



It's Our Future

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CITY OF VIRGINIA BEACH
COMPREHENSIVE PLAN Policy Document

Adopted: December 8, 2009

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CITY COUNCIL VISION 2023

- » Virginia Beach is the Leading City in Virginia
- » Virginia Beach is a community with Diverse, Distinctive Neighborhoods, a Diverse Local Economy, with Diverse Living Choices and an Effective Transportation System.
- » Virginia Beach has a Beautiful, Natural Setting and Resources, A First Class Resort, and a Vibrant Town Center.
- » Our People Enjoy Great Schools and Places to Have Fun.

“A Community for a Lifetime”

Originated from the 2008 Annual City Council Workshop



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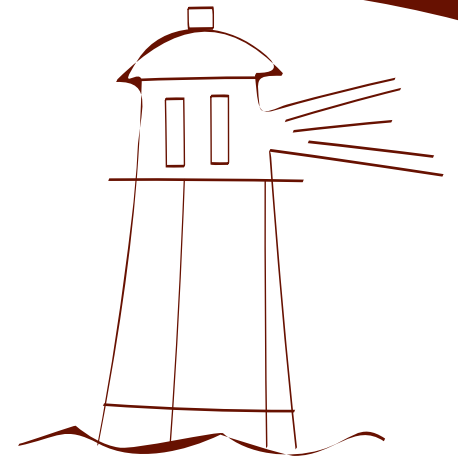
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INTRODUCTION



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INTRODUCTION

The Plan . . . The Comp Plan . . . The Master Plan . . . The Zoning Plan . . . It has been called all of these (and more). Officially, however, its proper title is the City of Virginia Beach Comprehensive Plan, and the title reflects exactly what it is. The Plan is called ‘comprehensive’ due to the extensive breadth of its focus and the research underlying its recommendations. That breadth of focus and underlying research is critical, because the Comprehensive Plan itself is critical. The ‘plan’ is City Council’s official statement regarding how the physical development of the city should be directed for at least the next 20 years. It must be stressed, however, that the Comprehensive Plan (the ‘Plan’ hereinafter) does not claim and should not claim to have precise answers to all of the issues that may arise over time. The Plan’s role is the establishment of the policy framework within which operates a continuous planning process. That process is a vital means of implementing the recommendations of the Plan and revising the Plan as necessary in response to the unseen issues and opportunities that the future always provides. In that regard, this Plan is a ‘living plan,’ as it is not intended for the Plan to remain just as it is when adopted. The intent is for the Plan to interact with the various situations where it has a role and to be open to change as necessary to respond to recognized challenges and opportunities. The Plan should always be evolving in response to its environment.

CONSISTENCY OF VISION

This Comprehensive Plan is the fifth such plan for the City of Virginia Beach – the first Plan was adopted in 1979. Even though there have been four previous Plans, with the potential for each to be vastly different than the others, all of the Plans have shared a common vision: *creation of a place where people enjoy working, living, playing, and learning in an environment of unparalleled quality and opportunity*. Each Plan contributed to the achievement of that vision by successfully meeting the challenges of that time and anticipating the challenges and opportunities foreseen for the future. In 1979, the first Comprehensive Plan limited growth to those areas of the city where such growth could be supported

Section 15.2-2223 of the Code of Virginia establishes the legal requirements for the preparation and adoption of the Comprehensive Plan. Among them are the following:

- › The Plan is to be prepared by the Planning Commission for presentation to the City Council for its adoption. The Plan must be evaluated for review at least once every five years.
- › The Plan is to be general in nature. While the Plan is not binding, the City Council has traditionally given great weight to the Plan in its decision making, especially in rezoning matters.
- › The Plan must be based on studies and data that describe existing conditions and trends in the community.
- › The Plan must address certain topics, which are enumerated in the Code of Virginia.
- › As of 2007, the Plan must identify Urban Development Areas, which this Plan does through the use of Strategic Growth Areas, and must incorporate principles of New Urbanism and Neo-Traditional Development (Section 15.2-2223.1).



The “Dome”— a landmark from the years of the first Comprehensive Plan



by adequate facilities. The next Plan, in 1985, sought to establish a closer link among development patterns, citizen needs, and the Capital Improvement Program (CIP) to improve overloaded facilities in the city. It was amended a year later to formerly recognize the ‘Green Line’, a boundary that defined the urban and rural areas of the city. The 1991 Comprehensive Plan introduced the Transition Area, where a moderate level of growth was recommended provided it was accompanied by significant open space and high quality development. Conditional zoning changes were predicated on adherence to development standards that exceeded regulatory minimums. The 1997 Plan, responding to the reality that the rapid growth of Virginia Beach had slowed to a more normal rate, focused on the establishment of quality as the central feature of the city’s development. Finally, the previous Plan, adopted in 2003, pointed out that the majority of the factors that allowed the rapid growth of the last 25 years of the last century (such as an abundant supply of developable land and a capability to readily supply adequate infrastructure and services) had largely disappeared. Moreover, and possibly more importantly, that Plan stressed that the buildings and the infrastructure of the public and the private sectors built during the rapid growth years were reaching an age where deterioration would be a significant factor, unless aggressive maintenance was introduced.

In response to these two significant issues, the 2003 Comprehensive Plan defined 12 Strategic Growth Areas and established five ‘desired outcomes’ that acted both directly and indirectly to ensure the city continued to grow and remain healthy. Those five desired outcomes, which are listed, have met with much success since 2003, and they remain valid today. The recommendations of this Plan continue to strive to achieve these outcomes.

OUR FUTURE VIRGINIA BEACH

The following are five desired outcomes that we, as a city, want to achieve and from which flow the strategies and recommendations of this Plan:

1. **We want Virginia Beach to be a city of sustainable development, economic vitality, and lifelong learning.** We want to ensure the opportunity to start and grow a business, or for one to enter into and prosper in the local job market. Moreover, we want Virginia Beach to be on the ‘cutting edge’ of new technologies, particularly those that generate renewable energy, which will ensure continued economic growth that will endure and will be sustainable into the future. In addition to providing our children with a strong foundation for learning and growth, our schools provide venues for public involvement in many activities and are a major source of civic pride. For these reasons, it is important that we recognize the many contributions our school systems make to the overall quality of life in our community.
2. **We want Virginia Beach to present a broad appeal for people of all ages and cultural backgrounds.** Each person must be able to find in Virginia Beach those recreational, educational, social, personal enrichment, employment, housing, shopping, and care and support opportunities appropriate for their stage and position in life.
3. **We want Virginia Beach to be a city whose public services and facilities work to satisfy the needs of our citizens.** Our roads, schools, parks, libraries, emergency responders, drainage systems, and social support systems must function adequately and efficiently.



4. **We want Virginia Beach to be a city of physical beauty with great appeal.** The city has been blessed with a magnificent natural setting and we have in the past and continue today to express our commitment to preserving the important environmental relationships between our manmade and natural elements. Further, we want our buildings, streets, and public spaces to be designed not just to function well but to have aesthetic appeal and enduring quality.
5. **We want Virginia Beach to be a city of strong neighborhoods.** As our housing stock grows older, some of our neighborhoods are already feeling the stress of decline, and this trend will continue into the future. Our actions must respond to this trend and work toward assisting stressed neighborhoods to remain healthy.

THE CONSISTENCY OF CHANGE

“Nothing endures but change.”

Heraclitus, Greek philosopher (540 BC – 480 BC)

Change is constant. We know that the City of Virginia Beach is changing, just as it has been changing since the first Comprehensive Plan. In the 1970s and 1980s, change was fast, as the city underwent a rate of growth that was, at times, the highest in the United States. An understanding of the forces underlying the changes of those years was instrumental to developing Comprehensive Plans that directed growth in ways that ensured the consistent vision of Virginia Beach as a place where people enjoy working, living, playing, and learning endured and met success.

Today, the change is somewhat slower, and while that slow pace of change is welcome, as it provides more time to anticipate and respond, it is also a concern, because

it can be so slow it can be imperceptible. It is, therefore, vital that we constantly understand what forces are causing or may cause change and how those forces can be directed to help Virginia Beach achieve the vision that has been established. In directing these forces of change, it will be vital that this Plan, like those before it, be amended as necessary to ensure continued success.

The principle of change and necessary amendment is demonstrated well by the 2003 Comprehensive Plan. That Plan encountered one of the most significant forces of change ever to be thrust upon the City of Virginia Beach – a decision of the federal Base Realignment and Closure (BRAC) Commission. On August 24, 2005, the Commission voted to maintain the Navy’s East Coast Master Jet Base at Naval Air Station (NAS) Oceana only, if among other things, the cities of Virginia Beach and Chesapeake and the Commonwealth of Virginia enacted certain legislation to stop and roll back encroachment by incompatible development within the base’s highest Accident Potential Zone (APZ-1) by the end of March 2006.

Prior to the BRAC Commission’s decision, the Department of Defense had revised its list of land uses that are compatible with military operations arising out of NAS Oceana. This change required modifications to the land use recommendations of the Comprehensive Plan as well as to the uses permitted by the Zoning Ordinance within the Air Installations Compatible Use Zones (AICUZ), as uses that were previously deemed ‘compatible’ in such areas, such as residential uses, were no longer considered compatible.

In response to the BRAC Commission’s decision, City Council adopted a compliance plan on December 20, 2005. The plan included eighteen (18) ordinances, two property acquisition plans (for property in Accident Potential Zone 1 and the Interfacility Traffic Area), and

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extensive amendments to the Comprehensive Plan. In addition, in February 2007, the city and the Navy entered into a Memorandum of Understanding (MOU), pursuant to which city and Navy representatives jointly review discretionary development applications for uses affected by AICUZ regulations at an early stage of the application process. As a result, the City Council is provided with a valuable tool to determine whether a particular application meets the requirements of those regulations. The foregoing measures are a clear reflection of the city's commitment to safeguard the future of NAS Oceana as the Navy's East Coast Master Jet Base.

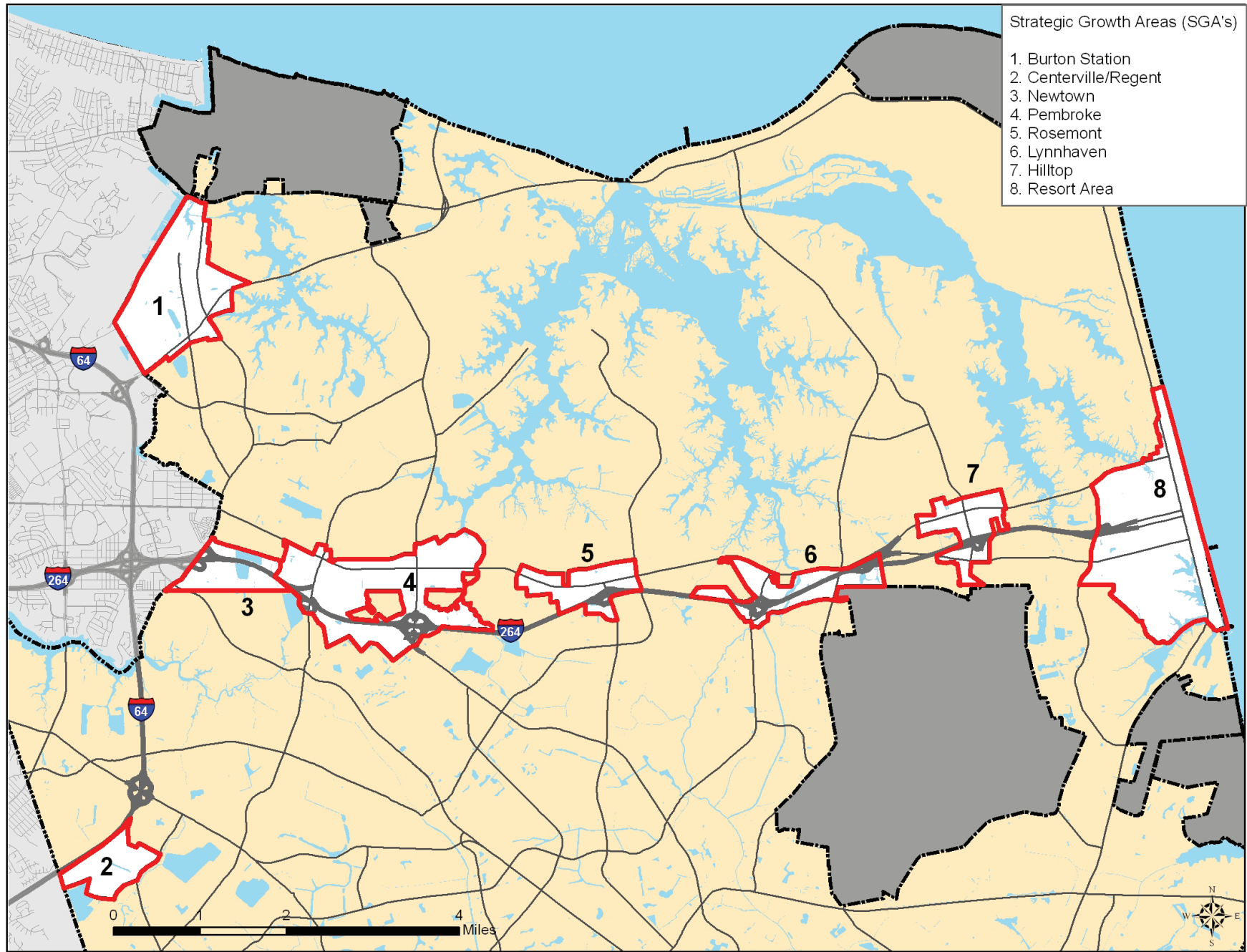
On October 1, 2009, the Navy's Little Creek Naval Amphibious Base and the Army's Fort Story merged to become a single entity, with a unified command and a new name: Joint Expeditionary Base Little Creek-Fort Story. The newly merged base will be the biggest employer in Virginia Beach, with 17,211 personnel and an estimated payroll of \$850 million a year. It will be the primary East Coast base supporting overseas contingency operations. By 2012, the Joint Expeditionary Base is expected to have more than 18,000 personnel.

In addition, three predominantly non-residential areas, located adjacent to NAS Oceana, have been defined as 'Special Economic Growth Areas'. These areas are identified as East Oceana SEGA 1, West Oceana SEGA 2, and South Oceana SEGA 3 and are described in more detail on pages 3-27 through 3-33.

The relationship between the city and the military continues to be one of considerable mutual benefit. The presence of the military in Virginia Beach stabilizes our local economy, increases the diversity and background of the population, is a source of pride to the citizens of the city, and enhances the city's efforts to become a

"Community for a Lifetime." Virginia Beach provides excellent schools, good job opportunities for military spouses, ample and varied recreational, cultural and social activities, and an overall high quality of life for military personnel and their families. Virginia Beach endeavors, and will always endeavor, to be a welcome home for our military, including the personnel and families that serve in our nation's armed forces.

By adopting the December 20, 2005 amendments, and in so doing, protecting NAS Oceana from incompatible development that would compromise the mission of the base, the recommendation of the 2003 Plan to focus growth within designated Strategic Growth Areas (SGAs), became even more important as the means to ensure a successful future for Virginia Beach. The Green Line, now in place for nearly 25 years, ensures that growth remains in the northern area of the city where it can be supported. The western portion of the Transition Area, where limited residential growth was projected by the 2003 Plan, is now part of the Interfacility Traffic Area (ITA) between NAS Oceana and Naval Auxiliary Landing Field (NALF) Fentress. Residential growth in the ITA is limited to what is allowed by the Agricultural zoning district, and through a cooperative program with the Navy, land located in the ITA is being voluntarily purchased and protected from residential development by restrictive easements. Working in conjunction with the Navy and other stakeholders, development policies and regulations have been put in place to limit incompatible uses on properties located around NAS Oceana within Air Installation Compatible Use Zone (AICUZ) areas greater than 65 dB DNL. In sum, the overall affect is to focus future growth, particularly growth in the number of residential dwellings units, to the areas of the city west of Rosemont Road and north of Virginia Beach Boulevard. It is in these areas



STRATEGIC GROWTH AREAS MAP

chapter one



that the majority of the SGAs and the Suburban Focus Areas (SFAs) are found (the SGAs and SFAs are described later in this Plan).

The BRAC decision and the revisions to the list of land uses compatible with the AICUZ demonstrate the impact on the Plan of changes flowing from legislative and policy actions at a different level of government. Beyond BRAC, for example, there are changes each year by the Virginia General Assembly pertaining to the laws that regulate land use. Sometimes, those changes force amendments to the Plan, as Virginia is a 'Dillon Rule' state and the city is allowed to regulate land use only as the General Assembly allows.

There are, however, also impacts on the Plan that flow from changes in fundamental systems that we have limited, if any, control over. These changes have been considered during the development of this Plan and the recommendations made by this Plan seek to position the City of Virginia Beach in a way that the changes provide opportunities for growth and enhancement of the city as a place to live, work, play, and learn.

There is, for example, evidence that the planet's overall climate is changing (though there remains some debate about the causes of that change). The planet may be warming, and as a result of that warming, the city may be impacted. For example, if the level of the ocean is rising, the result would be inundation of parts of the city in the future. This is discussed further in the "Environmental Stewardship" chapter of this Plan.



Offshore Wind Turbine



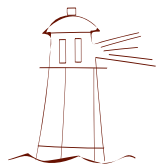
Light Rail Transportation

We are also faced with the need to develop new sources of energy, particularly those that are renewable. As traditional sources of energy become more scarce and difficult to extract and use, and their costs rise, those sources must be supplemented and eventually replaced. The City of Virginia Beach stands in the unique position of being able to develop renewable sources of energy due to the location of the city in an area where there are resources, such as wind, that are readily available.

