

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

Topic: Land Use

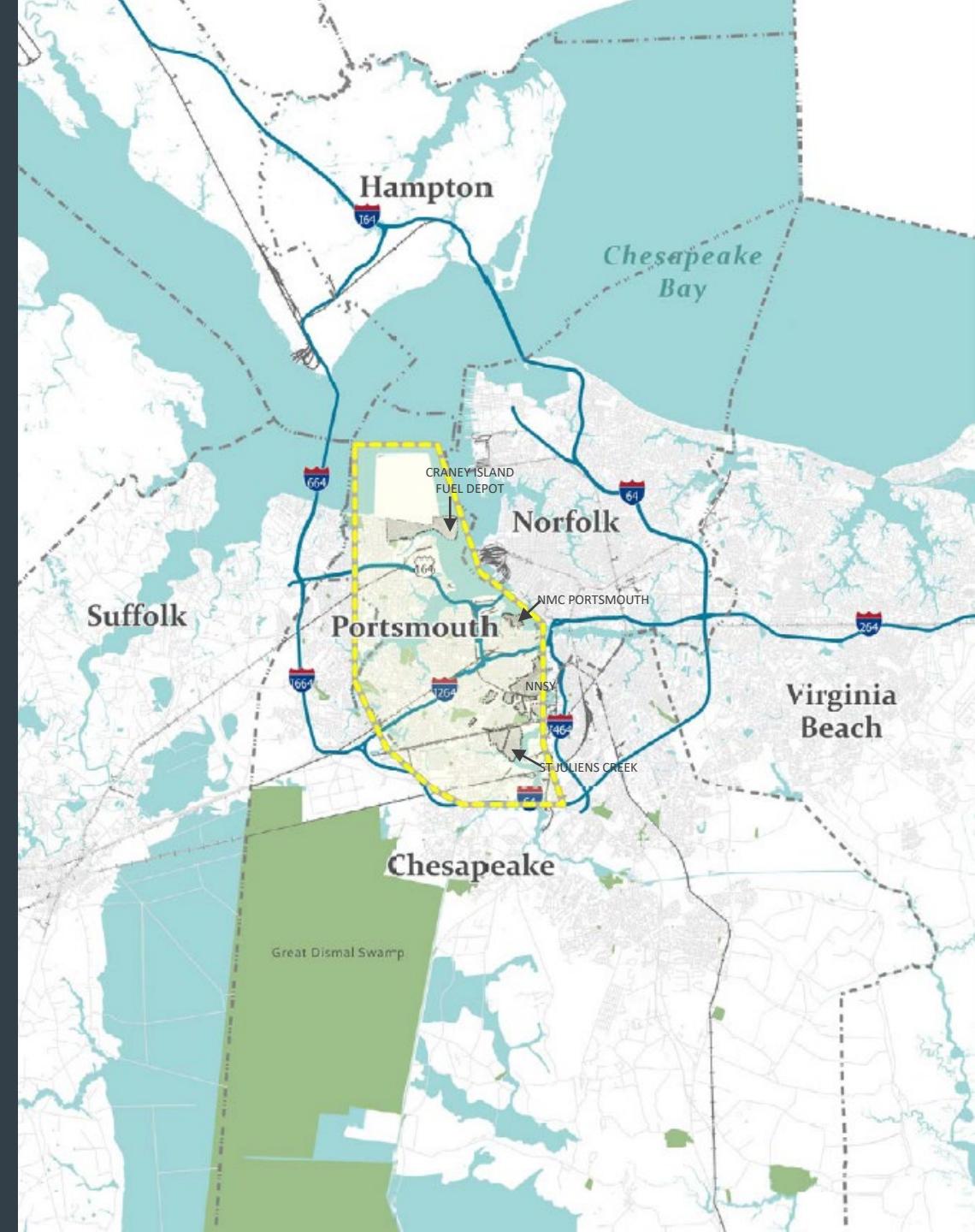
Introduction

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 land use.**



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 Land Use Issues

Regional-level Land Use Issues

- The proposed eastward expansion of the Craney Island Dredged Material Management Area (CIDMMA) and the future Craney Island Marine Terminal could have significant impacts to Navy operations and the City's landfill.
- The Southern Branch of the Elizabeth River will undergo deepening of the federal channel and will require coordination among federal and local parties to avoid conflicts.

