framework for a NPP, give residents a clear and understandable path forward with concerns they may have regarding development
3. Some of our most desirable neighborhoods, including the downtown area are illegal to build with current zoning and parking requirements



# SUPPORTING STATS

1. Recent study of 6 city centers around the country shows parking earns only 15–40% of the tax revenues that other land uses do. Researchers determined that Hartford, CT—could reclaim as much as \$20 million in tax revenue by returning its downtown to 1950's land use patterns where the city had 60% less surface parking.
2. Contrary to popular belief, cities devoting too much land to parking may actually become less attractive to residents, businesses, visitors, and developers. *Many cities have a history of pushing for more parking in order to compete with nearby suburban plazas or shopping malls. Ultimately, this makes it easier to access destinations by car, but it typically runs in stark contrast with the very qualities that make downtowns unique and attractive—namely, density and proximity.* As neighborhoods and downtowns grow and become more popular, they push up against the limits of available parking so management is necessary.





# PROS & CONS OF A PARKING PROGRAM (PP)

## PROS

- Increased availability of on-street parking for residents.
- Community buy to reduce or eliminate parking requirements for new development and affordable housing.
- Increase walkability score over time.
- Reduce congestion, traffic, and speeding of non-neighborhood traffic.

## CONS

- Additional costs for residents.
- Additional staff and infrastructure required.
- Extra signs in neighborhood.
- Challenges for residents, especially renters in registering for a permit.
- Citywide 72 hour parking limit.



# WHAT MIGHT PROGRAM PARAMETERS LOOK LIKE?

- \$10 a month per permit
- Tied to license plate
- **Any city resident can get a permit**
- No guest pass, mobile app at \$1 an hour for non-residents, and residents without a pass. (*Alternative 1 guest pass for each house*)
- Enforcement hours match downtown Currently 9am-8pm every day except Sunday which is Noon-8pm
- Businesses limited to 2 passes per address, then price goes to \$100 month.
- PP “Area” must include at least 200 street parking spaces and be roughly continuous, ie: not Gerrymandered.
- Area must have X% buy in to qualify, some number between 50% and 100%
- Must be at least 75% utilization as determined by industry best practices.
- Application goes to public works for review and then to City Council for approval.



# Sample Petition

## Residential Parking Permit Program (RPPP) Petition Signature Form

Date: \_\_\_\_\_

\_\_\_\_\_ block of \_\_\_\_\_

We the undersigned, residents or property owners representing **at least 75 percent** of the residences located at the above referenced street(s), hereby petition the City Council of Newport News to designate the \_\_\_\_\_ block of \_\_\_\_\_ street as part of a Residential Parking Permit Program (RPPP). By providing our signatures, we acknowledge that such designation will result in a PARKING PERMIT BEING REQUIRED IN ORDER TO PARK OUR VEHICLES ON THE PUBLIC STREET. Verified residents can purchased parking permits annually on July 1<sup>st</sup> (or such time the resident finds the need for the permit). Further, we understand that where there are no other conflicting parking or no-parking restrictions. The RPPP area restriction signs will be installed according to one of the following programs chosen by the residents:

Program 1:

Restrict parking of permitted vehicles (displaying a valid parking permit) on the street beyond a CONSECUTIVE TWO (2) HOUR PERIOD.

Program 2:

Restrict parking of permitted vehicles (displaying a valid parking permit) on the street to the HOURS OF \_\_\_\_\_ ON THE FOLLOWING DAYS \_\_\_\_\_.

Program 3:

No hour or day restrictions for permitted vehicles (displaying a valid parking permit). These vehicles may park on the street where the registered owner resides at all times.

Owner/Resident Name (print)	Address (# and street name only)	Phone Number (owner/resident)	Program (1, 2 or 3)	Signature

# Do Your Streets Have a Parking Problem?



Do people circle the block looking for parking?



Is convenient parking at the curb hard to find?



Are many parking spaces occupied by long-term parkers?



Do residents fear new development and the traffic it will bring?



Are parking lots and garages more expensive every month?



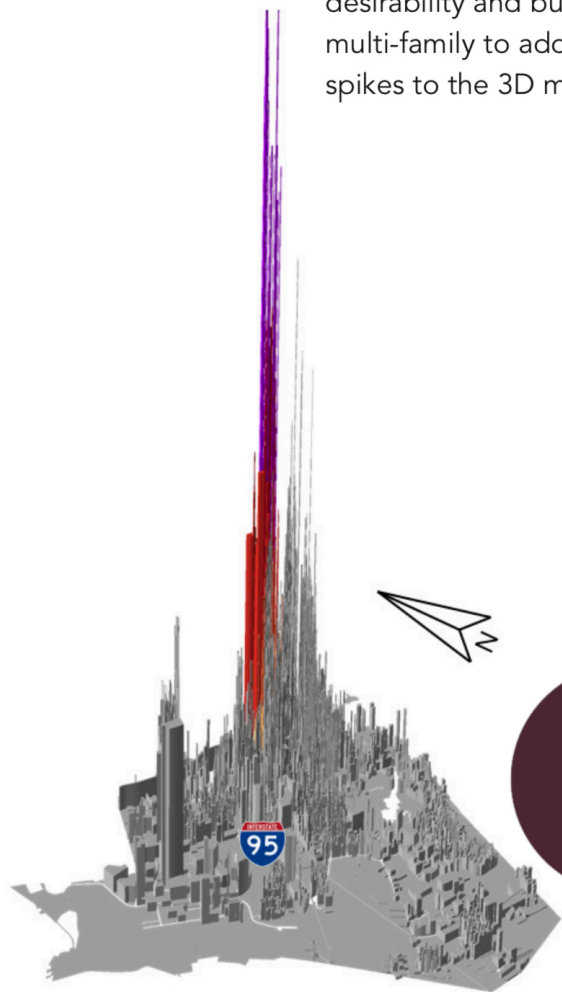
**“Many residents are concerned that not enough parking is included with new developments. Trends across the country are to eliminate parking minimums not expand them.”**