"If we are going to solve these problems, we will need new tools, new infrastructure, new ways of thinking, and new ways of collaborating with others – the stuff of great new industries and scientific breakthroughs and the stuff that propels one nation forward and leaves another behind"

Thomas L. Friedman, Hot, Flat and Crowded (2008)

As an outgrowth of both the changes in our climate and the need to utilize renewable energy sources, we must change the way that we transport ourselves, as well as goods and services, inside and outside the City. We must find more efficient means of transportation and we must encourage development patterns that rely less on a single-occupant automobile and more on multi-occupant transportation, bicycling, walking, and on new modes of travel that will no doubt arise in response to the need and to advance in transportation technologies. This Plan, therefore, stresses the



importance of the Strategic Growth Areas (SGAs) as a means to concentrate growth in a strategic and sustainable way, developing centers of employment, living, commerce, shopping, and arts and culture. The SGAs, almost all of which are located along the City’s primary transportation corridor, provide the City with an unparalleled opportunity to reshape portions of the City in a way that emphasizes a ‘smarter’ type of growth. This planning strategy also recognizes the importance of preserving and respecting existing neighborhoods, especially those located adjacent to or in the SGAs.

In addition to focusing on improvement and innovation within the transportation system, we must also ensure that Virginia Beach’s information and communication infrastructure is tightly connected with the world and is of the highest efficiency and quality. The continued development of the City’s broadband Internet infrastructure by the private sector, including the provision of greater capacity and enhanced connectivity, is critical to the future of the City of Virginia Beach. An enhanced

and more widely available system of broadband access will enhance Public Safety, strengthen the vitality of the City’s technology infrastructure, support staff mobility for a more cost effective delivery of City services, promote a more sustainable Virginia Beach, maximize economic development opportunities, support strong, healthy families, and enhance the City’s livability. In addition, such a system, particularly if it includes citywide wireless access capabilities, will also serve as a desirable community amenity, stimulating interest in Virginia Beach, and providing convenience for citizens, business owners, and visitors alike.

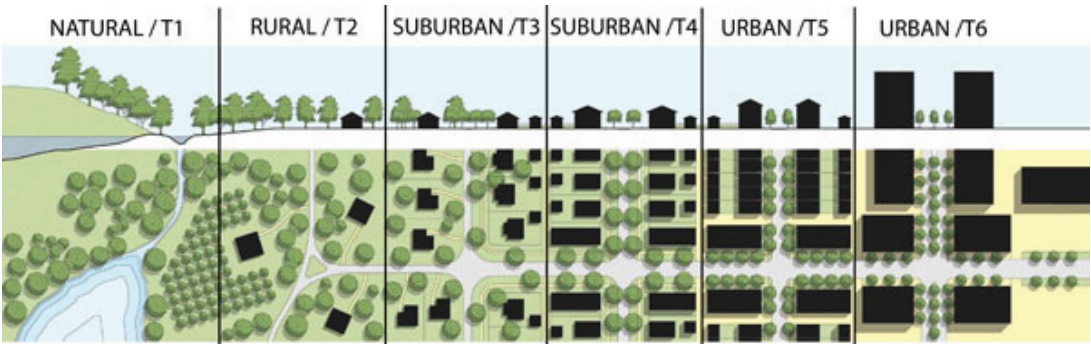


Cape Henry Lighthouses

THE IMPORTANCE OF DESIGN

With changes in patterns of growth, the role of this Plan as a means of ensuring compatibility of uses, the quality of development, and the sustainability of the development is vital. While past Plans have always emphasized the importance of design, this Plan seeks to do more, providing a fundamental understanding of the principles of good land use and development that can be used to guide growth and reshape the city.

Fundamentally, there are four patterns or forms of land use in Virginia Beach: natural environment; rural; suburban; and urban. The suburban and the urban forms are further divided into a low-density/intensity



The Transect (from the SmartCode/Duany Plater-Zyberk & Company

chapter one



and a high-density/intensity. This transition from the city's natural environment to the highly urbanized forms of the Oceanfront and Town Center is known as the Transect. Each division of the Transect has its own unique characteristics. Streets, drainage, lighting, relationship of building to street, and signage differ from one Transect Zone to another.

To ensure that the development that occurs in the city achieves the vision we seek, the design and development principles presented in this Plan, as well as the more specific ones provided in the plans and guidelines that have been developed for the SGAs, are critical. Of significant importance is how we address the transitions between the various Transect Zones (TZs) and between the various uses within the TZs, particularly those uses that are significantly incompatible with each other. Guidance for addressing these transitions is provided within this Plan.

Of equal importance will be how the SGAs develop in regard to the form that they take. The SGAs are intended to be urban in form with a mixture of uses commonly found in urban settings. The areas, however, that are designated as SGAs are largely either undeveloped or developed in the same suburban pattern found throughout the city. How we reshape these undeveloped and suburban areas will be critical if we are to create memorable urban places where people desire to live, work, play, and learn. As the various implementation plans are developed for the SGAs, we must develop design guidelines and new zoning tools, such as Form-Based Codes, that provide specific direction to those who own property in the SGAs regarding what the form of those places will be. If the form of the SGAs does not match our vision for the SGAs, we will have lost much. This Plan, therefore, provides fundamental

guidance regarding the proper form of urban places and the principles of design that can be used as we move forward to create an active and vibrant urban corridor from Newtown to the Oceanfront.

USE OF THE PLAN

- › The Plan is divided into three parts: a Policy Document (which you are reading); a Technical Report (the research behind the Plan); and a Reference Handbook.
- › Throughout the Plan, you will find Web Page addresses (URLs) for sources of additional information on the Internet. Since this Plan is dynamic in nature, and there are other plans, guidelines, and strategies being developed as means of furthering the goals of the Plan, the Web addresses are provided to keep you current on the implementation and improvement of the Plan.
- › Always go to www.ourfuturevb.com for further information.
- › The Policy Document is organized to provide long range planning guidance within the following four major land use areas of Virginia Beach: the Urban Area; Suburban Area; Commons and Transition Area; and Rural Area. This guidance is presented both in a land use map format, as shown on the following page, and through a series of written policies and other related maps, as detailed later in this document.

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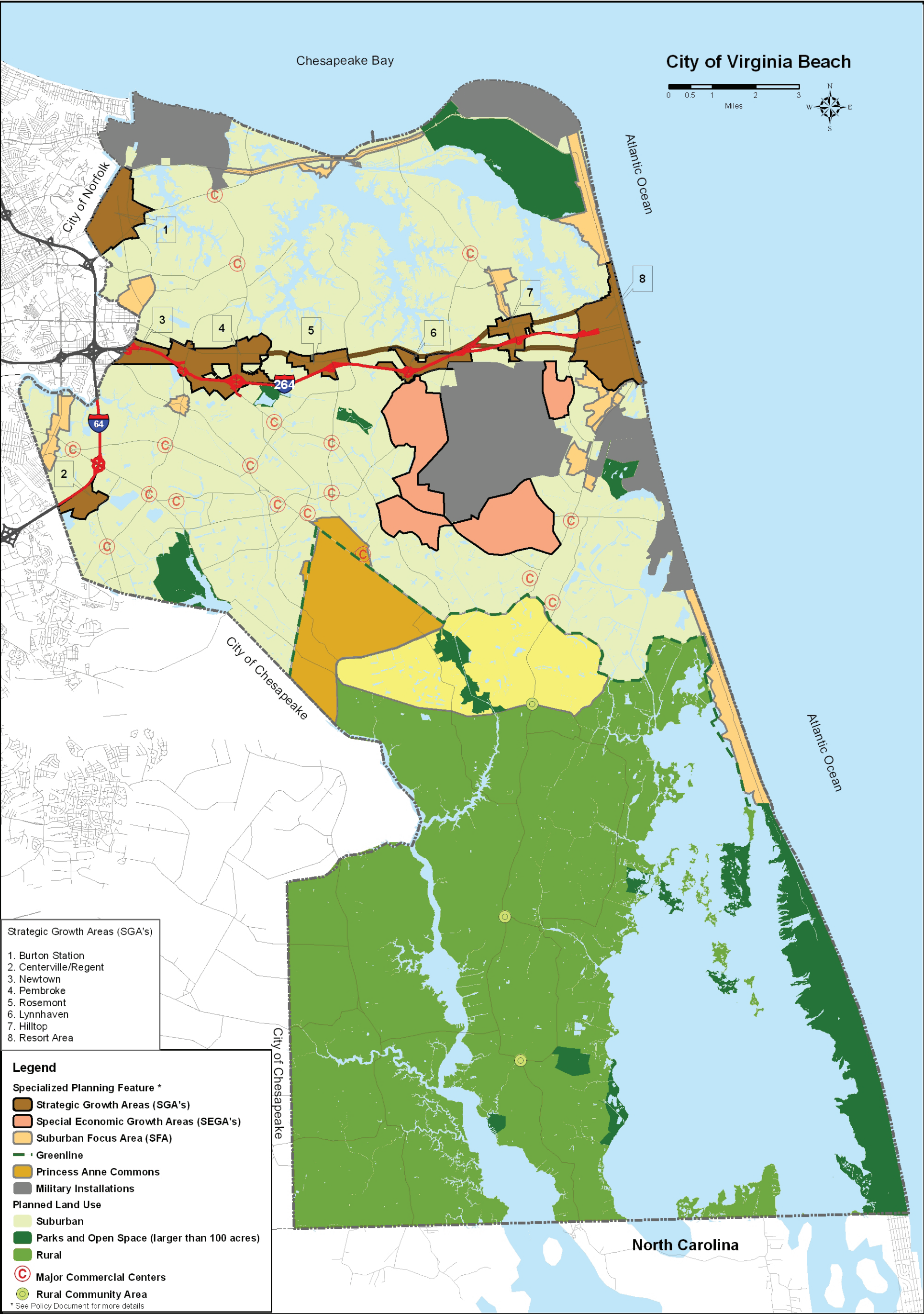
IT'S OUR FUTURE

A city such as Virginia Beach is, more than anything else, a reflection of those who live in the city, those who own property, those who provide goods and services, those who farm the soil or raise and care for animals, those who harvest what the ocean has to offer, those who have been placed here by chance or by choice as they serve our nation in military service, those who strive to provide tourists from far places a respite from their daily lives and a chance to recreate, and those who are here simply because they do not desire to be anywhere else. The city consists of these people, and the purpose of this Plan is to provide the vision and guidance necessary to ensure that those people, and those who will join us in the future, will possess a physical environment where they enjoy working, living, playing, and learning in an environment of unparalleled quality and opportunity.

Once the City Council adopts this Plan, the Plan is said to express the City Council's vision for the development of the city's physical environment. The truth, however, is that once adopted, the Plan will express the vision of the citizens of Virginia Beach for the development of the city's physical environment. The vision, the desired outcomes, the principles of design, and the recommendations contained in this Plan belong to all of us, and it is incumbent on all of us to do our part to ensure the success of this Plan.

The world is changing in significant ways and each of us must understand the effect of those changes on us, as well as how the changes affect how we live. The city is all of us, and whatever the future holds, we will have to determine how to respond to the problems and the opportunities. This Plan is our current, collective vision of how to respond, because, collectively, it's our future.

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COMPREHENSIVE PLAN MAP

chapter two

URBAN AREA



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chapter two



STRATEGIC GROWTH AREA STRATEGY...

MEANS

- › Smart Growth
- › Green Growth
- › Economic Growth

IT ALSO MEANS

- › Neighborhood Protection and Enhancement
- › Housing Diversification
- › Transit Oriented Development
- › More Efficient Public Services
- › Rural Area Protection
- › Improved Quality of Life
- › Creating Arts and Cultural Districts
- › Caring for the Next Generation

Urban Area

URBAN AREA

MAINTAINING, VITALIZING AND DEVELOPING COMMUNITY WEALTH AND RESOURCES FOR THE LONG TERM.

INTRODUCTION

While we have enjoyed robust growth over much of the city's 40 year history, we have prevented intrusion of such growth into our rural area. This is attributed, in part, to the planning policies established in 1979 and, more so, to the creation of the 'Green Line' in 1986. In the past, the Green Line was the boundary between the suburban and rural areas of the city, today, it still marks the boundary separating higher suburban densities to the north and more limited suburban and rural densities farther south.

In 1997, the City's estimated area of undeveloped land north of the Green Line was about 13,000 acres. In 2007, it was estimated to be less than 5,000 acres. It was further reduced by the Oceana Land Use Conformity Program, which prevents residential and hotel development in areas located within high noise zones. In response to this reality, the City Council recognized the need to identify areas for future growth while at the same time protecting our many stable residential neighborhoods and preserving our rural heritage.

Following extensive public input the City adopted a new growth strategy. Instead of relying on the remaining inventory of underdeveloped land to absorb growth, the City carefully defined areas planned to accommodate and absorb urban growth called 'Strategic Growth Areas', SGAs.

Urban Area generally applies to Strategic Growth Areas.

Virginia Beach is already experiencing urban type growth. It has begun gradually and is occurring in defined areas located north of the Green Line, such as the Resort Area and the Central Business District's Town Center.



Sustainable Urban Lifestyle



Emerging Urban Center



FUTURE GROWTH AREAS

SGA 1: Burton Station

SGA 2: Centerville/Regent

SGA 3: Newtown

SGA 4: Pembroke

SGA 5: Rosemont

SGA 6: Lynnhaven

SGA 7: Hilltop

SGA 8: Resort Area

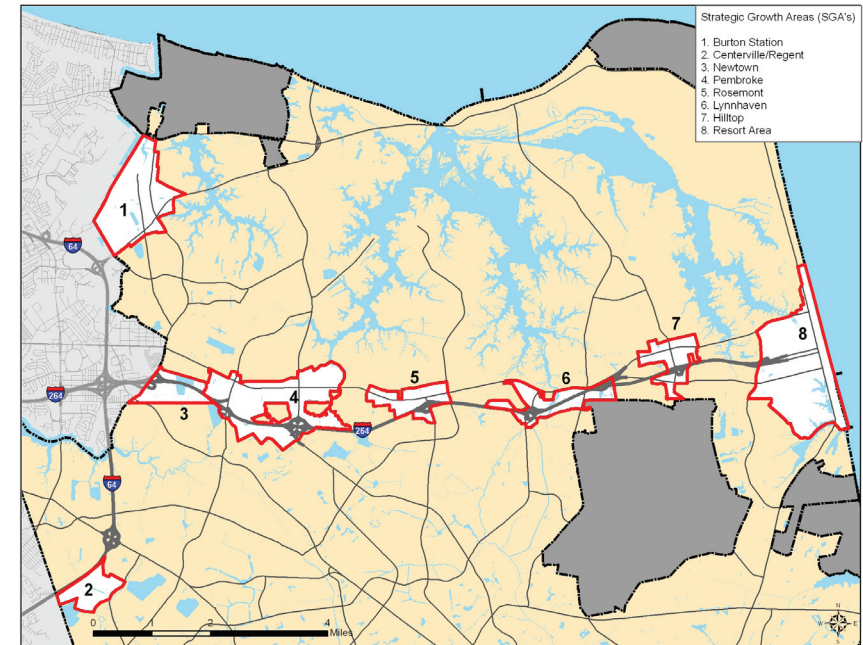
Desired characteristics of urban areas:

- » Higher density residential uses, including multi-family and attached dwellings.
- » Variety of complementary, non-residential uses that enhance economic and cultural quality of life.
- » Absence of single-family detached units. Housing stock may be new or rehabilitated, owner-occupied, as well as rental units.
- » Housing to accommodate a variety of income levels.
- » Option of walking or bicycling to stores, schools, play areas and work places.
- » Choice of safe, convenient and cost-effective public transportation systems.

STRATEGIC GROWTH AREAS

The City has identified Strategic Growth Areas to:

- » provide opportunities for continued physical and economic growth
- » help prevent urban sprawl
- » protect our established residential neighborhoods and rural areas from incompatible development due to growth pressures
- » maximize infrastructure efficiency
- » create unique and exciting urban destinations



8 Strategic Growth Areas

Most of these areas will integrate a diverse cluster of attractive, more compact but compatible uses of land including office, retail, service and, where appropriate, residential and hotel.

They also encourage greater use of alternative transportation systems. Whether focusing on future mass transit technologies or increasing opportunities to implement Transportation Demand Management programs.

OUR CHALLENGE IS TO ADVANCE A SET OF PLANNING PRINCIPLES THAT.....

Recognize distinct opportunities and constraints inherent in each SGA while acknowledging common planning principles that can be applied to all these areas.

5 GUIDING PRINCIPLES FOR STRATEGIC GROWTH AREAS

1. Efficient use of land resources
2. Full use of urban services
3. Compatible mix of uses to live, work, play, learn, shop, exercise and relax
4. Range of transportation options
5. Human scale with safe, attractive urban design



GUIDING PRINCIPLES

1. EFFICIENT USE OF LAND RESOURCES

The land use techniques of compact development, infill development, and structured parking are key components to successfully achieving a more efficient pattern of growth. The benefits include reduced sprawl, protection of existing stable neighborhoods, increased protection of farmland and open spaces, reduced dependence on the automobile and more cost-effective use of existing infrastructure.

