

Hampton Roads Region – Portsmouth and Chesapeake Joint Land Use Study (JLUS)

Topic: Parking



moffatt & nichol

Salter's Creek
CONSULTING

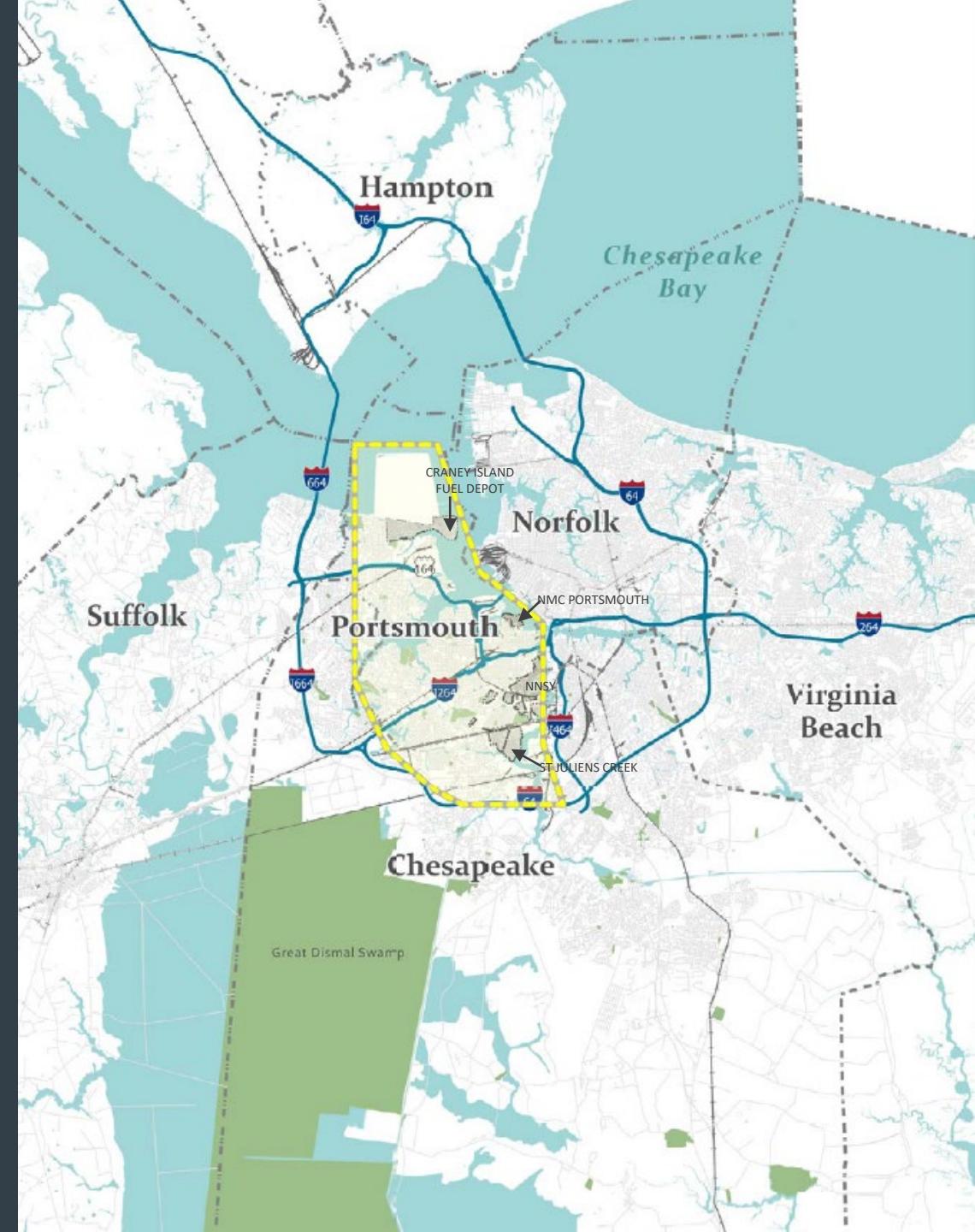
Introduction

A Joint Land Use Study (JLUS) is being prepared to address key issues that affect, or have the potential to affect, the cities of Portsmouth and/or Chesapeake, as well as the Navy's ability to conduct operations. The plan focuses on preventing future land use conflicts, addressing existing conflicts, and encouraging investment in the community that will support economic development and complement military activities.