- a. Trends show people value walkability & social networks that are inherent in denser communities.
- b. Setting parking minimums; *we end up with a situation where in many cases the parking provided is under utilized — this has many unintended consequences.*
- c. Better to let the **market set parking capacity** to encourage smart growth and development.
- d. City benefits from denser communities: *water, sewer, electric, public works, fire, and police* costs are lower as spread over a shorter distance per housing unit.
- e. **Denser communities provide more support to tax base** using less resources per unit than sprawling development.
- f. Parking minimums encourage sprawl. Parking management is a good solution to parking minimums when demand STARTS to outpace supply.

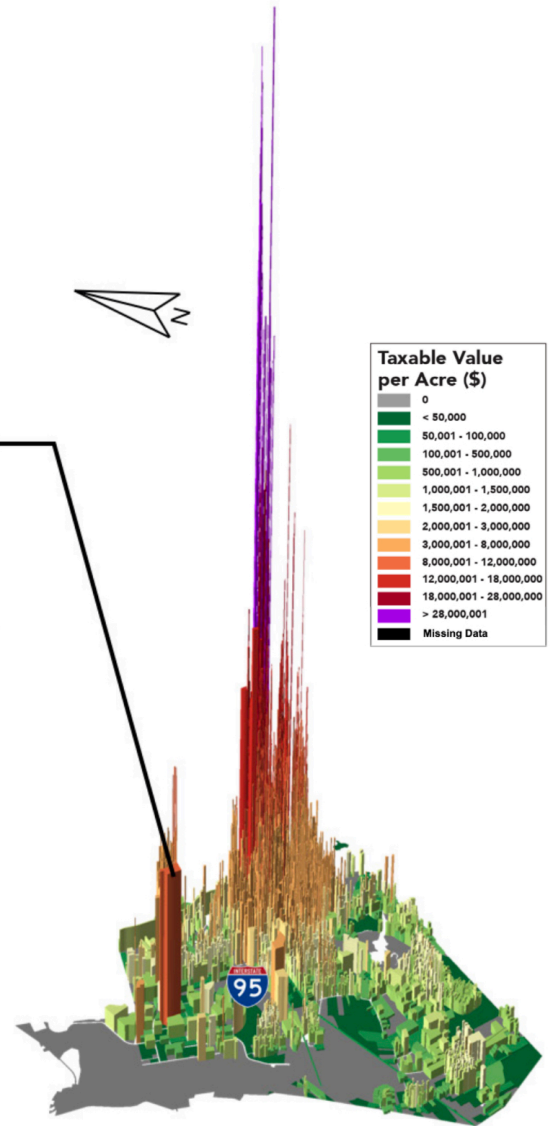


The value per acre metric allows us to compare entire neighborhoods within a city. Downtown Portsmouth uses 0.7% of Portsmouth's land to generate 10% of Portsmouth's value. This 1:15.6 ratio means that, relative to its size, downtown Portsmouth is 15 times as productive as all of Portsmouth. This ratio is more than double the typical 1:6 ratio of a healthy downtown. Portsmouth could capitalize on its clear

desirability and build more mixed-use and multi-family to add more red and purple spikes to the 3D model.

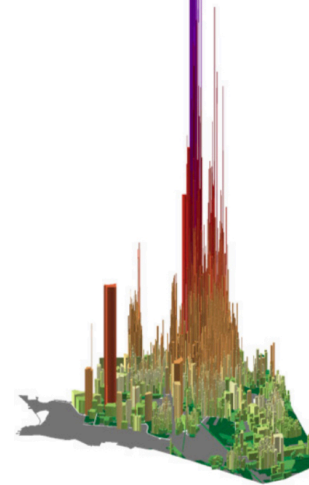
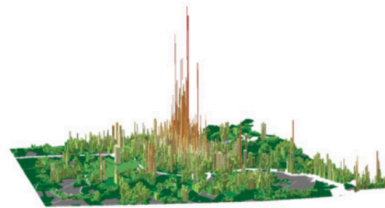


# 1:15.6



# SEACOAST

The Seacoast group presents an impressive comparison of three unique urban forms present in one region. Portsmouth values are influenced by proximity to the ocean. However, when we compare Rochester, to Dover, to Portsmouth, the patterns of VPA amongst different land uses are increasingly compact and efficient, despite similarly sized populations. Both the peak and average VPAs progress in a manner that is consistent with the differences in how each community was developed over time.



	Rochester	Dover	Portsmouth
Population	31,366	32,191	21,896
Avg. VPA	\$88,371	\$242,796	\$557,719
Peak VPA	\$5,203,925	\$15,316,240	\$51,157,466



A QUALITY PP COULD BE A TOOL TO  
ENSURE THAT WE FOCUS ON SMART  
GROWTH WITH COMMUNITY BUY-IN





# Questions & Comments