2. FULL USE OF URBAN SERVICES

Compact development patterns promote a more efficient and cost effective use of existing public infrastructure and services such as roads, schools, water, sewer, police, fire, rescue and others. Numerous studies have demonstrated that intensification (non-residential) and densification (residential) of development within appropriate areas where infrastructure and services already exist provides a more efficient and cost-effective use of public funds than continued expansion of infrastructure and services into undeveloped areas.

3. COMPATIBLE MIX OF USES

Providing a complementary and vertical blend of residential and non-residential uses within reasonable walking distances of one another is an important part of a successful compact development strategy. Effective mixed-use developments also have a 'critical



*Pedestrian-Scale, Mixed-Use
Entertainment District*

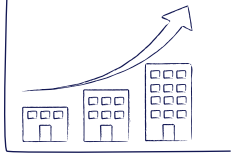


Public Transportation

mass' where the mixture of uses is such that the need for an automobile for routine trips for goods and services is significantly diminished. Examples of mixed-use include the co-location of corner markets and shops lining streets with residential units located above. Architectural design considerations and control of the hours of business operation must be factored into the land use strategy. The careful placement of residences, offices, shops, educational and cultural institutions, recreation areas, public service facilities and open spaces designed as part of an attractive, pedestrian-oriented, urban environment contributes to:

- » Independence of movement and ease of access between home and neighborhood serving destinations.
- » Safer commercial areas due to the 24-hour presence of people or what is termed the 'eyes of the community.'
- » Reduction in automobile dependency and opportunities for shorter work trips by focusing on mixed-use and transit oriented development.
- » The development of a transit-oriented and multi-modal transportation system, in conjunction with planned development and mixed-use projects.
- » Increased housing choice for a variety of individuals and families having a wide range of income levels.

chapter two



4. A RANGE OF TRANSPORTATION OPPORTUNITIES

As noted above, compact development patterns afford greater choice of transportation alternatives and less congestion than is otherwise experienced in communities. A recent three year study, *Measuring Sprawl and Its Impacts*, by researchers from Rutgers University, Cornell University and Smart Growth America concluded that, “one of the strongest purported benefits of sprawling development, lower traffic congestion, is not borne out by this study. Those who believe that metropolitan regions can sprawl their way out of congestion appear to be wrong.”

Compact, mixed-use development that contains convenience, variety and density of use, and integrates well-designed pedestrian systems, streetscapes and transit opportunities can contribute to:

- » Decreased dependence on the automobile, especially the single-occupant vehicle.
- » Extension of safe, convenient and efficient light rail transit service that provides alternative mobility options.
- » Reduction in citywide Vehicle Miles Traveled (VMT).



Urban Development



Structured Parking



Burton Station Village Concept

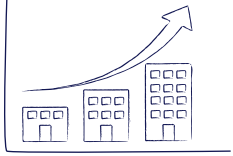
- » Increased opportunities for more efficient and cost-effective forms of shared and mass transportation.
- » Increased opportunities to commute by walking or biking.
- » Opportunities for local and metropolitan transit systems to link to regional and interstate transportation systems.
- » Cleaner air.
- » Safer travel.

5. DETAILED HUMAN-SCALE DESIGN

Part of what is required for compact, mixed-use developments to become acceptable patterns of development within communities is the creation or re-creation of well-designed urban areas that are safe, attractive and convenient. It is important for these areas to be built at a ‘human-scale,’ especially as people experience activity along the streets, sidewalks and public spaces. For example, the sounds from outdoor cafes, people gathering around fountains in public plazas and aromas from local coffee shops and bakeries, all combine to create a sense of interest, excitement and social interaction. There are distinct physical characteristics that define the built environment of the

urban center. These include a vertical mix of residential and non-residential uses within architecturally

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interesting buildings. Urban streetscapes are designed with special paving, landscaping, lighting and other features that create a visually exciting and inviting environment. Additionally, arts and culture must be woven into the fabric of the community, becoming an integral force in urban design, the educational system, commerce, community celebrations, neighborhood life and public-sector institutions. We need to create space for the arts to take hold and grow. When designed and built with quality in mind, these physical and cultural elements galvanize to foster a positive sense of urban place, one that is enjoying a resurgence of public interest in many communities across the country.

Along with advocating the arts and culture elements, it is the policy of the City to use all available resources including those provided by the City's Historic Review Board and Historic Preservation Commission as well as the Princess Anne County /Virginia Beach Historical Society to preserve designated historic resources. Efforts to retain these historic resources should be accomplished in a responsible and innovative manner. The efforts include providing land use planning guidance and tax credit assistance to owners of historic properties in order to help protect and preserve the city's limited number of valuable historic resources and surrounding open space areas. Owners of qualified



Town Center Sculpture



Resort Area

properties should be encouraged to participate in the Virginia Beach Historical Register program and receive recognition for their contributions to our city's heritage.

DISTINCT QUALITIES

Strategic Growth Areas also possess some distinct qualities.

While these are defined in more detail in the following area-specific section of this chapter, general points are offered here that describe how some of the Strategic Growth Areas differ in character.

First, these areas vary in their ability to absorb the volume of new growth. For example, the Newtown, Pembroke and Rosemont SGA are located along I-264 and Virginia Beach Boulevard near key highway interchanges and unencumbered by AICUZ high noise or accident potential zones.

Opportunities exist in these areas to blend new residential and complementary non-residential uses thereby creating attractive, more intense, mixed-use centers.

These three SGAs are designated as state mandated 'Urban

Development Areas' because they meet the growth criteria established by state law for such areas.

In addition, these areas are well positioned to take advantage of future mass transit systems that might be built along the former railroad line in this corridor.

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Other Strategic Growth Areas have unique qualities as well. For example, Burton Station SGA is strategically located to take advantage of regional truck, rail, air and maritime shipping services. Opportunities also exist to provide a compatible mix of residential, recreational, open space, institutional and corporate industrial uses designed around an established neighborhood that embodies a rich heritage.

The Resort Area is another very unique SGA. It is an important resort center that annually attracts three million visitors who spend over \$800 million. This SGA continues to grow as a vacation and convention destination and is the centerpiece of our hospitality industry.

AREA SPECIFIC PLANNING RECOMMENDATIONS

Each of the following eight Strategic Growth Areas begins with a general description of the area's development characteristics. The goal is to achieve a gradual transformation of these areas in keeping with the recommended land uses identified in this Plan. Land use decisions affecting the property in the Strategic Growth Areas should be based upon the Guiding Principles noted above, the following Area-Specific Planning Recommendations and appropriate design principles that may relate to requests for development or redevelopment in these areas.

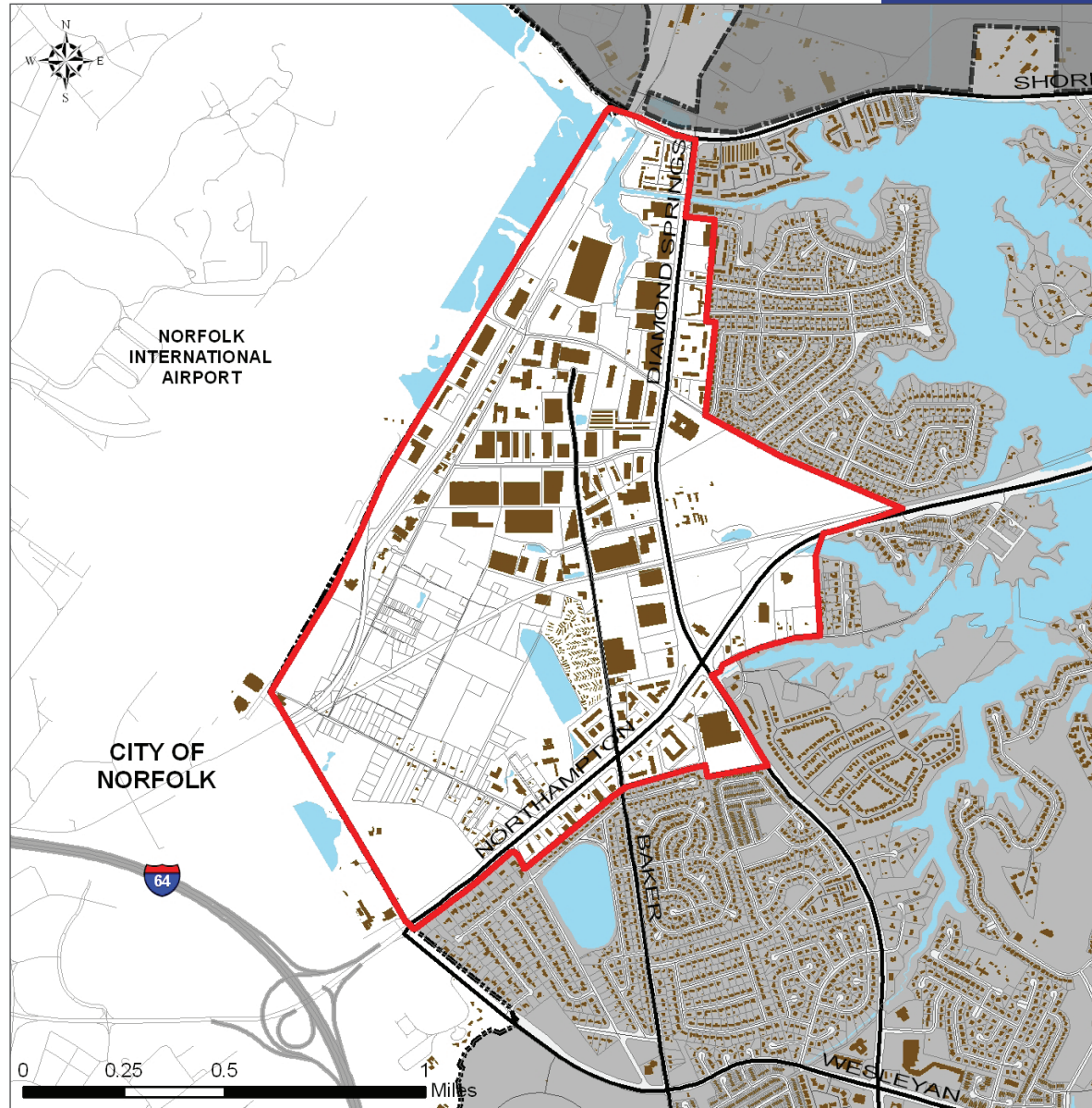
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DESCRIPTION

The plan for the Burton Station Strategic Growth Area (Northampton Boulevard Corridor Strategic Growth Area Implementation Plan) is available in the Document Library at www.ourfuturevb.com was adopted by the City Council on January 27, 2009. It achieves a land use and design strategy that respects the heritage of Burton Station's African-American community and provides guidance on how this and the rest of the study areas should evolve in a complementary fashion. The area is predominantly industrial, but also has significant tracts devoted to residential and commercial uses. It also has a considerable amount of undeveloped land but lacks a good network of internal streets. The study area is located at the convergence of major highway, rail and airport facilities. The Burton Station area also benefits from nearby deep water ports and a major military installation.

STRATEGIC GROWTH AREA 1 BURTON STATION



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BURTON STATION

RECOMMENDATIONS

The ultimate pattern of development envisions a revitalized Burton Station neighborhood that reflects its historic roots and is an integral part of a larger planned residential community with open space and employment opportunities. The following summarizes the key recommendations of the Burton Station Plan:

- » Respect and retain the existing houses in the neighborhood along Burton Station Road and maintain the low density character of this neighborhood.
- » Provide infrastructure including roads, utilities and stormwater facilities needed to support existing residential and planned land uses within this SGA.
- » Work with the City of Norfolk to achieve a mutually beneficial exchange of land.
- » Implement the arrangement of land uses as outlined in the SGA plan to achieve an attractive, coherent, marketable destination.
- » Improve the design and function of Northampton Boulevard to improve pedestrian and transit access and create a high quality first impression for this area.
- » Provide significant areas devoted to recreational and open space amenities.
- » Leverage the economic growth potential of this area that is provided, in part, by the presence of multimodal transportation systems.

The desired outcomes cited in the Burton Station Plan were formulated with effective community input. These outcomes are presented as part of the three development phases; Phase 1 - Burton Station Village, Phase 2 - Golf Course District and Phase 3 - Northampton-Diamond Springs Corridor, in the Northampton Boulevard Corridor SGA Implementation Plan.



Burton Station Village



Aerial Perspective/Burton Station Village

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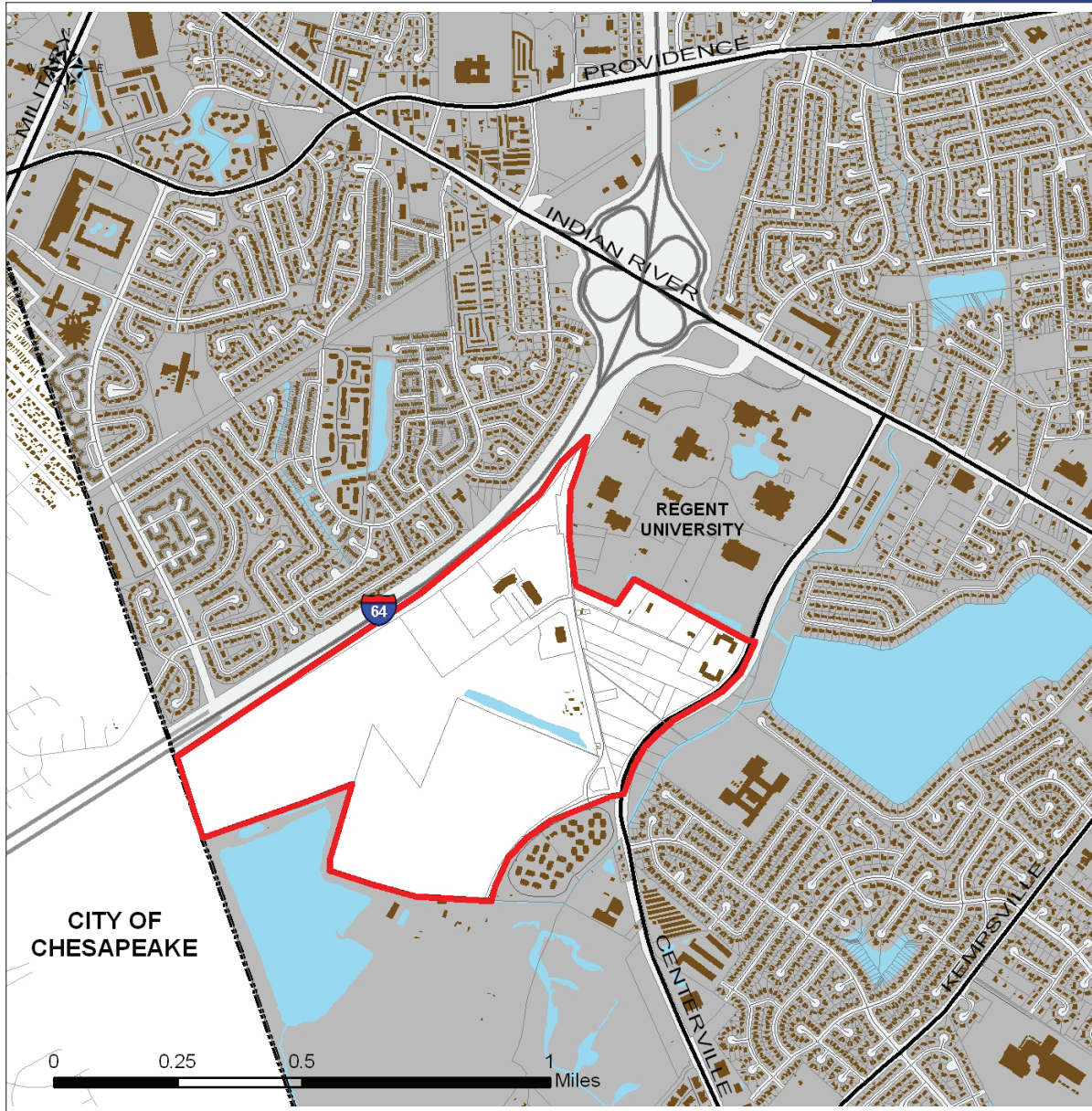


DESCRIPTION

The regional access and visibility provided by Interstate 64 and arterial roads makes this area suitable for a range of development opportunities. The development options for this roughly 235-acre site are influenced by the campuses of Christian Broadcast Network and Regent University. Much of the land to the west of these institutions is undeveloped. Farther to the southwest are the City's municipal solid waste facility (landfill) and a nearby privately owned landfill.

Undeveloped land in the City of Chesapeake adjoins this tract. The proposed City Line Road will serve as an alternate link to I-64 and is identified on the Virginia Beach Master Transportation Plan. This Plan is available in the Document Library at www.ourfuturevb.com.

STRATEGIC GROWTH AREA 2 CENTERVILLE/REGENT



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CENTERVILLE/REGENT

RECOMMENDATIONS

Future development within this area should:

- » recognize the diversity of adjoining uses including neighborhoods, offices, institutions, and landfills
- » take advantage of the visibility afforded by the interstate highway and planned roadways
- » complement the education and religious institutions located along the eastern boundary of this SGA

Because of the size and intensity of the existing landfills, their potential for growth, and the presence of nearby residential and institutional uses, the Comprehensive Plan recommends the following land uses for the Centerville/Regent SGA:

- » medium-intensity corporate offices and low-intensity light industrial uses
- » no residential uses are recommended for this tract

Office buildings should be located to the north and west to take advantage of interstate highway visibility and ensure land use compatibility.