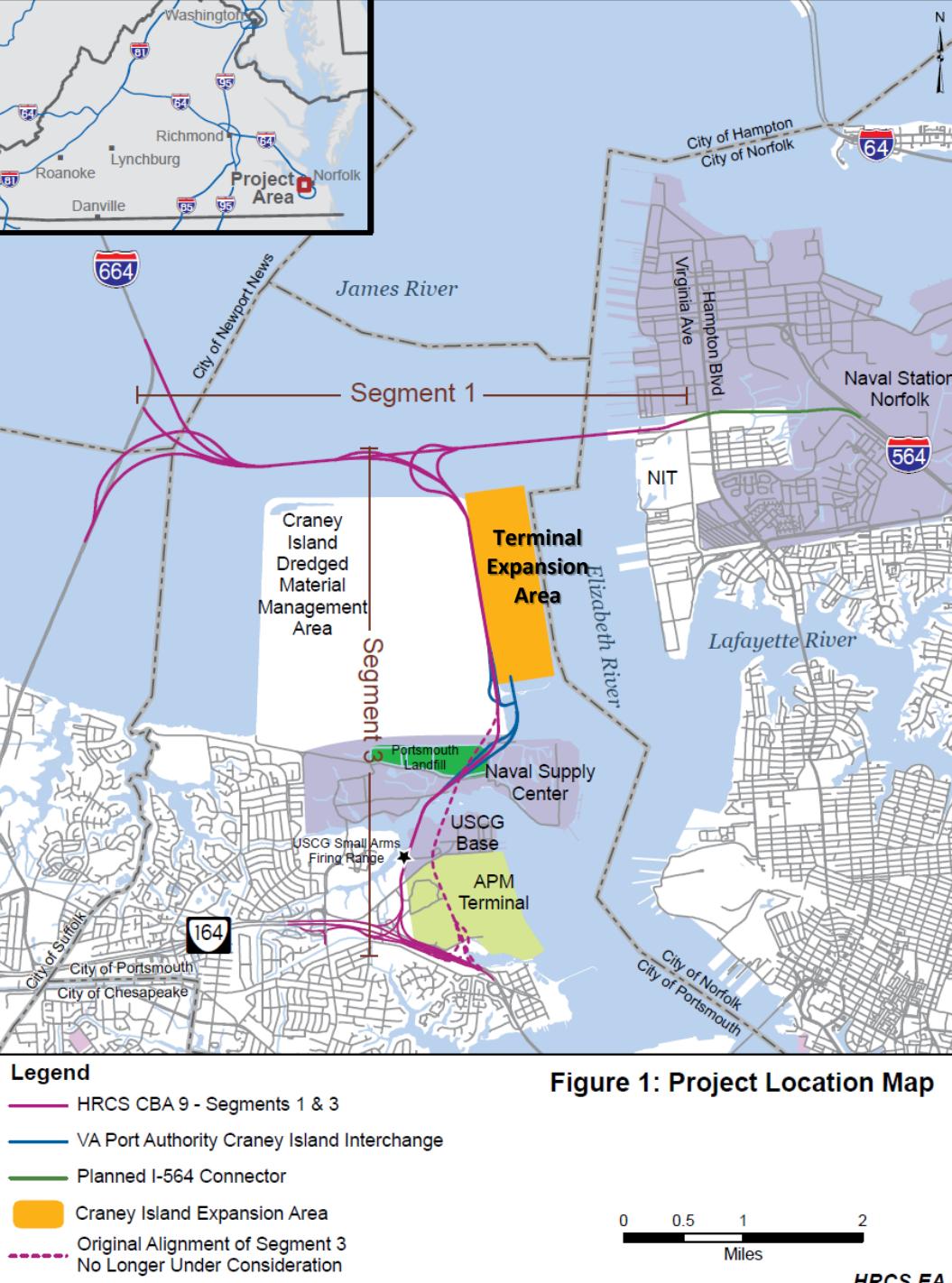
Regional-level Land Use Issues

- The Norfolk Naval Shipyard is growing which means new facilities and development on site could displace parking and increase demand for more off-site paring supply.
- There is significant opportunity for industrial redevelopment along the Paradise Creek Corridor south of the Norfolk Naval Shipyard, but environmental restrictions need to be considered.
- There is interest in the reuse of outlying shipyard sites – such St. Juliens Creek Annex and South Gate Annex.
- There are few options for shopping and eating within walking distance of the installations.

