

PORPSMOUTH AND CHESAPEAKE JOINT LAND USE STUDY



A Joint Land Use Study (JLUS) is being prepared to address key issues affecting, 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, fixing existing conflicts, and encouraging investment in the community that will support economic development and complement military activities.

Last year, 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 issues, discussed below, were used in the formulation of JLUS goals.

Draft Goals

1. Future flooding impacts to the transportation network are mitigated.
2. Access to Navy installations is maintained and expanded.
3. Neighborhoods surrounding the installations are enhanced.
4. Redevelopment and reuse of land improve the local economy.
5. Policies and regulations manage growth and prevent conflicts.
6. Navy and locality relationships are strengthened.

GET INVOLVED!

Virtual Town Hall

Be part of the process! Join us for a virtual town hall to learn more about the issues and the types of strategies we'll be developing.

MARCH 2, 2021 | 12 PM - 1 PM

It's free, but you must register at
<http://bit.ly/2O52EY6>

What did we hear?



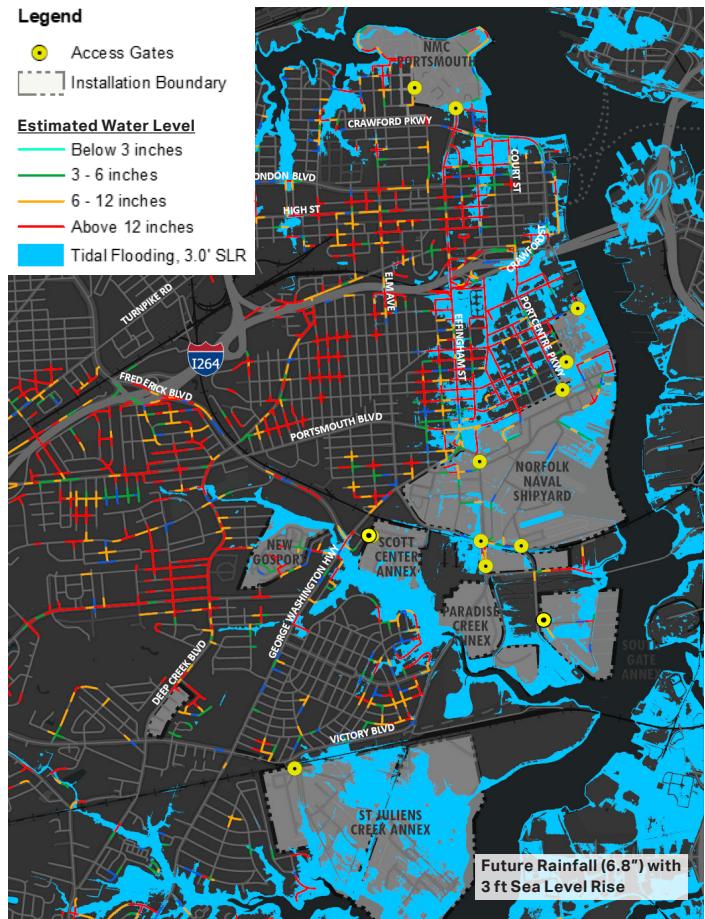
Roadway Flooding:

Flooding limits or prevents access to multiple Navy installations and reduces connectivity to critical corridors and interstates. Flooding limits trips, contributes to congestion, and limits or prevents access to community services such as fire protection, schools, and emergency shelters that Navy personnel and residents rely upon.

- Future rainfall and tidal flooding scenarios were defined and analyzed, and results show that portions of Effingham Street, George Washington Highway, Portsmouth Boulevard, Victory Boulevard, and Frederick Boulevard are susceptible to flooding. These are routes often used to access installation gates. Sea level rise will compound flooding issues over time.

Legend

- Access Gates
- [- -] Installation Boundary
- Estimated Water Level**
 - Below 3 inches
 - 3 - 6 inches
 - 6 - 12 inches
 - Above 12 inches
- Tidal Flooding, 3.0' SLR



▲ Diagram illustrates the combined potential impact that future rainfall (6.8" rainfall event) and sea level rise (3.0 feet) could have on routes directly serving or near the Navy installations. (Source: AECOM/Moffat and Nichol)

PORSCMOUTH AND CHESAPEAKE JOINT LAND USE STUDY



U.S. Navy photo by Mass Communication Specialist Seaman Victoria Granado, <https://www.navy.mil>



Transit and Access: Transit options for installation employees are limited. Bus hours of operations, routes, stop locations, and transfer processes are likely deterrents to use. Gaps in the pedestrian and trail networks can discourage the use of other transportation modes and at-grade rail crossings, particularly those along High Street, George Washington Highway, and Frederick Boulevard, impact traffic flow.