Buildings should be energy efficient and complement the high quality site design and architectural vernacular exhibited on the CBN/Regent University campus. Traffic impact/mitigation studies will be required to accompany proposals to develop this tract.

Provide sufficient and well landscaped buffer areas between the landfill and proposed uses that effectively mitigate against adverse impacts.



Regent University



Quality Office Development

chapter two



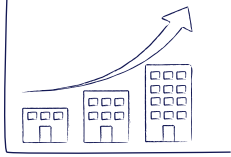
STRATEGIC GROWTH AREA 3 NEWTOWN AREA

DESCRIPTION

This Strategic Growth Area is a western gateway to the City of Virginia Beach and is bisected by I-264. Much of the area is developed with low to mid-rise structures representing a mix of office and light industrial uses of varying quality. There are a number of undeveloped and underdeveloped properties located throughout this SGA.



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NEWTOWN AREA

PENDING IMPLEMENTATION PLAN

The City is currently engaged in the development of Newtown Area Implementation Plan for this Strategic Growth Area.

When completed, this plan will provide planning and design guidance relating to Transit-Oriented Development, multimodal transportation improvements, and economic growth opportunities for this area. The planning and development policies to emerge from this implementation study will be incorporated into this Comprehensive Plan upon the plan's completion and adoption.

RECOMMENDATIONS

Until the implementation plan for this area is adopted, the following recommendations apply to this SGA.

South of I-264

- » Non-residential uses including office, hotel, institutional and low intensity light industrial uses are recommended for this area.

North of I-264

- » Office, institutional, hotel and mid- to high-rise residential uses are recommended for this area.
- » Limit the height and intensity of land uses on property located adjacent to Fair Meadows to protect this neighborhood from possible adverse impacts.



Mid to High-Rise Residential and Office



Office Development

- » Attractive and effective landscape screening should also be part of any development planned adjacent to this neighborhood.
- » Development proposals must be accompanied by environmental and traffic impact assessments to demonstrate that proposed projects will not present unacceptable impacts on the area's natural environmental resources or transportation systems.
- » Limited retail uses scaled to support the local employment base are appropriate in both areas.
- » Implement I-264 improvements including a connection between Cleveland Street and Greenwich Road via an I-264 flyover, as well as other roadway improvements that will improve mobility in this area.

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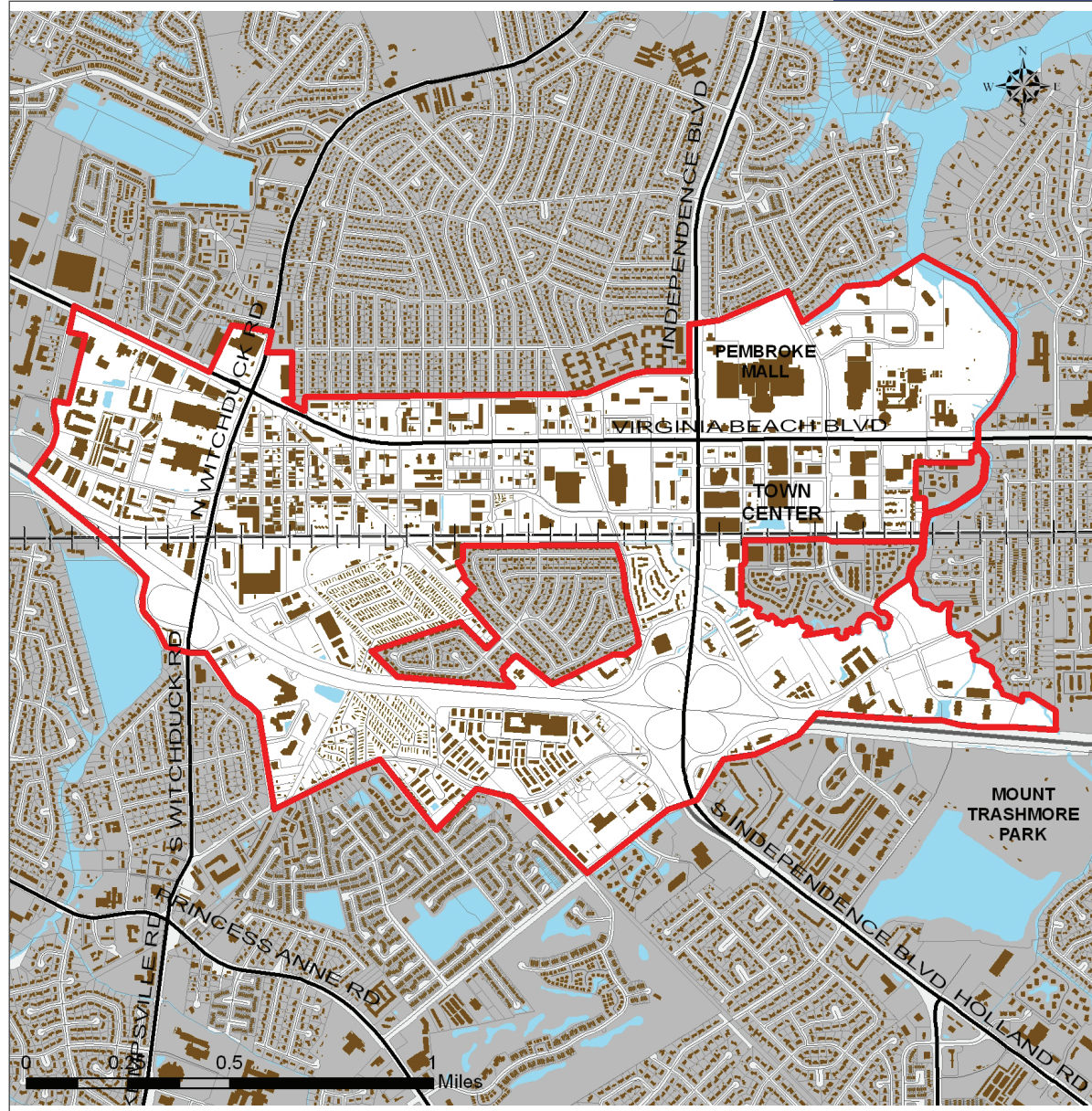
STRATEGIC GROWTH AREA 4 PEMBROKE AREA

DESCRIPTION

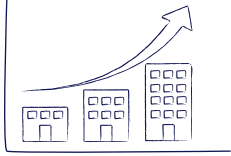
The Pembroke Strategic Growth Area (SGA) is a 1200 acre tract of land generally bound by Thalia Creek to the east, Jeanne and Broad Streets to the north, Clearfield Avenue to the west and Bonney and Baxter Roads to the south.

For the most part, this SGA reflects a classic suburban pattern of development. It includes some residential and institutional uses, but is dominated by commercial and industrial uses. An exception is Town Center. This vibrant, mixed-use urban center has established itself as a special destination within Virginia Beach and the larger metropolitan area. It is a well-designed urban center with a complement of office, retail, residential, educational, entertainment, cultural, restaurant, open spaces and other uses. This SGA is served by Interstate 264 and two major arterial roadways, Virginia Beach Boulevard and Independence Boulevard. An unused rail line passes through this area extending from Norfolk city line and the vicinity of the oceanfront resort area.

Urban Area



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PEMBROKE AREA

VISION

The vision for the Pembroke SGA 4 Implementation Plan is a central urban core with a vertical mix of urban uses, great streets, mobility and transit alternatives, urban gathering places, environmental and neighborhood preservation and enhancement, green buildings and infrastructure opportunities providing a variety of civic, commercial, artistic and ethnically diverse areas.

The Pembroke SGA 4 Implementation Plan describes and provides planning policies for six subareas, as shown on the 'Urban Master Plan/Districts' Map. These include the Central Business District's Core Area, Bonney Area and Waterfront Area. It also encompasses the Central Village District, Western Campus District and Southern Corporate District. This framework concentrates a high density mix of complementary urban uses within a defined central area, creates a skyline for Virginia Beach and provides for decreasing land use densities from the core.

The information provided in this section of the Comprehensive Plan summarizes the content of the Pembroke SGA 4 Implementation Plan. The plan in its entirety may be viewed at www.vbgov.com/pembrokeplan.



Central Business District/Core Area



Central Business District/Bonney Area

PEMBROKE AREA CENTRAL BUSINESS DISTRICT/CORE AREA

CORE AREA DESCRIPTION

The Central Business District's Core Area is the most densely developed and intensely occupied area within this Strategic Growth Area. This district encompasses the Town Center and allows for large footprints, zero lot line buildings, urban streetscapes and the highest building heights in the City.

CORE AREA RECOMMENDATIONS

- » Establish the district as the main business, cultural, and arts center of the Pembroke SGA 4.
- » Concentrate an attractive, high density mixed use urban development that serves as a focal point for region-serving retail, residential, hotel and office uses.

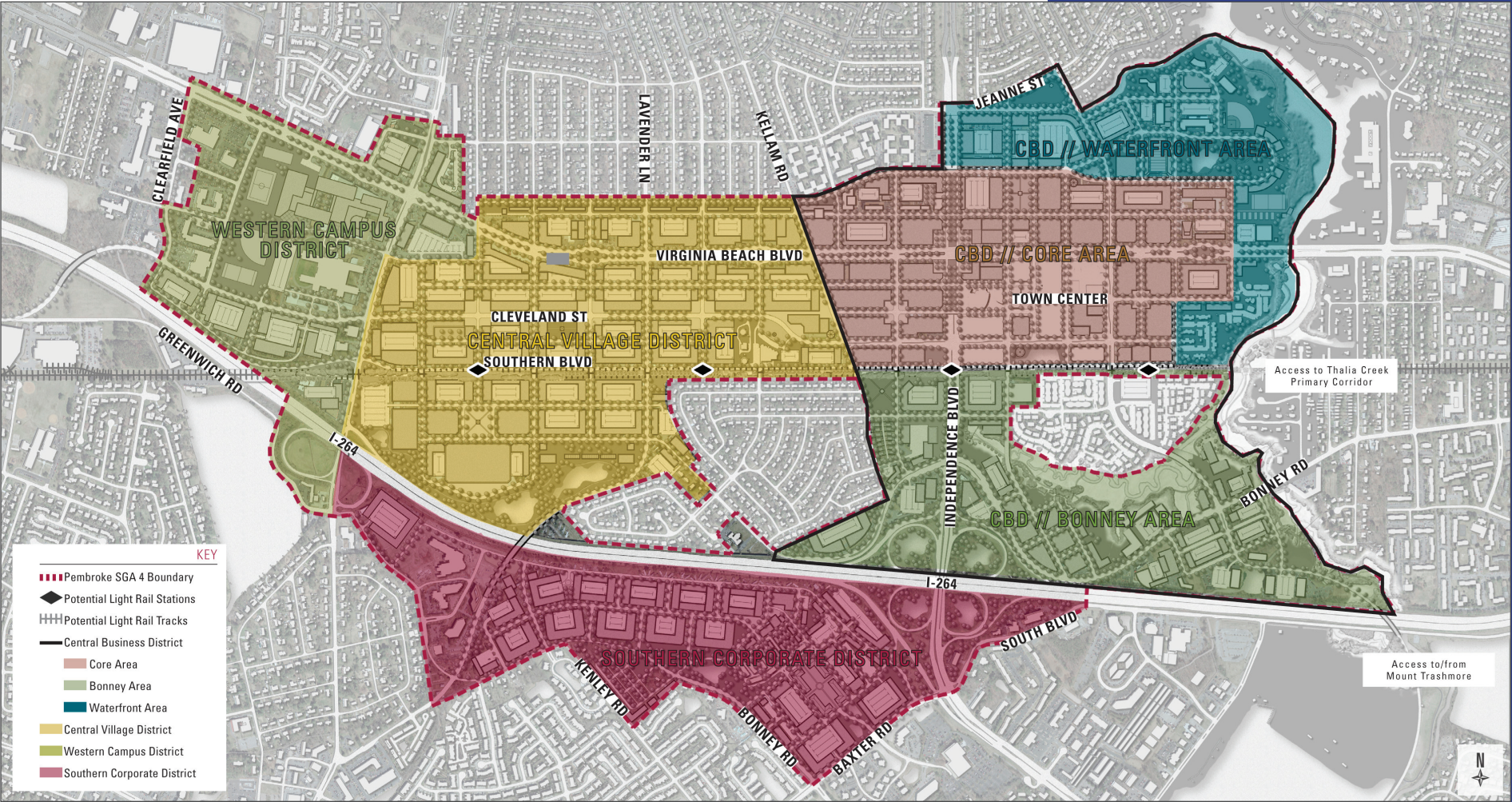
CENTRAL BUSINESS DISTRICT/BONNEY AREA

BONNEY AREA DESCRIPTION

The Bonney Area comprises mid-size and extended-stay hotels, office buildings and the new City View residential development. The Thalia Creek corridor is a major natural asset within this district and serves the larger Pembroke Area.



URBAN MASTER PLAN
DISTRICTS



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BONNEY AREA RECOMMENDATIONS

- » Locate mixed-use office, commercial, residential, and hospitality in this area to complement the adjacent Central Business District Core area and foster business along Bonney Road.
- » Provide access to Town Center and Virginia Beach Boulevard by extending Constitution Drive and a second parallel road connecting Bonney Road to Market Street.
- » Build a pedestrian connection to access Thalia Creek and other recreational facilities improving the overall quality of life for those living, working and visiting this area.
- » Strategically locate Transit Oriented Development Stations within the district.

This district is planned to accommodate higher, denser development in its center along Bonney Road, transitioning to smaller scale buildings at the edges adjacent to Thalia Creek and Columbus Station.

CENTRAL BUSINESS DISTRICT/WATERFRONT AREA

WATERFRONT AREA DESCRIPTION

The Waterfront Area is located in the northeast edge of this strategic growth area with access to Thalia Creek. It includes Princess Anne High School, corporate offices and the northern portion of Pembroke Mall. The waterways in this area provide a quality natural environment and establish a distinctive identity and theme.



Central Business District/Waterfront Area



Open Space and Parks

WATERFRONT AREA RECOMMENDATIONS

- » Create a Waterfront Area that takes advantage of the unique location and offers public art performances, cafes, and access to the waterfront.
- » Redesign and build Princess Anne High School as multistory structure with open spaces that complement its location along Thalia Creek.
- » Develop “Creek Walk”, a waterfront area that offers casual places to eat, art galleries, and performances to foster economic activities.

CENTRAL VILLAGE DISTRICT

DESCRIPTION

The Central Village District, generally bound by I-264, Kellam Road, Broad Street and Witchduck Road, is dominated by a wide range of light industrial uses, trade supply shops, auto oriented businesses and commercial uses.

RECOMMENDATIONS

This district should emerge as an eclectic, mid to low-rise mix of commercial and urban-residential uses. This area will include live-work, loft, and row-house residential buildings as well as smaller mixed-use commercial buildings.

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- » Major features should include Transit Oriented Development and a showcase sports arena.
- » This area should emerge as a focus of social and economic activity with a diverse multicultural neighborhood that includes a mix of residential and complementary commercial uses.
- » Establish a number of civic and open gathering places including urban plazas and parks.
- » Improve east-west access via the Cleveland Street connector.
- » Streetscape improvements should incorporate traffic calming, crosswalks and enhanced pedestrian-friendly features.

WESTERN CAMPUS DISTRICT

DESCRIPTION

This western most district of the Pembroke Strategic Growth Area is generally bound by I-264, Witchduck Road, Virginia Beach Boulevard and Clearfield Avenue. It comprises the Virginia Beach Renaissance Academy as well as a number of technological and other employment firms of varying size.

RECOMMENDATIONS

This district should evolve into a mid to low rise academic village and service based center that builds upon the presence of the existing educational and service infrastructure. Future land uses should lay the

groundwork for a well-established academic village that fosters creative education-related activities linked to businesses, such as school-to-job training and continuing education for the city's workforce.

- » Improve east-west access via the Cleveland Street connector by transforming this roadway into an attractive, efficient and multi-modal facility between Independence Boulevard and Greenwich Road.



Independence Boulevard and Light Rail

SOUTHERN CORPORATE DISTRICT

DESCRIPTION

This district is generally located south of I-264 between Witchduck Road, Bonney Road and Baxter Road. The area includes residential and commercial uses.

RECOMMENDATIONS

This area is planned to emerge as an urban village with a mix of attractive residential and signature office buildings located along I-264. The development pattern should transition to smaller scale residential, office and retail uses to the south.



Central Business District/Western Campus

- » Incorporate open spaces, green pedestrian and bike trails for connectivity to the I-264 flyover and other districts located to the north.
- » Explore small to medium size office/business development in the western most part of the district near Witchduck Road.