Craney Island Marine Terminal Expansion

- The CIDMMA is operated by the U.S. Army Corps of Engineers (USACE) and serves as a long-term disposal area for material dredged from the channels and ports in the Hampton Roads area. The USACE and Virginia Port Authority have been working to increase capacity of the management area. An important component of the proposed Craney Island Marine Terminal is accessibility for vessels, freight rail, trucks, and vehicles.
- Proposed infrastructure (rail and roads) required to support the expansion could directly impact operations at Craney Island Fuel Depot, the US Coast Guard base, and the Portsmouth Landfill.
- There is currently no partnership in place to jointly evaluate options and impacts.
- The Hampton Roads Transportation Planning Organization (HRTPO) is currently evaluating the Craney Island connector as part of the Regional Connectors study.

► Source: U.S. Department of Transportation - Federal Highway Administration and VDOT, Environmental Assessment, Reevaluation of HRCS FEIS: Candidate Build Alternative CBA 9--Segments 1-3, November 2011

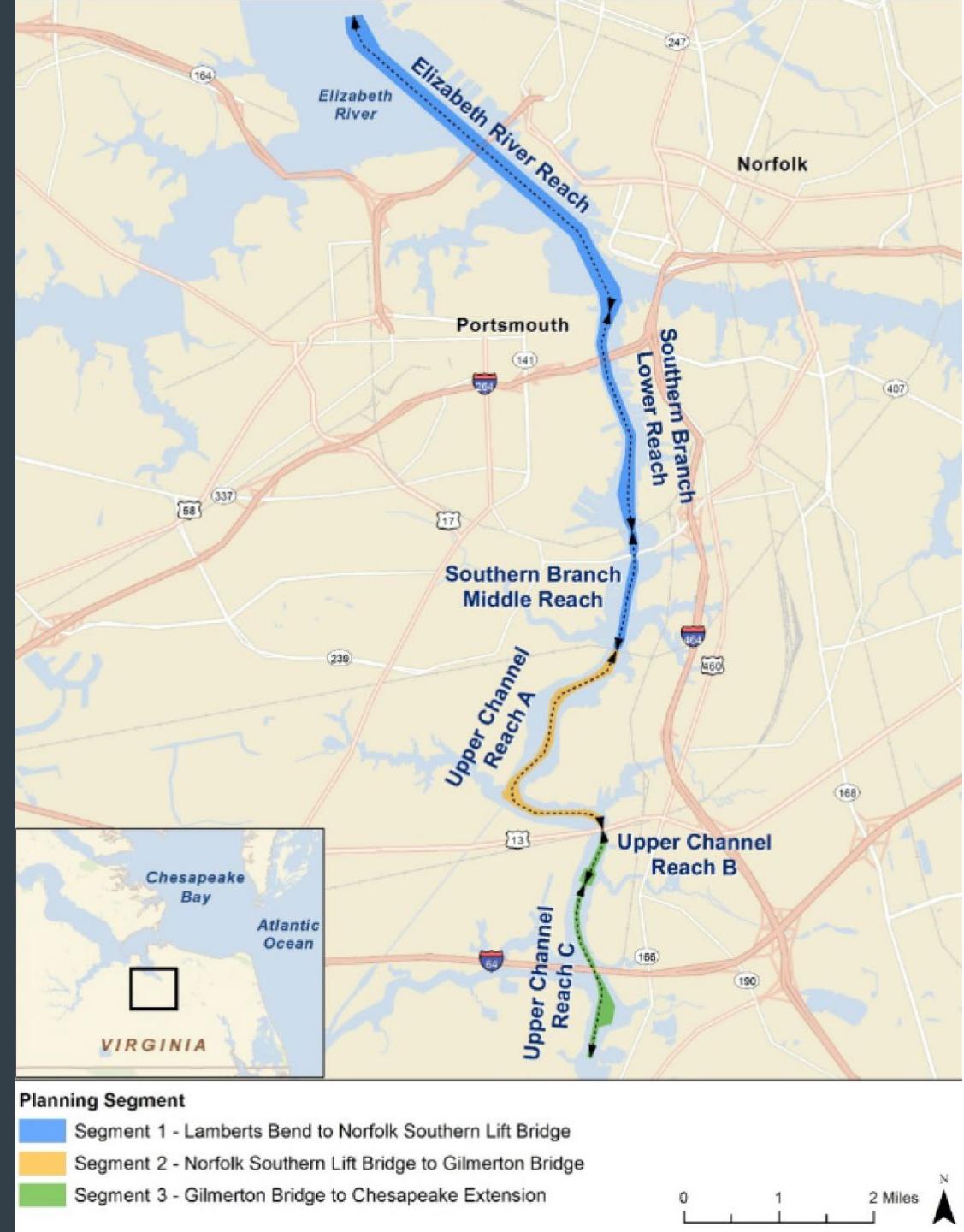


Federal Channel Dredging

- The USACE and the Virginia Port Authority are in the process of deepening the Southern Branch of the Elizabeth River Federal Channel
- The expansion will provide vessel efficiency in the channel but would bring commercial vessels closer to fueling piers at Craney Island Fuel Depot
- USACE and the Virginia Port Authority have also studied navigation improvements to the Elizabeth River and Southern Branch that includes deeper channels and improved anchorages.
- Future redevelopment and increased terminal activities increase the need for management and coordination to avoid or minimize impacts to Navy DOD facilities and activities.

► Recommended Plan for Channel Improvements

Source: *Elizabeth River and Southern Branch Navigation Improvements, Virginia Validation Study and Environmental Assessment*



Norfolk Naval Shipyard Growth

- Mission growth is expected to occur as NNSY increases the number of carriers and/or submarines in the shipyard at one time.
- Other mission requirements may emerge from the ongoing Navy's Shore Infrastructure Optimization Program (SIOP).
- Development on-site could displace surface parking, creating a need for more offsite parking or more efficient on-site parking.
 - Local zoning regulations in Portsmouth allow parking in Industrial and Light Industrial zones
 - Any remote parking concepts would need to consider how to move people from the lots to the Shipyard