- Bus hours of operation do not align with Shipyard employee work shifts. According to the Navy, about 83% of Shipyard employees work outside of Portsmouth, which means a bus transfer are needed - adding more time to a bus commute.
- A walkability analysis identified few bus stops are located within a five to ten minute walking distance to the Shipyard. Bus stops within this zone have a lower frequency of service.
- Rail operators are using longer trains which increase delays along critical corridors that have at-grade crossings.

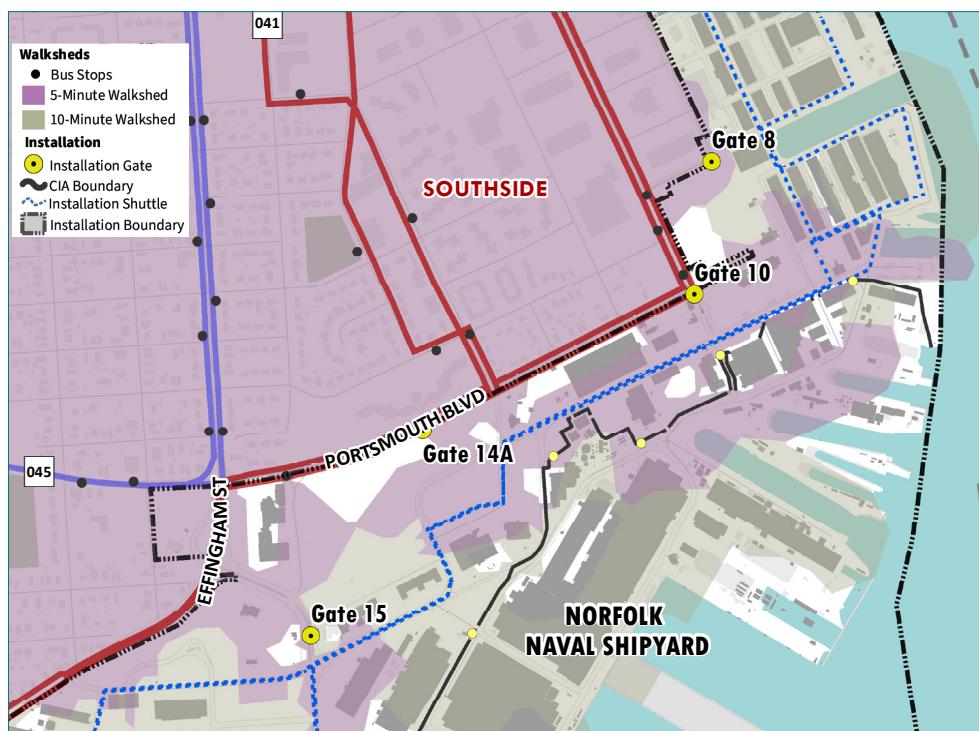


Parking: Employee and visitor parking often overflows into neighborhoods around the Shipyard. Lack of available parking spaces within a reasonable walking distance to work centers on base leads employees to search for more preferable alternatives – some of which are in the adjacent community.

Future mission growth will reduce on-base parking supply and could push more parking impacts into the neighborhoods.



Land Use: Opportunities exist to diversify land uses in some areas to offer more convenience, eating places, or shopping near the installations. Underlying environmental restrictions may affect the types of redevelopment that could occur, and local land use and zoning policies may require updates. Other regional-level activities, including the proposed future Craney Island Marine Terminal Expansion and dredging of the Southern Branch of the Elizabeth River, will also need to consider all federal and local interests.



▲ The walking distance from a bus stop to a work center or building can also influence mobility choice. The analysis shows most stops would require more than a 5 or 10 minute walk to reach a primary work center on base. (Source: AECOM)

Want more information?

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; St. Juliens Creek Annex; Naval Medical Center Portsmouth; and Craney Island Fuel Depot. For more information, visit the website below or contact **Mr. Ben**

McFarlane, Senior Regional Planner, at the HRPDC.

[www.hrpdcva.gov/
portsmouth-chesapeakeJLUS](http://www.hrpdcva.gov/portsmouth-chesapeakeJLUS)

757-420-8300

bmcfarlane@hrpdcva.gov