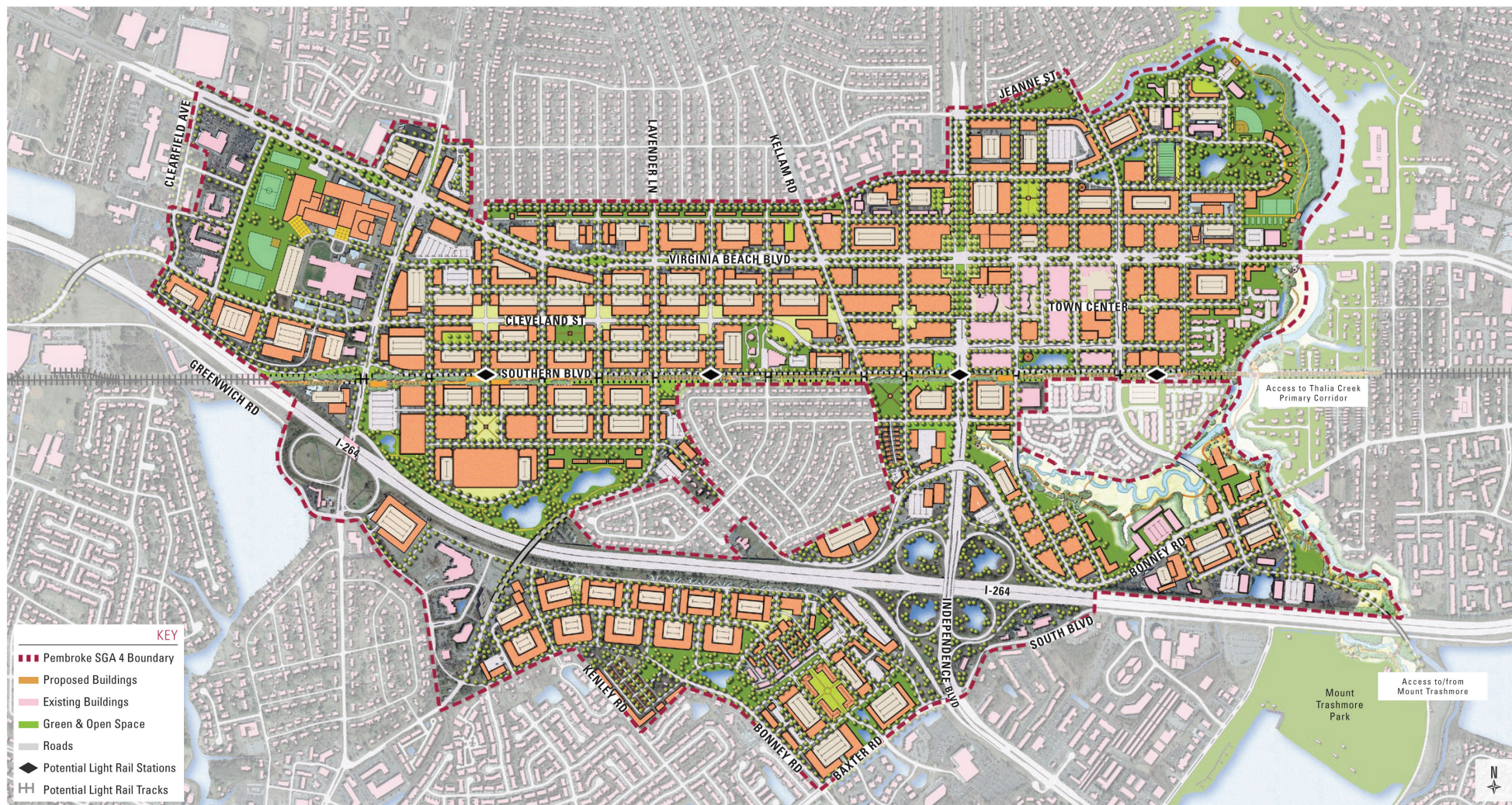
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- » Improve north-south access via improved Independence Boulevard and Witchduck Road and Lavendar Lane adding a third access point.

GENERAL RECOMMENDATIONS FOR PEMBROKE STRATEGIC GROWTH AREA 4

- » Implement Transit-Oriented Development around planned transit stations
- » Establish policies for alternative housing/workforce housing
- » Tailor a Form Based Code for each district
- » Establish Cultural Arts District in the Core Area
- » Expand the Pembroke SGA 4 to include Mount Trashmore Park and South Independence Commercial corridor.
- » Design and build the entire length of Cleveland Street to Greenwich Road as a 'Complete Street' to be an attractive and efficient thoroughfare serving many modes of travel.
- » Develop a public facilities strategy for City-owned lands considering recreation, library, museum, theatres and other uses.



URBAN MASTER PLAN

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STRATEGIC GROWTH AREA 5 ROSEMONT

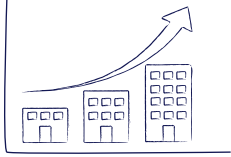
DESCRIPTION

Rosemont Strategic Growth Area is defined by a heavily used roadway system that is further complicated by the confluence of a railroad crossing and an interchange ramp system in proximity to one another. The land use of this area is characterized by suburban strip commercial and multifamily residential uses along Virginia Beach Boulevard and generally encompassed by established single family neighborhoods.

Relatively recent improvements to property and changes in land use have reinforced the suburban character of this area.



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ROSEMONT

RECOMMENDATIONS

- » Provide Transit Oriented Development including a balanced mix of urban residential and commercial uses.
- » Redevelop the area between Bonney Road and I-264 to take advantage of the accessibility to I-264 and transform the existing land use pattern into a mixed use arrangement including medium to high-rise residential units and midrise corporate office buildings.
- » Medium density multifamily residential and non-retail uses should be considered for portions of land located on the north side of Virginia Beach Boulevard between Malibu Drive and Stepney Lane. Similar land uses are appropriate on the south side of the Boulevard, but should be oriented closer to the Rosemont Road intersection.
- » Redevelop the area between Bonney Road and I-264 to take advantage of the close proximity to I-264 and transform the existing land use pattern into a mixed use arrangement including an attractive complex of medium to high-rise residential units and high quality, mid-rise corporate office buildings.
- » No industrial uses are recommended for this area.
- » Access and capacity improvements to the arterial roadway system and interstate ramps are an important part of future land use planning for this area. Every effort should be taken to minimize the impacts to related roadway improvements may have on the stable neighborhood of Westmoreland Estates and to preserve the right-of-way corridor for future transportation improvements in this area. In addition,

planning should include improved multimodal and other transportation management systems in support of these roadway enhancements.



Existing Commercial Strip Center



Medium Density Mixed Use Development

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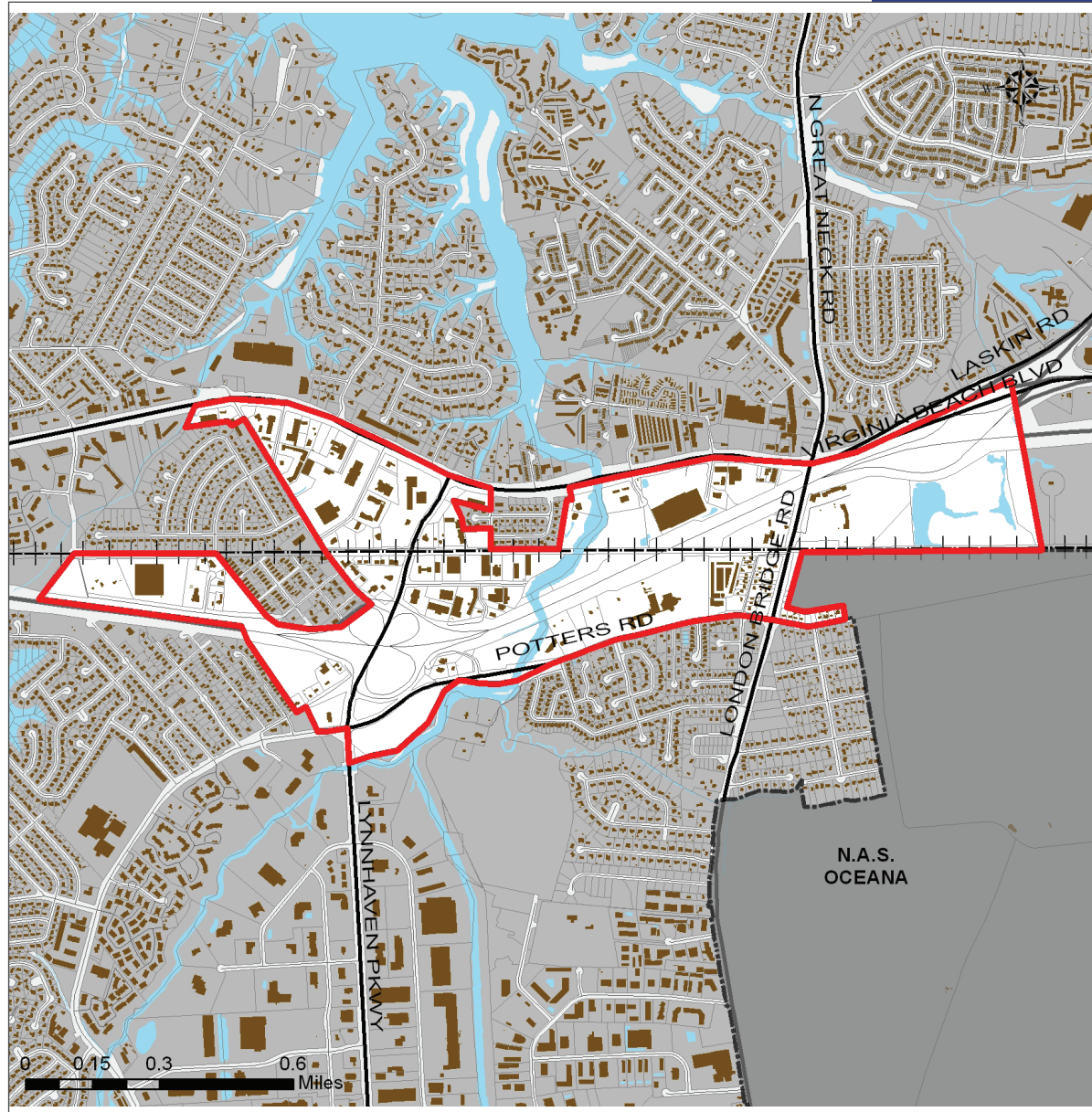


DESCRIPTION

This area is characterized by a contrast in type, intensity and quality. The entire area is in a high noise zone and two areas are in accident potential zones.

This gateway to the Great Neck peninsula exhibits an excessive number of nonconforming signs, overhead utilities, roadway access points and building and site designs. Much of this is due to the London Bridge area being one of the oldest commercial areas in the city, and its retrofit with a modern roadway system has improved function more than appearance. Virginia Department of Transportation (VDOT) has allocated 2009 federal stimulus funding (ARRA) for a project to provide access to and from the west at I-264 and Great Neck/London Bridge Roads.

STRATEGIC GROWTH AREA 6 LYNNHAVEN



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LYNNHAVEN

RECOMMENDATIONS

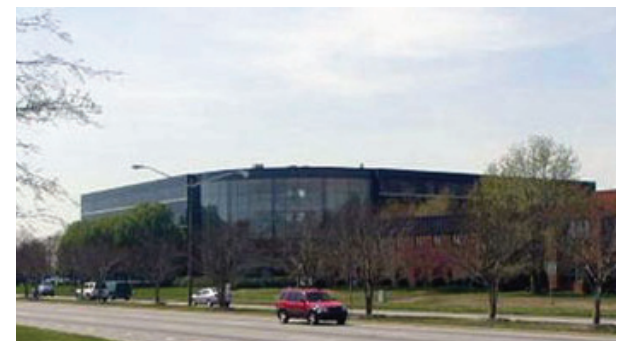
- » Following the construction of the access ramps at Great Neck/London Bridge Roads and I-264, properties in this area may be considered for a change in use provided they:
 - › improve the attractiveness, quality and marketability of their property
 - › participate in the reduction of access points with shared internal circulation to improve roadway mobility
- » Consistent with AICUZ provisions, property located in the northern vicinity of the Lynnhaven Parkway/I-264 interchange and along Virginia Beach Boulevard are suitable for a higher intensity of compact, mixed uses including offices, institutions and limited additional retail compatible with the Joint Land Use Study. the appropriate planning principles of Transit Oriented Development to include compatible non-residential uses should be applied in this area.
- » Due to AICUZ restrictions, residential or hotel uses are not recommended.
- » Incorporate Transit-Oriented Development around planned transit stations.



Existing Commercial



Quality Office Development



Quality Office Development

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STRATEGIC GROWTH AREA 7 HILLTOP

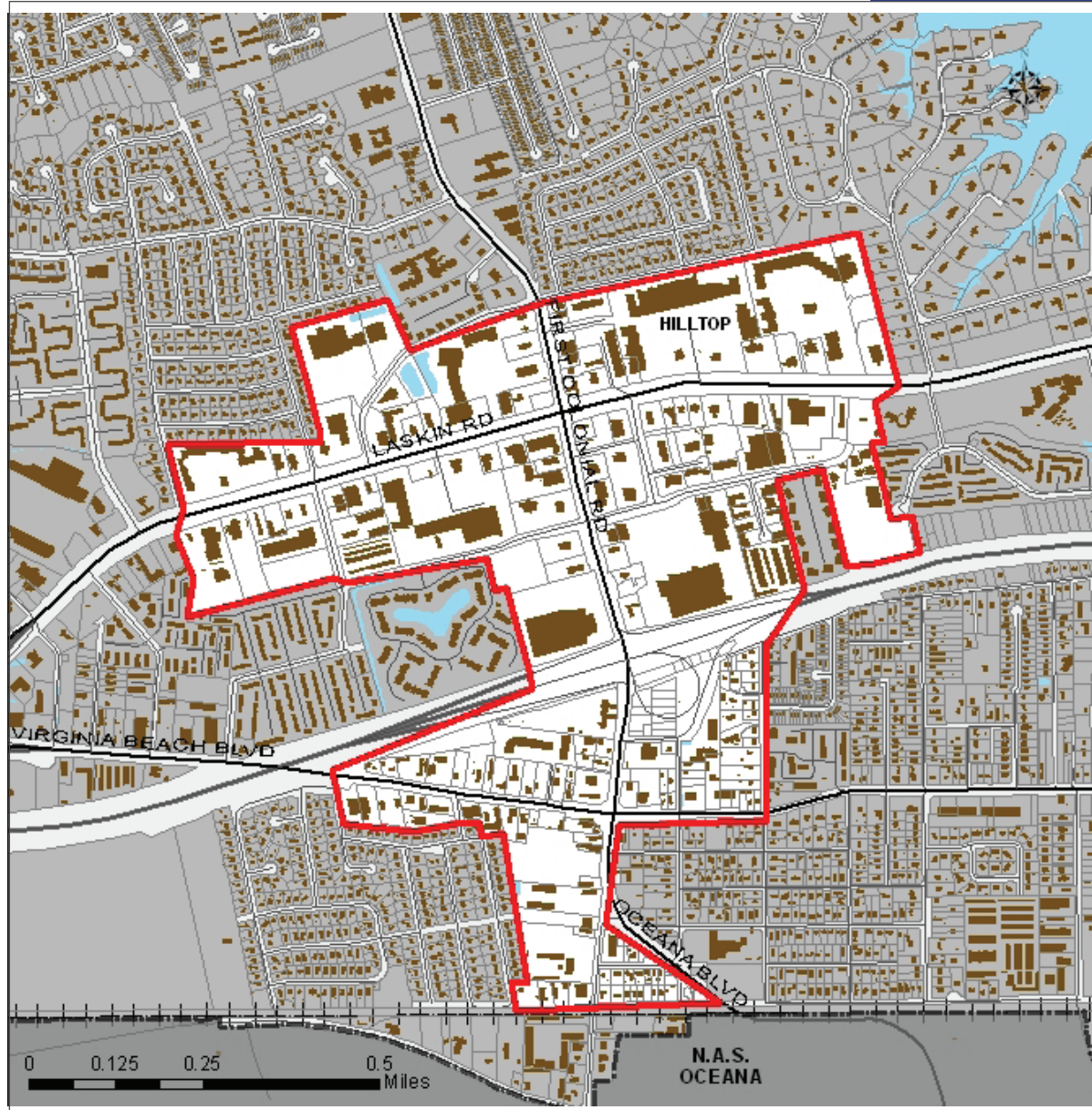
DESCRIPTION

The portion of Hilltop located north of I-264 is marked by four large retail quadrants that have additional development potential and are bisected by arterial roads operating above capacity. In particular, Laskin Road relies on a system of service roads that create traffic problems at many intersections.

Though this area is located within a high noise zone, it is a good candidate for redevelopment and reinvestment because of its existing commercial strength and its proximity to:

- › the oceanfront resort area
- › NAS Oceana
- › I-264 interchange

The area south of I-264 is subject to greater AICUZ restrictions due the presence of accident potential zones



chapter two



HILLTOP

RECOMMENDATIONS

- » New developments should achieve a well planned mix of high quality retail, office, entertainment, institutional, and open spaces in a pedestrian-friendly environment.
- » Due to AICUZ restrictions, residential or hotel uses are not recommended.
- » Provide a safe, attractive and efficient multimodal transportation system that links Hilltop, its environs, the rest of Virginia Beach and the larger metropolitan area.
- » Proposed developments should apply appropriate site and building design principles as outlined in Chapter 6 of this plan.
- » Laskin Road should be improved in accordance with the adopted Laskin Road Phase I Corridor Plan available in the Document Library at www.ourfuturevb.com. This corridor plan calls for the removal of all service roads, an improved pedestrian system and beautification of the area.
- » First Colonial Road and the First Colonial and Laskin Road intersection should be improved.