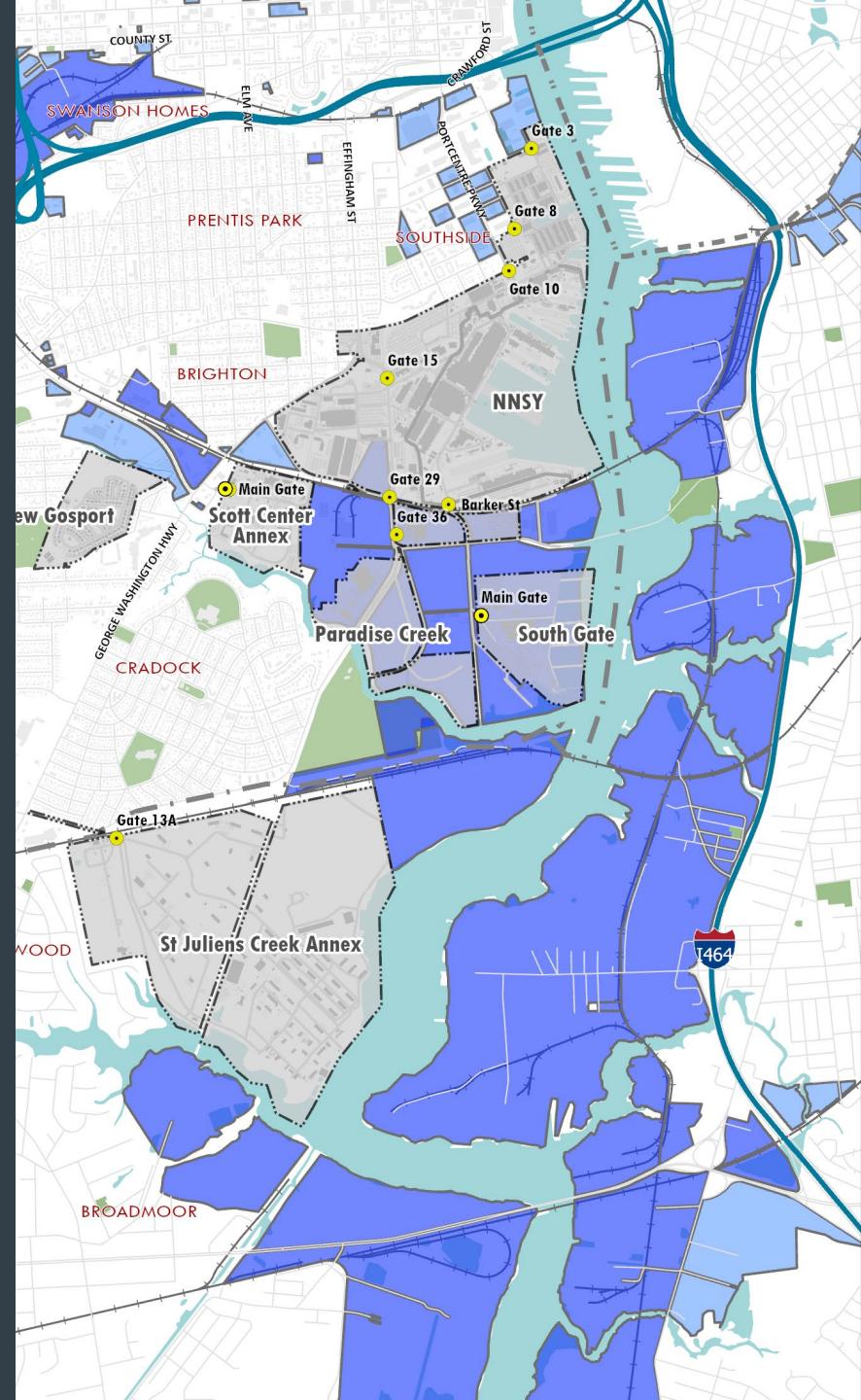


▲ The USS George W Bush in drydock at Norfolk Naval Shipyard.
Source: navsea.navy.mil

Waterfront Industrial Redevelopment

- The Southern Branch of the Elizabeth River supports industrial and military activities with unique deep-water access.
- This industrial corridor is an important priority for economic development as increased industrial development could bring added tax revenue benefits to both cities.
- The Paradise Creek Industrial Corridor located south of the NNSY main site near Victory Boulevard and the Jordon Bridge offers significant opportunity for growth and redevelopment
- Access and circulation in this area is challenged and the number of properties, landowners, and rail crossings could complicate redevelopment opportunities.