This study is a cooperative effort among the Cities of Chesapeake and Portsmouth, the Commonwealth of Virginia, and several Navy installations in South Hampton Roads:

- Norfolk Naval Shipyard (NNSY);
- St. Juliens Creek Annex;
- Naval Medical Center Portsmouth (NMCP) ; and
- Craney Island Fuel Depot

The Hampton Roads Planning District Commission is the project sponsor.



Introduction

Earlier in the process, policy makers, community leaders, and citizens identified issues and priorities of common concern, including roadway flooding, limited transit and access alternatives, overflow parking, and land use conflicts. **These slides focus on parking.**



Roadway Flooding

Future rainfall and tidal flooding will impact multiple roadways used to access the installations and sea level rise will compound flooding issues over time.



Transit / Access

Transit options for installation employees are limited and bus hours of operations, routes, and transfer processes are likely deterrents to use. Gaps in the pedestrian and trail networks can also discourage the use of other transportation modes.



Parking

Limited availability of parking within a reasonable walking distance leads some Shipyard employees to search for preferable alternatives. This leads to overflow parking in the neighborhoods around the Shipyard.



Land Use

Opportunities for more convenience, restaurants, or shopping near the installations exist. However, underlying environmental restrictions or local land use and zoning policies need to be considered.

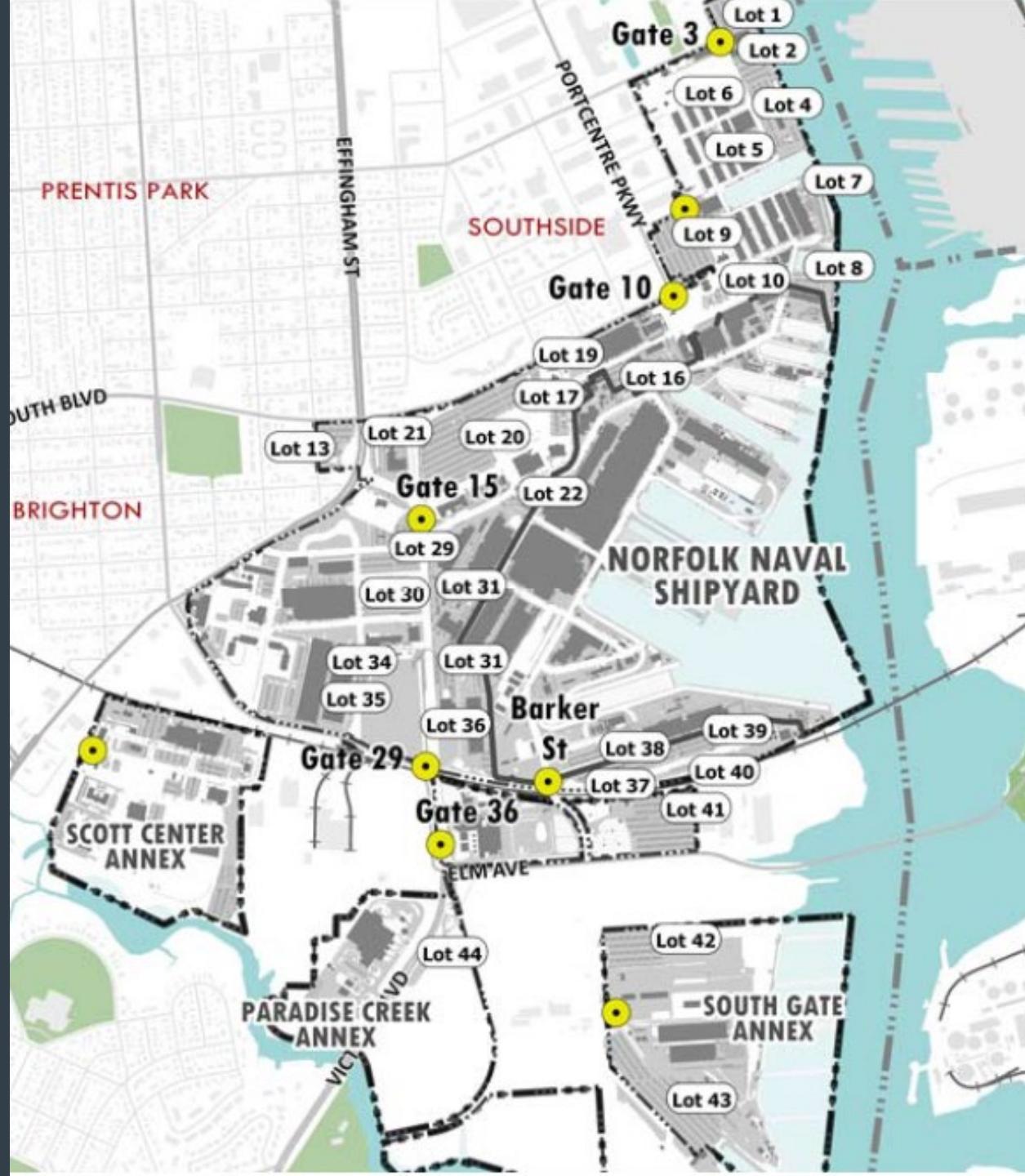
Primary Parking Issues

Parking

- The Norfolk Naval Shipyard mission is growing, and existing parking will be impacted
- Parking at the Shipyard is not convenient and some parking spills into neighborhoods
- Parking at NMCP fills up fast
- Parking enforcement in the community is a challenge

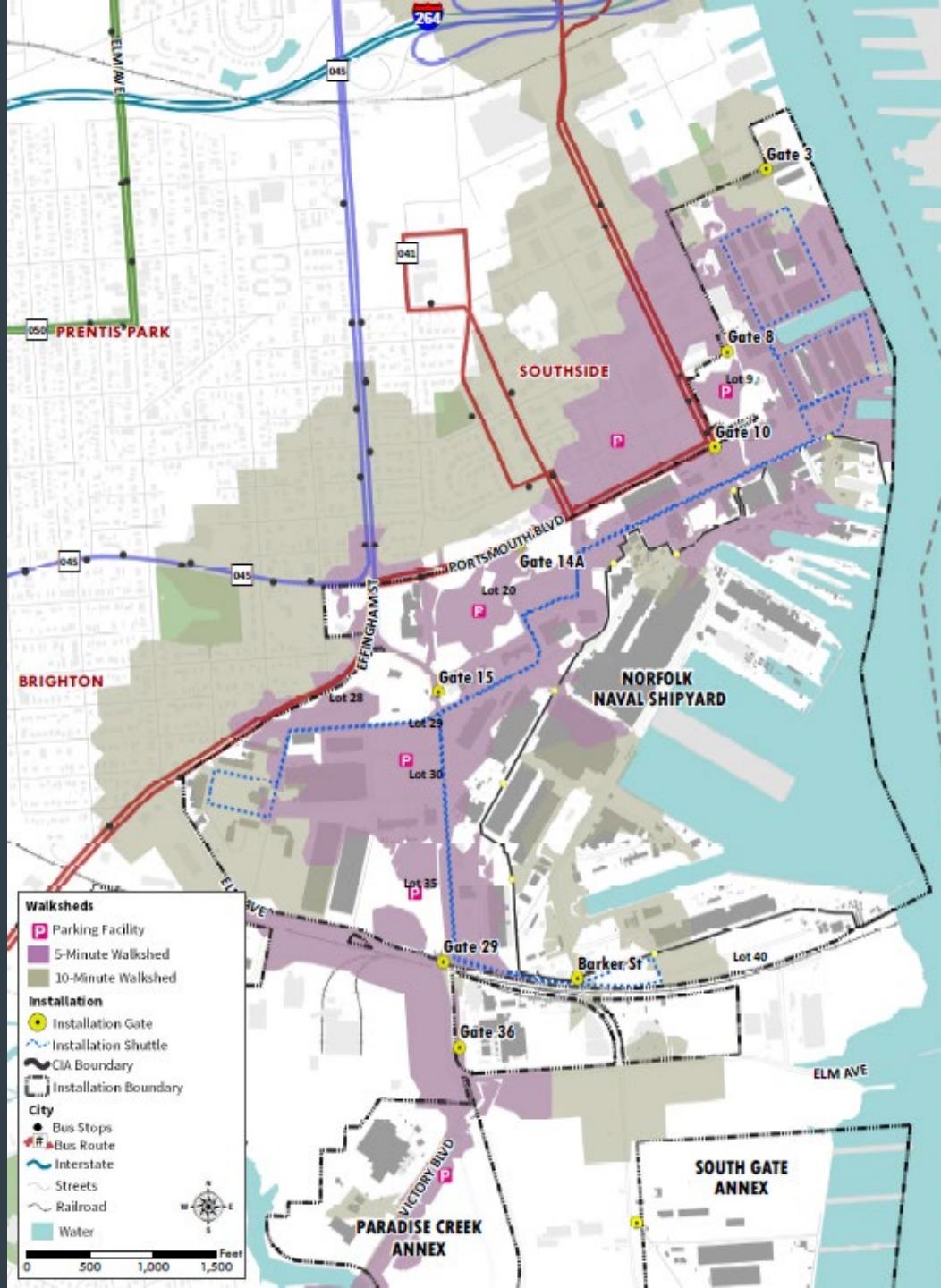
Parking at Norfolk Naval Shipyard

- There is a perception that there is not enough parking on Norfolk Naval Shipyard
 - Parking areas that are convenient to work centers fill up fast
 - Approximately 20% of NNSY parking spaces are in remote locations of the installation or outside of the installation boundaries
- Future mission growth could increase parking demand and decrease parking supply on the installation