Underdeveloped Property



Medium Density Mixed Used Development



Quality Office Development

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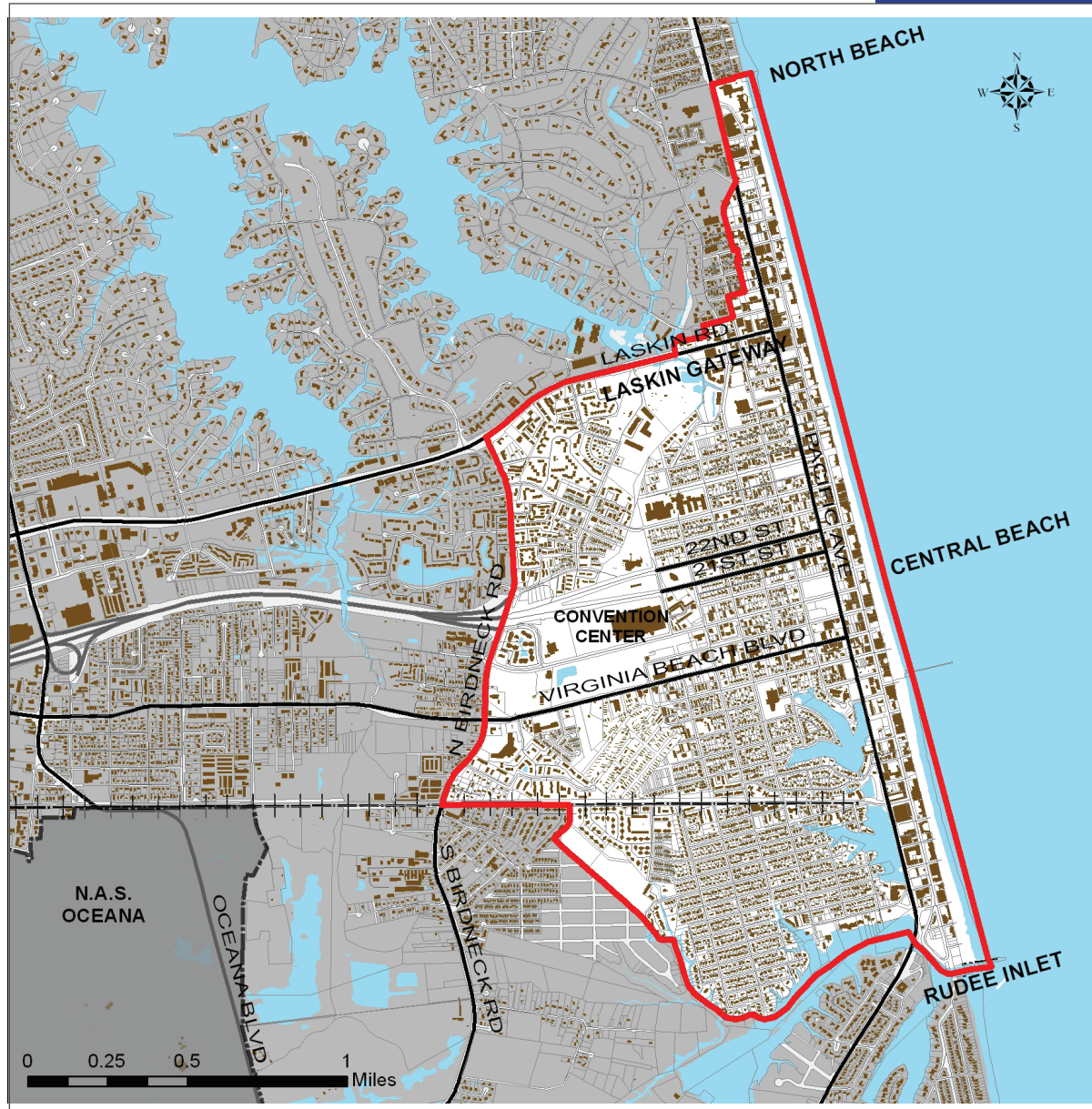


DESCRIPTION

The Oceanfront Resort Area is generally bound by 42nd Street, the Atlantic Ocean, Rudee Inlet and Birdneck Road. Revitalization efforts have transformed the Resort Area into a major activity center, strengthened neighborhoods, and increased economic growth.

With a vision supported by the community, The Virginia Beach Resort Area Strategic Action Plan, available at www.ourfuturevb.com, identifies the potential for three distinct yet complementary districts at Laskin Gateway, Central Beach, and Rudee Marina. The plan is a vision for enhancing the area by extending the energy at the beach into these areas. This plan develops synergies between the cultural and commercial life, the recreational and natural life, and an overall focus on drawing residents and visitors into the area.

STRATEGIC GROWTH AREA 8 RESORT AREA





RESORT AREA

RECOMMENDATIONS

19TH STREET/CENTRAL BEACH DISTRICT

- » Pedestrian-scale, mixed-use entertainment district that connects the convention center with the heart of the beach.
- » Development of the former Dome Site will provide an indoor activity counterpart to the beach, and will generate activity inland that enlivens the transition from the Convention Center to the beach along the 19th Street Corridor.
- » Introduce Light Rail Transit from Norfolk through Town Center to the Oceanfront via 19th Street. This corridor will be a prime location for multifamily housing, transit orientated development, retail, restaurants, and similar uses.



*19th Street/Pedestrian-Scale,
Mixed Use Entertainment District*

- » Large scale mixed-use development at Rudee Loop to create a major anchor at the southern end of the beachfront.

- » An enhanced boardwalk connection to the marinas and a public park will retain the waterfront edge for public access and encourage as private development to move forward.

LASKIN GATEWAY

- » With direct access to the oceanfront the Laskin Road district anchors the northern end of the Resort Area.
- » Distinct from the other focus areas, Laskin Gateway is the Oceanfront Resort Area's established location for high-end retail for tourists and locals alike.
- » The plan envisions a corridor with a coordinated transportation and retail strategy that gets people out of their cars and on foot in a village-like setting.

MARINA DISTRICT/SOUTH BEACH

- » Build on the area's history and reorganize the area into a concentrated working waterfront for commercial activities and recreation. Create an opportunity for residents and visitors to observe boating activity from an extended boardwalk or an outdoor café along the water.



Marina District/Mixed Use Development

- » Development is sensitively scaled to the needs of adjacent neighborhoods, and mixes new residential opportunities with active street level retail uses that front on widened sidewalks to accommodate pedestrian traffic and outdoor dining.



ATLANTIC AND PACIFIC AVENUES

- » Atlantic and Pacific Avenues will connect these three districts noted above, with new development opportunities on the blocks between them and transit, bike, and pedestrian enhancements that improve the navigability and vibrancy of the corridors.

PARKING, TRANSIT AND OPEN SPACE

With nearly three miles of beach front and 1,200 acres in the Resort Area, the connections forged between the various places and destinations are crucial components of the plan. The open space and trails, street network, and parking systems address the aesthetic or streetscape design and open space and the realities of a multi-modal transportation system and seasonal parking demand. A comprehensive transportation management and urban strategy within the Pacific and Atlantic Avenue corridor will create an environment that is much more pedestrian friendly and encouraging of street level activity. Maps detailing recommendations regarding open space and trails, parking and streets and the transit network are available in the Resort Area Strategic Action Plan, available in the document library at www.ourfuturevb.com.



*Laskin Gateway/Pedestrian-Scale,
Mixed Use Retail District*



Atlantic and Pacific Avenue

RECOMMENDATIONS

To secure the vision for the Resort Area as expressed in the Resort Area Strategic Action Plan, the following strategic actions are recommended.

NEAR TERM ACTIONS

- » Develop the site of the former Dome as a major entertainment venue.
- » Develop the Convention Center Hotel.
- » Complete the Laskin Gateway roadway project.
- » Conduct Environmental Impact Study for Light Rail Transit extension from Norfolk to the Oceanfront (former Dome site).
- » Design and build (in phases) Rudee Loop pedestrian system, extending it along Mediterranean Avenue and Winston Salem Avenue.
- » Streetscape improvements for 19th Street and Central Beach area.
 - › Determine property/right-of-way impacts
 - › Establish roadway and sidewalk widths
 - › Provide transit between Convention Center and Oceanfront using 19th Street.



- » Form a management entity
 - › Evaluate Tax Increment Financing District and/or Special Service District for Central Beach District (19th Street) and Laskin Gateway District (31st Street)
 - › Facilitate land assembly
 - › Develop a retail tenant strategy
 - › Developer solicitation
 - › Create Resort Area Parking Authority
- » Develop zoning revisions for Resort Area
 - › Develop Form-Based Code (Laskin Gateway, Central Beach, Marina District)
 - › Create zoning bonuses in target locations for meeting community goals
 - › Organize developer's roundtable on zoning changes
 - › Coordinate with Navy on AICUZ related policy
 - › Provide an appropriate transition of land uses between areas planned for more intense commercial uses and all established neighborhoods in the Resort Area including Old Beach, Lakewood/Pinewood and Shadowlawn.



Former Dome Site: Development Scenario



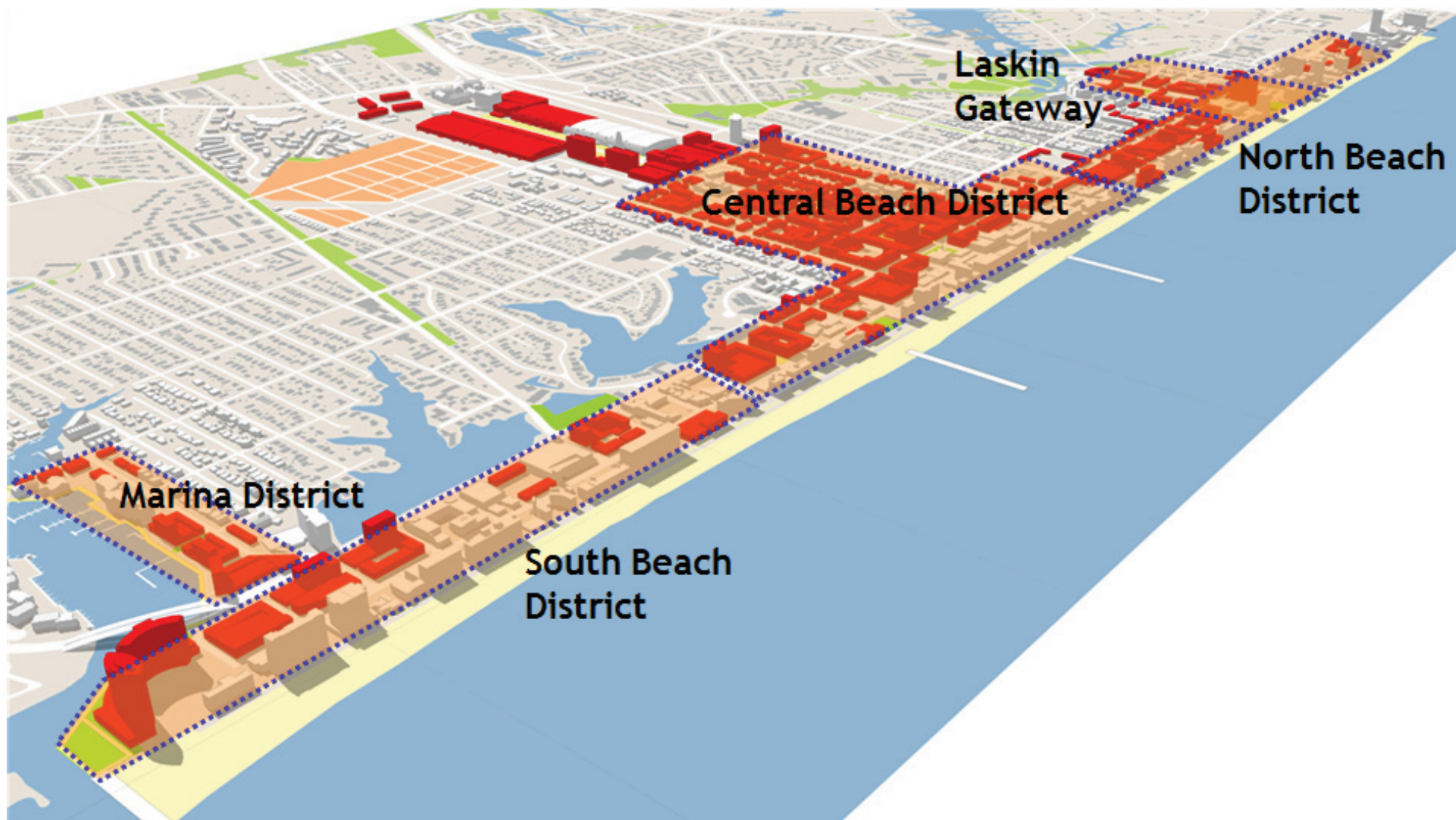
Light Rail Transit

MID TERM ACTIONS

- » Detailed study of Light Rail Transit
- » Incentives and zoning regulations to enable transition of older hotels along Oceanfront.
- » Inter-connectivity of pedestrian, bicycle, transit, and water transportation study.
- » Target office and mixed use near Convention Center and Birdneck and 17th Street.
- » Traffic and parking management plan

LONG TERM ACTIONS

- » Oceanfront Housing Fund for workforce (year round) housing
- » Marketing strategy with Virginia Aquarium/water taxi
- » Set aside key property for open space
- » Rudee Loop Plan



RESORT AREA STRATEGIC PLAN

chapter three

SUBURBAN AREA



www.ourfuturevb.com



It's Our Future

chapter three



SUBURBAN AREA STRATEGY...

MEANS

- › Housing Diversification
- › Adequate Infrastructure
- › Contain Suburban Sprawl

GUIDING PRINCIPLES OF SUBURBAN AREA...

- › Preserve Neighborhood Quality
- › Create and Protect Open Spaces
- › Connect Suburban Mobility

INTRODUCTION

The purpose of this chapter is to provide comprehensive planning policies to guide and protect the future physical character of the Suburban Area. The overriding objective of these policies is to protect the predominantly suburban character that is defined, in large measure, by the stable neighborhoods of one community.

CHARACTERISTICS OF THE SUBURBAN AREA

In Virginia Beach much of the area located north of the Green Line and the Transition Area can be characterized as a suburban landscape. The following are characteristics of the area.

- » Predominately low-density residential subdivisions
- » Large tracts of land devoted to single-family dwelling units and others consisting of attached or multi-family units
- » Low-intensity retail shopping centers, office complexes, employment centers and industrial parks scattered throughout land use pattern that depends heavily on the use of the automobile
- » Transportation systems designed for the automobile
- » Various sized tracts of parkland or open space sometimes with a trail system

GENERAL PLANNING PRINCIPLES FOR THE SUBURBAN AREA

The Comprehensive Plan recognizes the primacy of preserving and protecting the overall character, economic value and aesthetic quality of the stable neighborhoods in the Suburban Area. The Plan also reinforces the suburban characteristics of commercial centers and other non-residential areas that make up part of the Suburban Area. Three key planning principles have been established to guard against possible threats to the stability of this area. This is accomplished by providing planning guidance



Stable Neighborhood



Multi-family Units



Light Industrial

chapter three



WE PRESERVE NEIGHBORHOOD QUALITY BY PROMOTING...

- › Compatible Land Use
- › Promote Safe Streets
- › Careful Mix of Land Uses
- › Neighborhood Commercial Use
- › Comparable Infill Land Use
- › Conditions on Places of Special Care
- › Conditions on Home Occupations

IMPROVE SUBURBAN AREA OPEN SPACE BY:

- › Maintaining Existing Open Spaces and Parks
- › Creating New Open Space Areas
- › Adhering to 'Green' Environmental Practices
- › Linking Open Space with Trails
- › Applying Systems-Based Capital Improvement Projects
- › Protecting Historic Resources

Suburban Area

that ensures appropriate use of land, creation and protection of open space areas, preservation of our environmental resources and improvements to a transportation system that serves those who live in the suburban areas of our city.

1. PRESERVE NEIGHBORHOOD QUALITY

Neighborhoods may be defined as a cohesive arrangement of properties, structures, streets and uses, within an area most or all of which is residential, that share distinct physical, social and economic characteristics.

Achieving the goals of preserving neighborhood quality requires that all new development or redevelopment, whether residential or non-residential, either maintain or enhance the overall new development of the area. In general, this character should exhibit:

- › compatibility with surroundings
- › quality of site and buildings
- › attractiveness of site and buildings
- › improved mobility
- › environmental responsibility
- › livability
- › buffer non-residential from residential

With respect to:

- › types of proposed use
- › size and intensity of proposed use
- › relationship to surrounding uses

2. CREATE & PROTECT OPEN SPACES

Over the long term, the quality of the physical environment within the Suburban Area will be impacted by how well we protect and enhance its physical assets including open spaces. These include neighborhood

arterial roadways that pass through and serve established residential areas and include well defined, not strip, commercial centers. Examples include Great Neck Road, Ferrell Parkway and northern Independence Boulevard. The existing residential and commercial land use pattern along these and other similar corridors reinforce neighborhood stability and, except where otherwise recommended, should remain unchanged. Carefully planned open space areas also add to the attractiveness and livability of our suburban neighborhoods, they also have a positive effect on the market value of surrounding properties and, thus, help to advance our city's economic vitality. Significant multiple benefits are derived from this amenity and, as such, it is important for the city to continue providing sufficient resources to ensure an effective, on-going open space preservation and



Well Planned Open Space



Neighborhood Park

chapter three



acquisition program as identified in the Virginia Beach Outdoors Plan and within other areas of the city, as deemed appropriate.

Coupled with protecting open space is the importance of protecting historic resources. With this as a goal, it is the policy of the City to use all available resources including those provided by the City's Historic Review Board and Historic Preservation Commission as well as the Princess Anne County/Virginia Beach Historical Society to preserve designated historic resources. Efforts to retain these historic resources should be accomplished in a responsible and innovative manner. The efforts include providing land use planning guidance and tax credit assistance to owners of historic properties in order to help protect and preserve the City's limited number of valuable historic resources and surrounding open space areas. Owners of qualified properties should be encouraged to participate in the Virginia Beach Historical Register program and receive recognition for their contributions to our City's heritage.