► *Industrially zoned properties on the banks of the Elizabeth River*

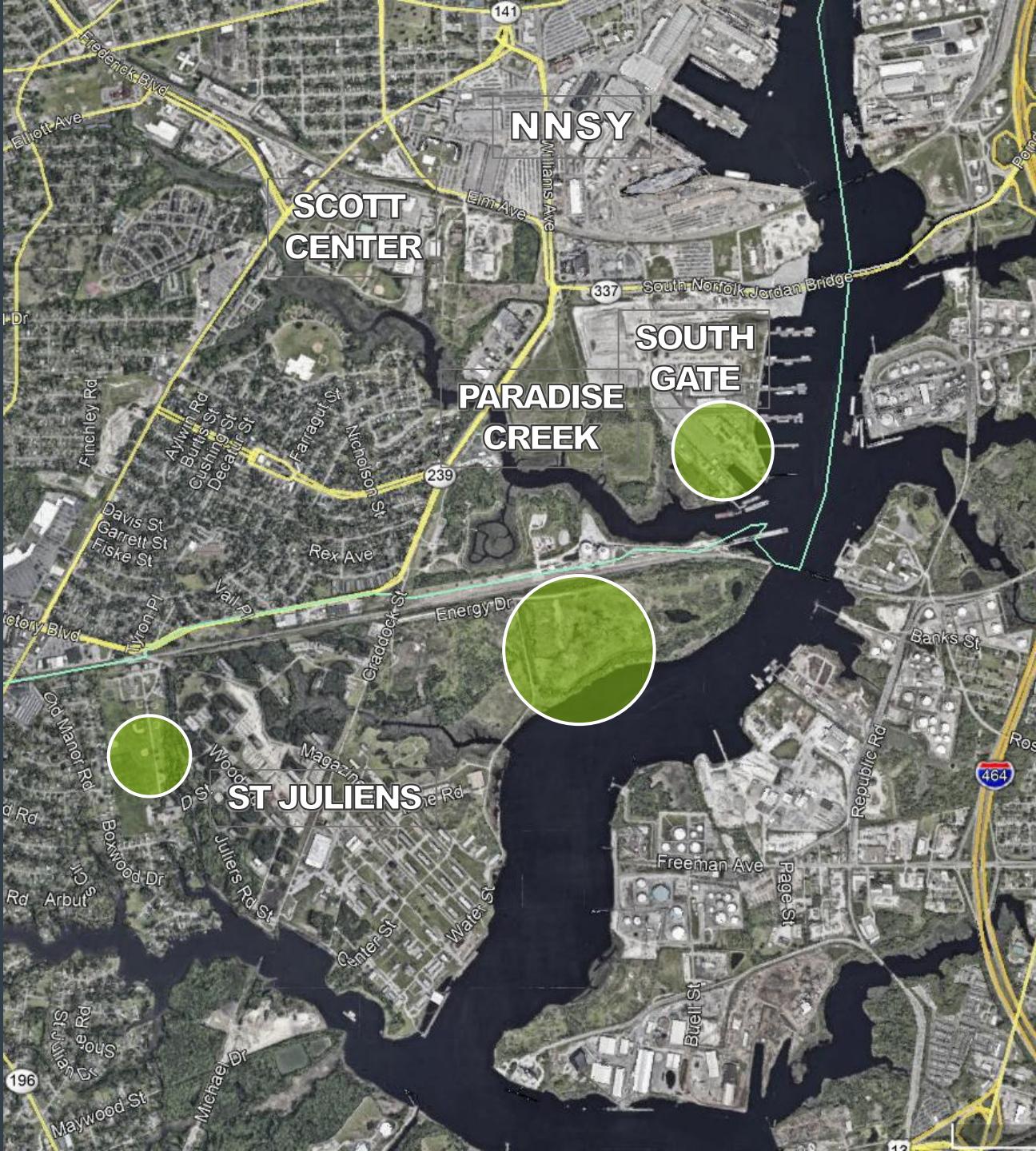


Waterfront Industrial Redevelopment

- There is interest in establishing an Enhanced Use Lease (EUL) for parts of South Gate Annex and potentially areas on St. Juliens Creek Annex that are underutilized.
- The goal of the EUL program is to leverage the value of underutilized and under performing assets. EULs may provide several benefits to both the public and private sectors and the community.
- Access to a deep-water shipping channel, utilities, adjacency to industrial activities are strengths in this vicinity.
- The Navy is current evaluating EUL options.