Parking at Norfolk Naval Shipyard

- Walking from remote parking lots adds considerable time to an employee's commute
- There is no transportation (e.g. shuttle) between off-site parking lots (such as South Gate Annex or Paradise Creek Annex) and the installation
- The Shipyard's internal shuttle route is limited – it cannot enter the industrial area on the Shipyard or leave the installation
- Parking in nearby neighborhoods is sometimes a more “convenient” option than trying to find parking on the installation



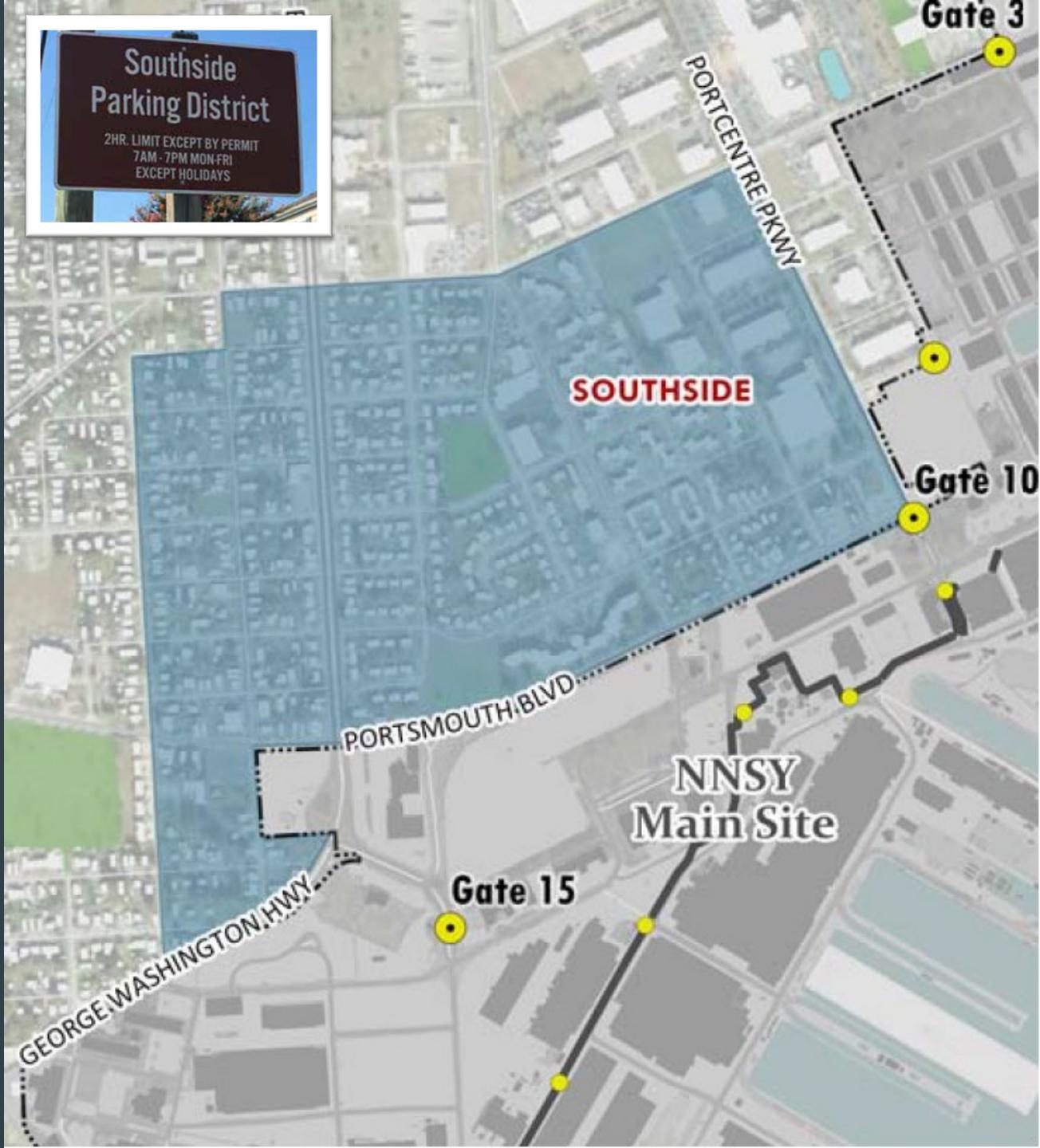
Parking at Naval Medical Center Portsmouth