MAINTAINING EXISTING OPEN SPACES AND PARKS

Ensure sufficient resources are available to adequately maintain existing public open space, parks and recreation areas.

CREATE NEW OPEN SPACES

Continue adding new publicly owned and/or accessible open space areas and viewsheds, especially in areas of need in accordance the Virginia Beach Outdoors Plan. In addition, explore reasonable alternatives to



Green Rainwater Filter

achieve these objectives including the purchase of easements, land swaps or long term lease agreements to protect open space areas within or adjacent to defined areas of need.

APPLY ENVIRONMENTAL PLANNING PRINCIPLES

Ensure that all new development and redeveloped proposals/projects preserve the quality of our natural environment by adhering to established environmental planning principles. These include, among others, the clustering of lots, where appropriate, to increase areas of preserved natural resources, maintaining natural buffers adjacent to shorelines, minimizing impervious cover of such features as buildings, roads and parking areas, and utilizing drought tolerant plant material.

LINK OPEN SPACE WITH TRAILS

As part of proposals for new development or redevelopment, carefully consider the location of proposed open space areas and trails to create a physical link and complement other similar features that exist or may be planned on adjacent or nearby properties.

APPLY SYSTEMS-BASED CAPITAL IMPROVEMENT PROJECTS

Where appropriate, include carefully planned open space areas as an important element of the City's capital improvement projects, especially when such actions reinforce the character and quality physical environment of stable neighborhood areas.

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THE 'TRAFFIX' PROGRAM AT HAMPTON ROADS TRANSIT IS A GOOD RESOURCE TO LEARN MORE ABOUT TRANSPORTATION ALTERNATIVES.

PROTECT HISTORIC RESOURCES

Provide land use planning guidance and tax credit assistance to owners of historic properties in order to help protect and preserve the City's important and valuable historic resources and surrounding open space areas. Encourage owners of qualified properties to participate in the Virginia Beach Historical Register program and receive recognition for their contributions to our City's heritage.



Adam Thoroughgood House - Circa 1719



Share A Ride - Carpool

3. CONNECT SUBURBAN MOBILITY

A conflict exists between the goal of encouraging the public to use transit service and other multi-modes of travel and the limited demand for such services in a typical suburban setting. A disproportionate reliance on the single occupant vehicle for travel creates these negative results:

- » worsening environment
- » inefficient use of energy resources
- » economic strain
- » time lost due to congestion
- » reduction in quality of life

Other modes of travel can help reverse these conditions. Certain types of mobility systems and programs can be tailored to better serve the suburban market and should be expanded in the Suburban Area.

Examples include:

- » 'park and ride' lots
- » improve bus service and shelters
- » express bus service
- » flexible work schedules
- » telecommuting from home
- » vanpool and carpool services

FUTURE TRANSIT LINKAGES

Opportunities for light rail and other transit to serve growth areas must be part of a larger transportation feeder system that economically connects these areas to lower density suburban areas throughout Virginia Beach. A well-planned feeder bus system is essential

to the success of the larger transit system. All components of the transit service system must be safe, convenient, affordable and efficient.

NEIGHBORHOOD TRAFFIC CALMING

There are ways to slow vehicular movement inside residential areas and reduce 'cut through' traffic. Often called 'Traffic Calming', these techniques include assessing the neighborhood traffic condition and, if warranted, providing greater police enforcement, limiting direct access to neighborhoods from adjoining roadways, adding traffic circles, narrowing street widths in certain areas and the use of other methods to

chapter three



reduce traffic volume and speed. The City has instituted a multi-step ‘Traffic Calming’ program to accomplish these objectives and this program should be used, where necessary, to increase public safety within neighborhoods.

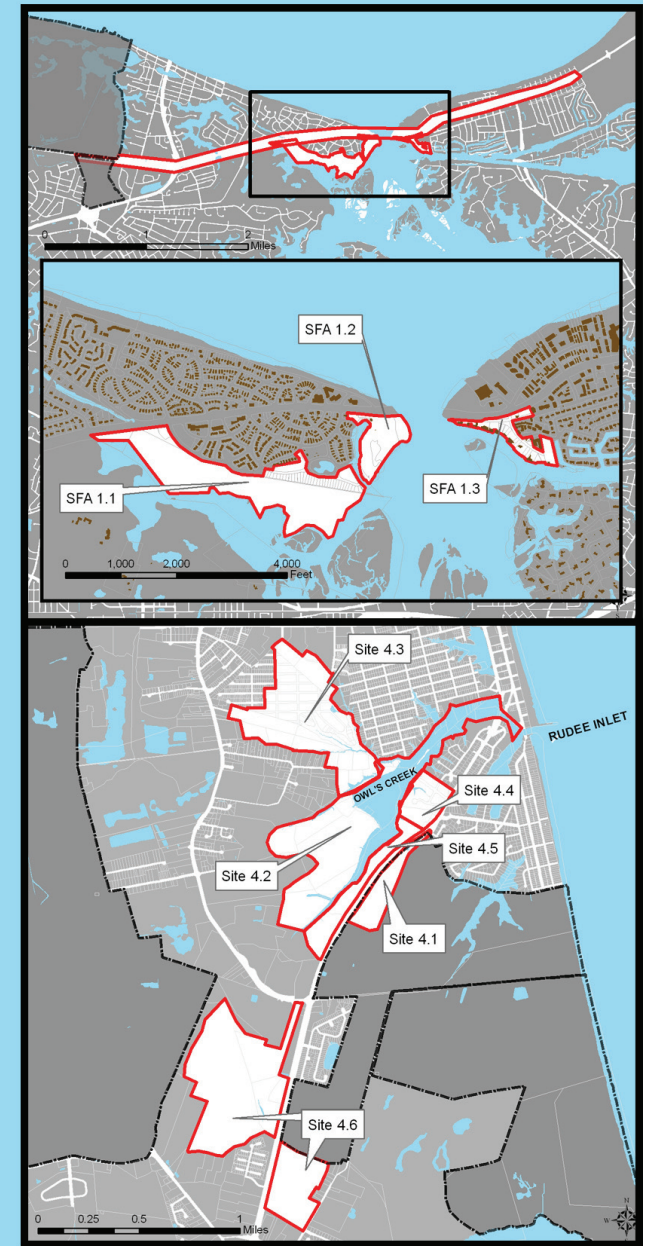
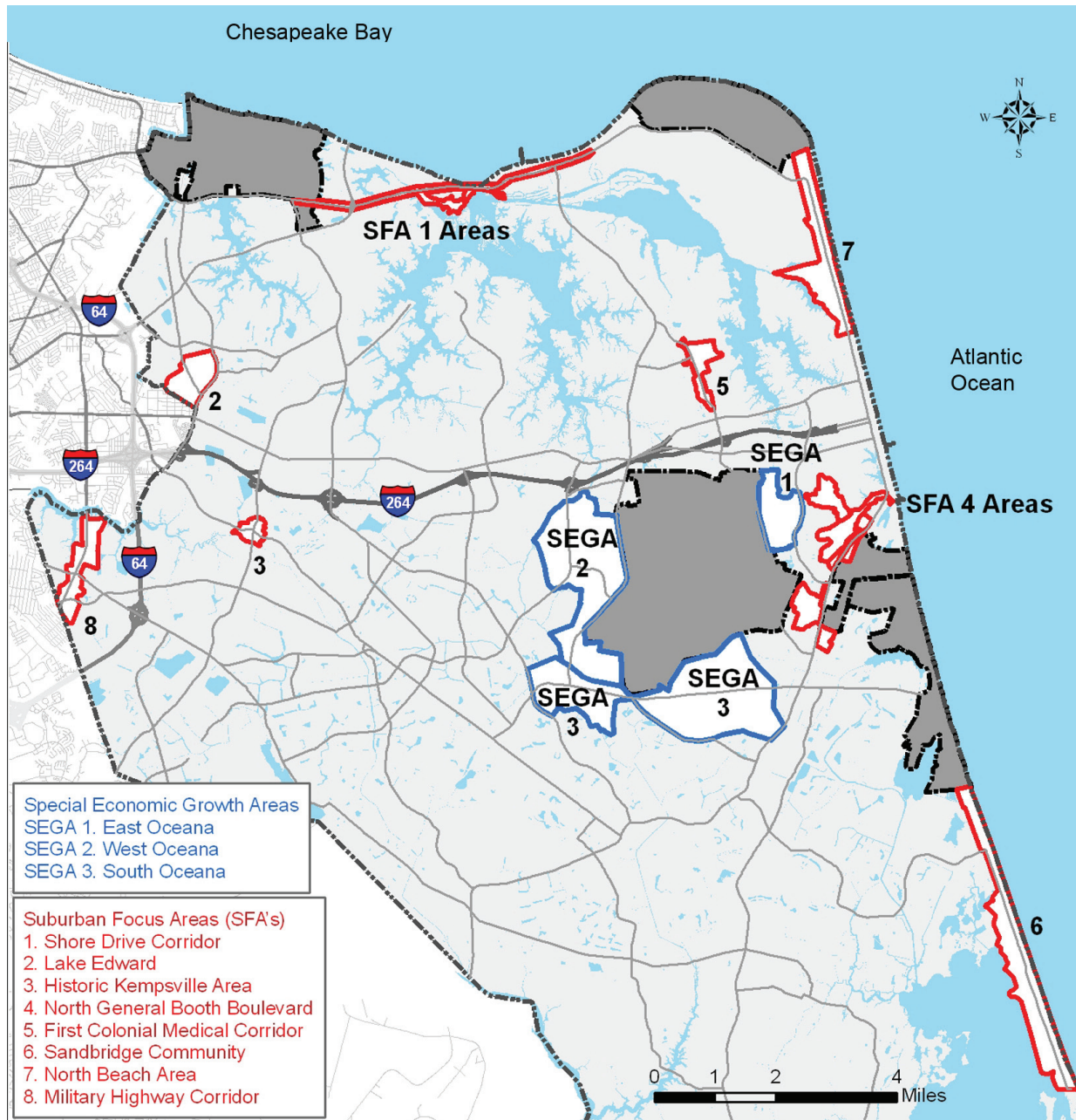
PLANNING GUIDELINES FOR SITES IN THE SUBURBAN AREA

The following section of this chapter provides more refined planning guidance for designated Suburban Focus Areas (SFAs) throughout the Suburban Area. Much of the Suburban Area comprises well- established neighborhood and commercial areas that define the land use character in the northern portion of the city and should remain that way into the foreseeable future. However, opportunities to reinforce or revitalize certain areas by providing compatible land use guidance or recommendations to improve the quality of land use exists on certain suburban tracts. The purpose of the Suburban Focus Areas is to offer guidance to advance these objectives.

In addition, three predominantly non-residential areas, located adjacent to NAS Oceana, have been defined as ‘Special Economic Growth Areas’. These areas are identified as East Oceana SEGA 1, West Oceana SEGA 2 and South Oceana SEGA 3 and are described in more detail on pages 3-27 through 3-33.



Traffic Calming



SUBURBAN FOCUS & SPECIAL ECONOMIC GROWTH AREA MAP



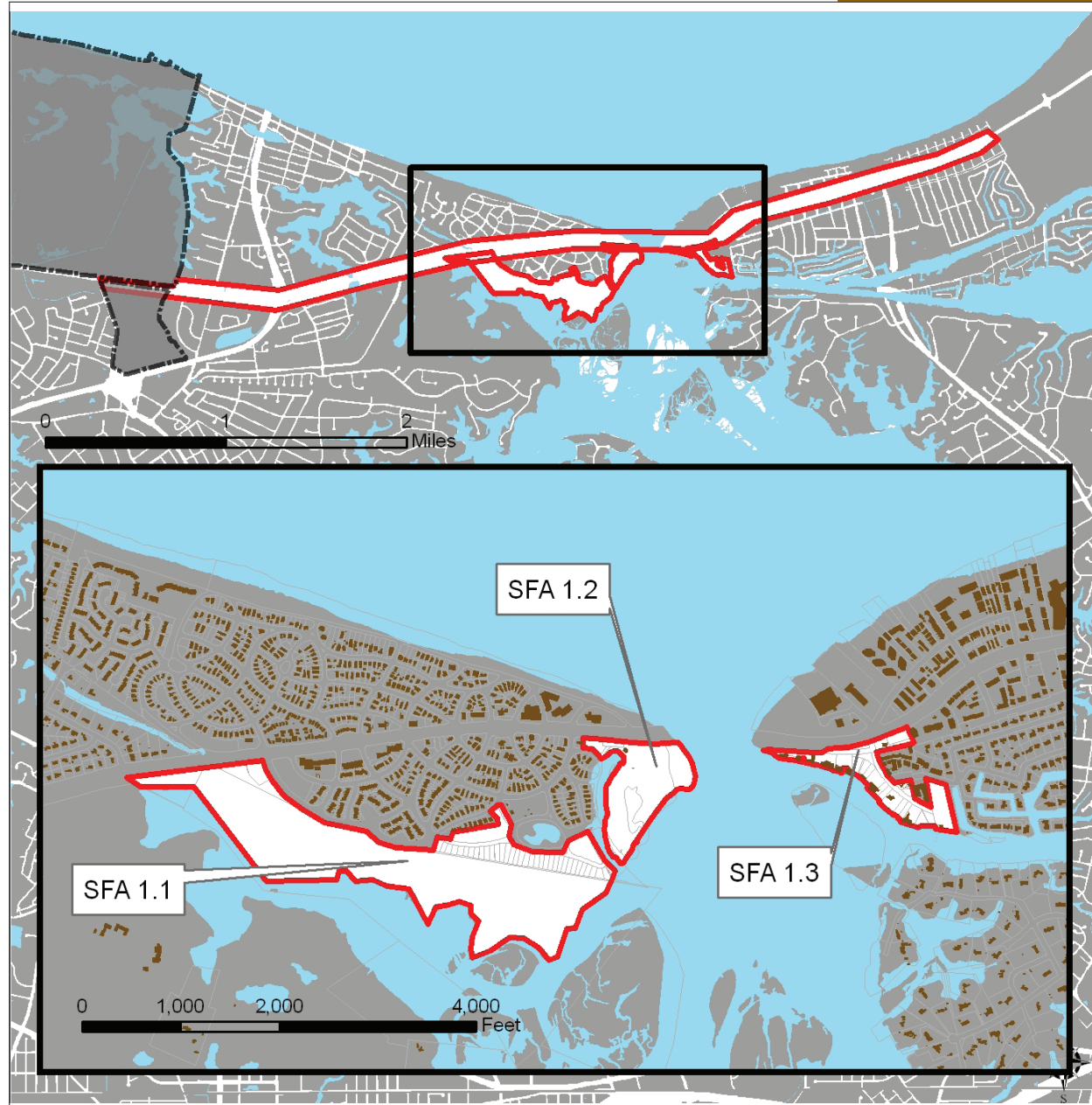
SFA 1

SHORE DRIVE CORRIDOR

SHORE DRIVE CORRIDOR

This corridor is characterized by:

- › many well-established neighborhoods
- › newer high density residential development
- › neighborhood and resort commercial uses
- › significant parks and open spaces
- › proximity to Chesapeake Bay and Lynnhaven River





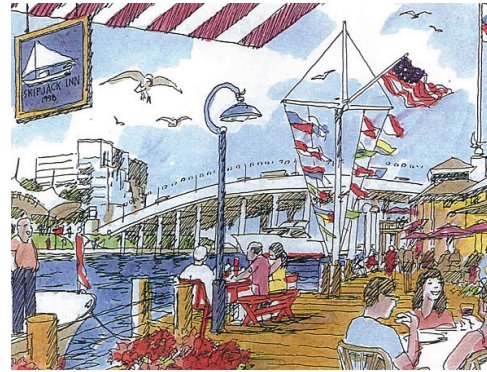
SHORE DRIVE CORRIDOR

The Shore Drive Corridor is an integral part of the Bayfront Community, extending from North Independence Boulevard to First Landing State Park. While primarily a residential community, the corridor shares the responsibility of being one of Virginia Beach's primary east-west connectors, creating unique and sometimes problematic challenges.

The area is considered a resort neighborhood and not a resort destination. This means that the Shore Drive Corridor:

1. while the most densely populated area of the city, is primarily a neighborhood residential area;
2. comprises commercial uses to support the neighborhoods;
3. has to accommodate Shore Drive, a primary circulation corridor for the city; and
4. affords more passive recreational and tourism amenities.

The Bayfront Advisory Committee (originally established as the Shore Drive Advisory Committee) was established by City Council in 1998 to guide and provide guidance for matters relating to planning, community design and public information. More information is provided in the 1997 Bayfront study conducted by the Urban Land Institute. These are supported by a set of Shore Drive Corridor Design Guidelines that provide the form and function of land use in this area. Both of these documents are available in the Document Library at www.ourfuturevb.com.