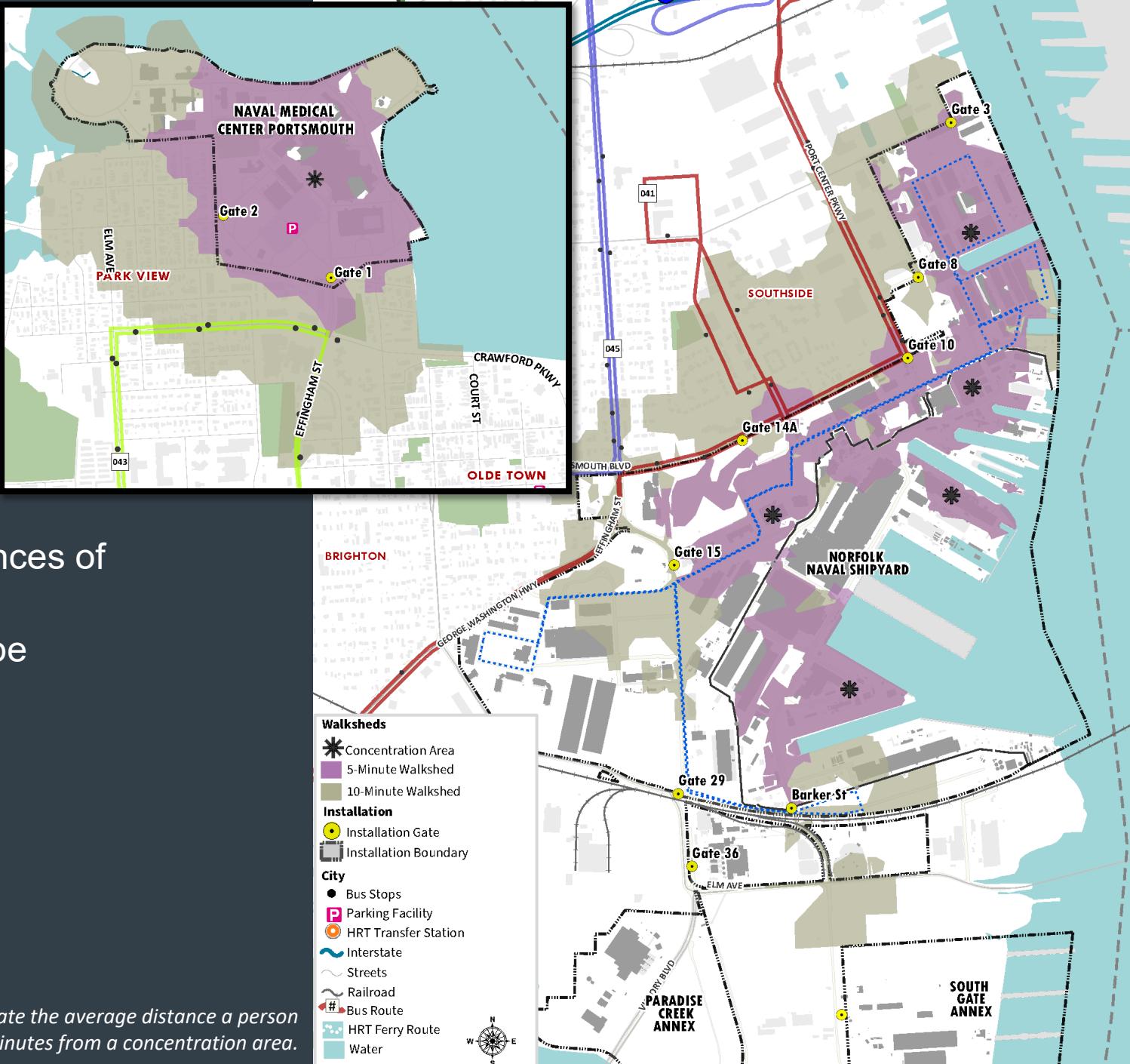
More information about the Navy's EUL program can be found at this website:

https://www.navfac.navy.mil/content/dam/navfac/Asset%20Management/PDFs/eul_fact_sheet.pdf



Supportive Land Uses

- There are few options for supporting services such as restaurants and shopping within walking distance of the installations.
 - Current regulations offer some flexibility for mixed use, commercial or retail-type uses within walking distances of NMCP and some NNSY gates.
 - More restaurants or shops could also be attractive to nearby residents and neighborhoods.



► Walkshed maps illustrate the average distance a person could walk in 5-10 minutes from a concentration area.

Utilities

- Reliable utility infrastructure is critical to the DoD for maintaining normal operations.
 - Dominion Power provides power to all installations and power requirements vary by mission.
 - Columbia Gas provides natural gas to all installations
 - The City of Portsmouth provides water to NNSY, NMCP and Craney Island Fuel Depot and wastewater generated at these facilities is collected and discarded to the Hampton Roads Sanitation District system.
 - Chesapeake purchases water from Portsmouth and then sells it to St. Juliens Creek Annex. Other approaches to serving St. Juliens have been discussed because of the Navy's low water usage on site, including potentially extending water lines further east.
 - NNSY is constructing a combined heat-power plant to provide an independent source of steam and electricity.
 - Each locality owns its stormwater infrastructure, which is managed and maintained by the cities' public works departments. Portsmouth is installing multiple tide gates and backflow preventers into its stormwater outfalls to help reduce flooding.
 - Both cities have ongoing capital improvement programs to upgrade infrastructure.