- There is also a perception that there is not enough parking at Naval Medical Center Portsmouth
 - Much of the parking garage on site is reserved for patients; the remainder fills up fast
 - There are usually available parking spaces in parking lots at the north end of the installation, near the water, but they are less convenient



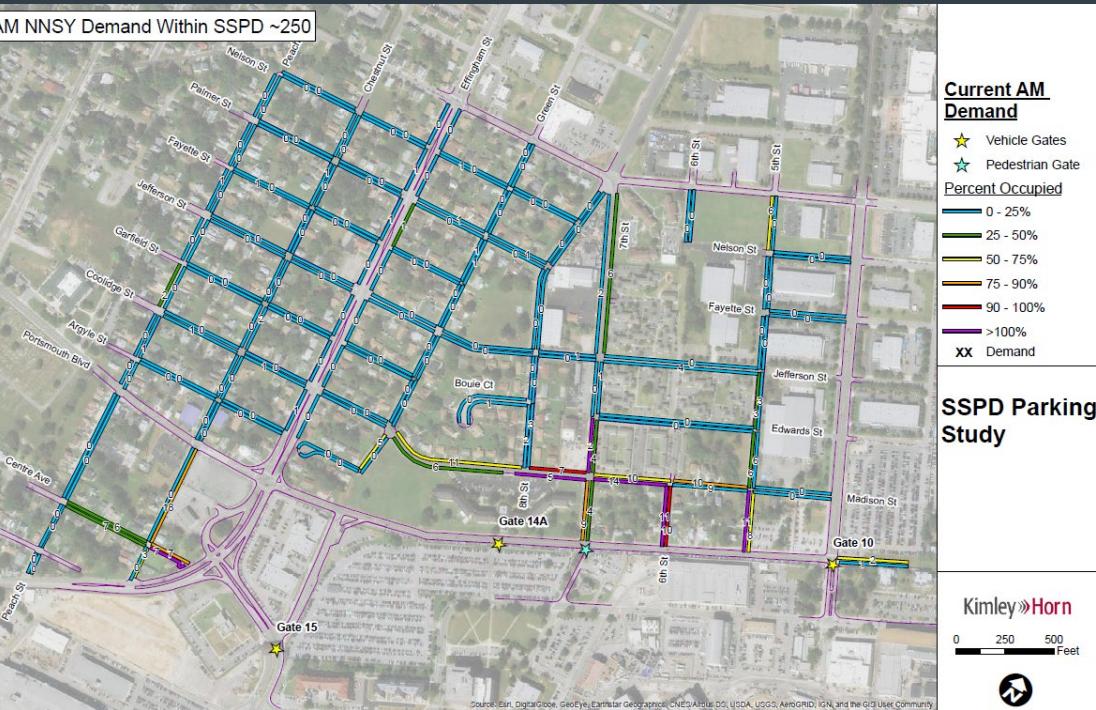
Southside Parking Study

- The Southside Neighborhood, adjacent to the Shipyard, experiences issues with Shipyard employees and contractors parking on neighborhood streets
 - The neighborhood is close to Shipyard gates and the industrial area where people work
 - A restricted parking district was established to regulate parking and reduce traffic impacts
 - There are 2-hour and 4-hour parking zones



Southside Parking Study

- A study was performed to evaluate the district's characteristics and validate employee parking
- About 250 shipyard employees/vehicles park in the neighborhood on average
- Parking regulations vary by block
- Enforcement is a challenge
 - Signage and rules are inconsistent from block to block
 - The city lacks an efficient parking management system to document, track, and enforce restrictions
 - Consequences are minor



Southside Parking Study

- Growth of the Shipyard mission will have an impact on parking
 - Pressure on the neighborhood will likely increase as existing parking areas on base are needed for development
 - The number of parked vehicles in the neighborhood could double, especially within 3 blocks of the installation gates
 - Impacts may extend north and west across Effingham Street into the Brighton and Prentis Park neighborhoods