Waterman's Walk Concept

THE PLANNING POLICIES THAT APPLY TO THE ENTIRE SHORE DRIVE CORRIDOR AND BAYFRONT COMMUNITIES ARE:

- » complete remaining roadway improvements (all identified Phases) along Shore Drive to enhance the safety, access and character of the Corridor;
- » replace the aging Lesner Bridge with a new "signature bridge";
- » retain Shore Drive as a four-lane road for as long as is practical, but protect the necessary right-of-way for an expansion to a six-lane facility, if necessary;
- » preserve and protect the character of the established neighborhoods;
- » improve land use compatibilities and avoid over commercialization to insure that resort-based uses compliment rather than dominate this corridor;
- » encourage reuse/ revitalization of existing commercial properties;
- » achieve the lowest reasonable density for future residential uses;
- » develop residential Design Guidelines for the corridor and its established neighborhoods, to complement the existing commercial property guidelines;
- » enhance the use of incentive zoning and overlay districts to include commercial properties, to manage future growth and promote corridor beautification;
- » improve public parking and public access to the beachfronts;

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- » provide safe and appropriate pedestrian and bicycle circulation;
- » provide a continuous multipurpose trail through this corridor; and
- » provide continued support for the cleaning of the Chesapeake Bay, Lynnhaven dredging and oyster restoration efforts.

The following sections provide further planning guidance for the three sub-areas in the Shore Drive Corridor and Bayfront Communities:

SFA 1.1 PLEASURE HOUSE POINT

RECOMMENDATIONS FOR PLEASURE HOUSE POINT- IF THE PROPERTY IS DEVELOPED THE FOLLOWING SHOULD APPLY:

- » Support a well planned and well design project that could include residential, retail, office, institutional, environmental research, or educational components, or other public uses that complement the sensitive site.
- » Include a significant open space component in any potential use, including publicly accessible waterfront open space and multipurpose trails, while adhering to all environmental regulations and minimizing social and environmental impacts.



Lynnhaven Boat and Beach Facility

SFA 1.2 LYNNHAVEN BOAT AND BEACH FACILITY

RECOMMENDATIONS FOR LYNNHAVEN BOAT AND BEACH FACILITY:

- » Continue as a public waterway access for motorized and non-motorized watercraft;
- » Add appropriately scaled public park and recreational facilities; and
- » Provide linkage to Shore Drive trail system and Chesapeake Bay beaches.



Scenic View Pleasure House Point

SFA 1.3 – WATERMAN’S WALK

RECOMMENDATIONS FOR PLEASURE WATERMAN’S WALK:

- » Coordinate with property owners to create a thematic waterfront concourse overlooking the Lynnhaven Inlet;
- » Create a special place for people to shop, work, live, and enjoy the exceptional waterfront amenities;
- » Consider establishing a public-private partnership to achieve this vision;
- » Integrate a variety of appropriately scaled mixed uses including marinas, restaurants, residential units, specialty retail shops and offices.



SFA 2

LAKE EDWARD



chapter three



LAKE EDWARD

Lake Edward's community leaders have focused their goals around improving public safety, revitalizing homes and increasing recreational and educational opportunities. Lake Edward has accomplished much of its success through its dedication and commitment to achieving these goals. The City has and will remain a partner to ensure continued improvements occur and will continue providing similar support to other areas as needed.



Lake Edward Neighborhood



Lake Edward

RECOMMENDATIONS FOR LAKE EDWARD

- » Provide property owners and community leaders with information, support and resources needed to improve their neighborhood focusing on the areas of:
 - › Public safety
 - › Code enforcement
 - › Housing Maintenance
 - › Housing Improvement
 - › Educational and Recreational Opportunities
 - › Transportation Mobility
 - › Improve Water Quality of Lake
 - › Compatible Surrounding Land Uses



SFA 3

HISTORIC KEMPSTON AREA



chapter three



HISTORIC KEMPSVILLE AREA

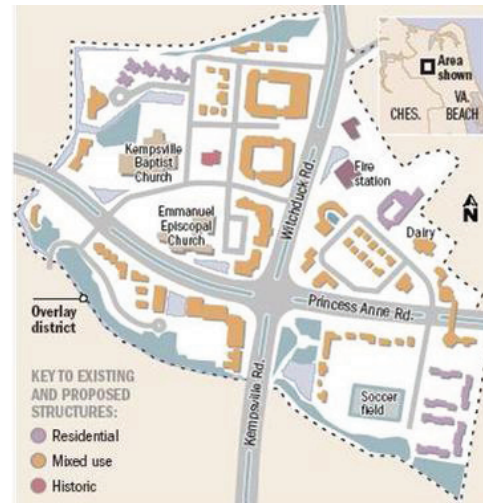
Following considerable public involvement, the City Council adopted the Historic Kempsville Area Master Plan in January of 2006. This plan outlines the methods needed to implement land use, environmental, transportation and design improvements to accomplish the desired revitalization of this area. It also provides guidance to leverage public investments to achieve multiple outcomes and create a high quality 'village' center. The Historic Kempsville Area Master Plan is available in the Document Library at www.ourfuturevb.com.

RECOMMENDATIONS FOR HISTORIC KEMPSVILLE AREA

» Adhere to the Vision and Goals cited in the Historic Kempsville Area Master Plan especially as they relate to the protection of adjoining stable neighborhoods. The following summarizes the master plan's provisions for each of the quadrants around the realigned Princess Anne/Witchduck Road intersection:

› Northeast quadrant

Implement the colonial village core to include medical services, senior housing, public safety and support activities



Historic Kempsville District



Emmanuel Episcopal Church

› Southeast quadrant

Implement residential uses with a village green and secondary non-residential uses

› Southwest quadrant

Implement a mixed use development to include residential and compatible non-residential with waterfront access to include an historic interpretive area

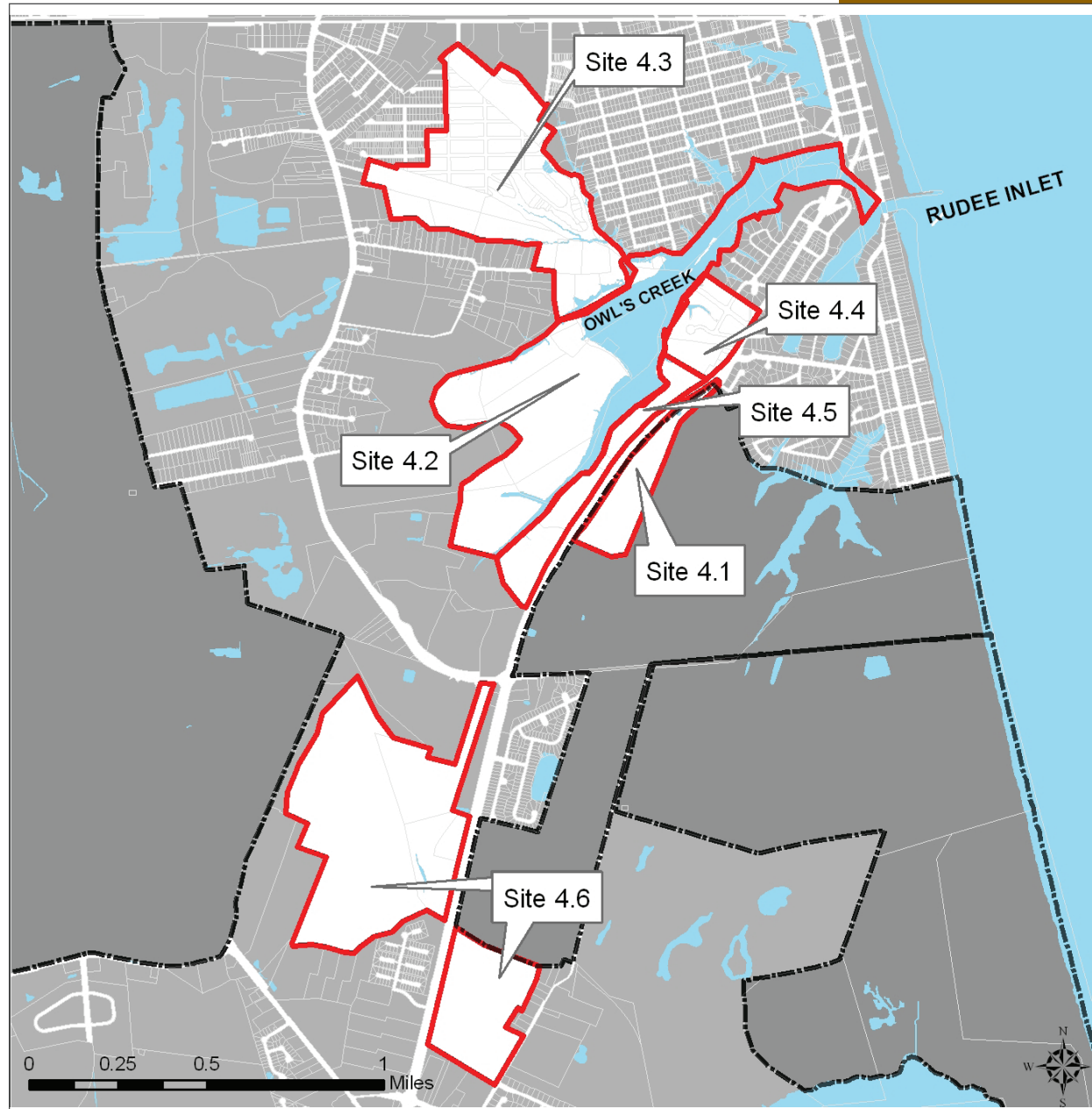
› Northwest quadrant

The future use of Pleasant Hall, a house built in 1769, should respect its historic heritage, as should the form and function of other uses within this quadrant.



SFA 4

NORTH GENERAL BOOTH BOULEVARD





NORTH GENERAL BOOTH BOULEVARD

AREAWIDE POLICIES

The North General Booth Boulevard Corridor stretches from Rudee Inlet to Dam Neck Road. Much of the land is publicly owned and environmentally constrained by AICUZ jet noise zones. Commercial uses are located at two major intersections (Birdneck and Dam Neck Roads) with a mix of residential, recreation and a considerable amount of passive open spaces comprising most of the remaining land. The open space areas and vistas along this corridor create an attractive greenway that provides an attractive passageway between the oceanfront resort area and the developed area along General Booth Boulevard south of Dam Neck Road.

RECOMMENDATIONS FOR NORTH GENERAL BOOTH BOULEVARD

- » Any future development in this corridor should consist of low intensity, non-residential uses and retain as much open space and natural vegetation along General Booth Boulevard as possible
- » Ensure all uses are AICUZ compatible and coordinate all stormwater proposals with the Navy
- » Any development or redevelopment should be of a scale and architectural design that complements the physical characteristics of areas
- » Preserve existing wooded corridor along General Booth Blvd. as a Greenway leading to the Virginia Aquarium and Oceanfront area



General Booth Boulevard Northwest View

- » Future transportation projects should incorporate removal of overhead power lines into project costs to improve aesthetics in the area and reduce potential for power outages from storm events.

NORTH GENERAL BOOTH BOULEVARD SITE-SPECIFIC POLICIES

The following section provides further planning guidance for six sub-areas located within the North General Booth Boulevard Corridor. This corridor is part of the city's Access Controlled Road network, as identified on page 6-8.

SFA 4.1 - CAMP PENDLETON

Much of Camp Pendleton, especially the central and eastern areas, is used to conduct military training and logistics. The eastern portion of the site, located west of Headquarters Road, is open space area and overflow parking for the Virginia Aquarium & Marine Science Center.

SFA 4.1 RECOMMENDATIONS FOR CAMP PENDLETON

- » The City should continue working with appropriate governmental agencies to acquire a sufficient portion of Camp Pendleton, west of Headquarters Road, to accommodate facilities that support the Virginia Aquarium & Marine Science Center.
- » Continue leasing the Croatan-Pendleton beach use and parking facility.



SFA 4.2 - OWL'S CREEK AND VIRGINIA AQUARIUM & MARINE SCIENCE CENTER

Owl's Creek and Virginia Aquarium & Marine Science Center epitomizes the diversity of land use found throughout the City. Within its relatively small confines one finds Virginia Beach's only true urban waterfront. The Virginia Marine Science Museum, a recreation area, marinas, numerous restaurants, and a diversity of residential neighborhoods border this tidal waterway system.

SFA 4.2 RECOMMENDATIONS FOR OWL'S CREEK AND VIRGINIA AQUARIUM & MARINE SCIENCE CENTER

Planned land uses and environmental protection initiatives must contribute to the continued viability of Owl Creek and its enjoyment by the public as a natural treasure of the city.

- » Preserve and protect the U.S. Navy's designated 'Watchable Wildlife Area', a wetland located on the opposite side of Owl Creek from the Virginia Marine Science Museum as a 'Watchable Wildlife' area.
- » Underdeveloped property in the vicinity of Marshview should be considered for acquisition from sellers to connect and expand preservation and recreational uses within the Owl Creek watershed.



Owl Creek

SFA 4.3 - MARSHVIEW AND LAKE RUDEE

The Marshview area, north of Lake Rudee, is located adjacent to three neighborhoods - Salt Marsh Point, Seatack and Shadowlawn. It is strategically positioned to provide active and passive public park uses for these neighborhoods and the larger community.

SFA 4.3 RECOMMENDATIONS FOR MARSHVIEW AND LAKE RUDEE

- » Work with citizens and the federal government to develop the Marshview site as a park to include athletic fields, a trail network, dog park, passive areas and public access to Lake Rudee for non-motorized watercraft
- » Provide attractive, well planned internal circulation for both vehicles and pedestrians, minimize impervious cover and limit the number of vehicular access points onto Birdneck Road from this site

More information on Marshview Park may be found in the 2008 Outdoors Plan available in the Document Library at www.ourfuturevb.com

SFA 4.4 SOUTH RUDEE

South Rudee is a residentially zoned and undeveloped waterfront tract located on General Booth Boulevard between the Rudee Heights neighborhood to the north and the Owl Creek public boat launch facility to the south.

chapter three



RECOMMENDATION FOR SOUTH RUDEE

This property is comprised of existing residential zoning and the densities allowed by such zoning are acknowledged by the city to be permitted by-right. The recommended land uses for this site should conform to the provisions of the city's AICUZ Ordinance and the Oceana Land Use Conformity Program. It is noted that a redistribution of planned dwelling units on the site to achieve the goals of land use compatibility, environmental protection and other public benefits may be appropriate, provided such action does not result in an increase of density beyond what is currently permitted by-right, and has been reviewed under the joint City-Navy staff Memorandum of Understanding process and found to be consistent with the provisions of the AICUZ Ordinance and Memorandum of Understanding.

SFA 4.5 - VIRGINIA AQUARIUM & MARINE SCIENCE CENTER

Originally opened in 1986, the 89-acre Virginia Aquarium & Marine Science Center completed a \$25 million exhibit renovation in 2009. The Virginia Aquarium is an economic driver as well as a cultural and educational, research-focused attraction for the city. It is a top aquarium in the country and the highest attended facility of its kind in the state. It includes:

- » 800,000 gallons of aquariums



Marshview and Lake Rudee



Virginia Aquarium

- » 12,000 live animals representing 700 species
- » 360 interactive exhibits and two touch pools
- » hundreds of hands-on exhibits
- » a six-story IMAX™ theater
- » an outdoor aviary, a nature trail and marshwalk

The Aquarium's "Conservation through Education" mission focuses on helping residents and visitors learn more about the marine environment. In partnership with the Virginia Aquarium Foundation, the Aquarium also exists to advance environmental conservation and the protection of endangered species around the globe. More information about the Virginia Aquarium & Marine

Science Center is available in the Document Library at www.ourfuturevb.com.

RECOMMENDATIONS FOR THE VIRGINIA AQUARIUM & MARINE SCIENCE CENTER

- » Continue investing in expanding Virginia Aquarium & Marine Science Center programs, exhibits and facilities to ensure its long term viability as a major cultural asset and attain the goal of serving 1 million visitors annually.
- » Complete the Aquarium District Plan to guide the development of a thematic center and advance cultural, educational and economic opportunities within this district.

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- » Create a 'Sea School' program where students participate in a hands-on, weekly environmental learning experience.
- » Consider a 'Marine Science Research Center' in affiliation with local universities and state agencies to offer research opportunities.
- » Create a 'Marine Animal Care Annex' in the vicinity of the Virginia Aquarium & Marine Science Center to support animal quarantine, outreach educational programs, Marine Animal Stranding Response program and environmental research.
- » Provide improved transportation access to the Virginia Aquarium & Marine Science Center by:
 - › Linking an appropriate and easy to use transit service to the oceanfront resort area.
 - › Working with the marine community to provide water taxi service from Rudee Inlet.



KOA Campground

RECOMMENDATIONS FOR GENERAL BOOTH CAMPGROUNDS

- » The existing campgrounds offer outdoor recreational activities for both citizens and visitors of Virginia Beach and are appropriate uses for these sites.
- » Where consistent with AICUZ policy, alternative uses may include attractive, high quality, and low intensity
 - › offices
 - › resort oriented retail
 - › resort oriented recreational
 - › other AICUZ compatible uses.

Residential or hotel uses are not recommended for either campground site.

SFA 4.6-GENERAL BOOTH CAMPGROUNDS

The Holiday Trav-L Park is located on the west side of General Booth Boulevard and the KOA Campground on the east side. Both offer outdoor recreational activities for citizens and visitors of Virginia Beach and complement our City's recreational programs and the resort hospitality industry.



SFA 5

FIRST COLONIAL MEDICAL CORRIDOR





FIRST COLONIAL MEDICAL CORRIDOR

The Sentara Virginia Beach General Hospital anchors a major medical complex along First Colonial Road from Mill Dam Road south to Republic Road. The area includes medical offices, rehabilitation centers, senior housing and a good mix of non-medical uses such as banks, general offices, places of worship and other neighborhood based services. Hampton Roads Transit service is also provided to this area.



Senior Housing



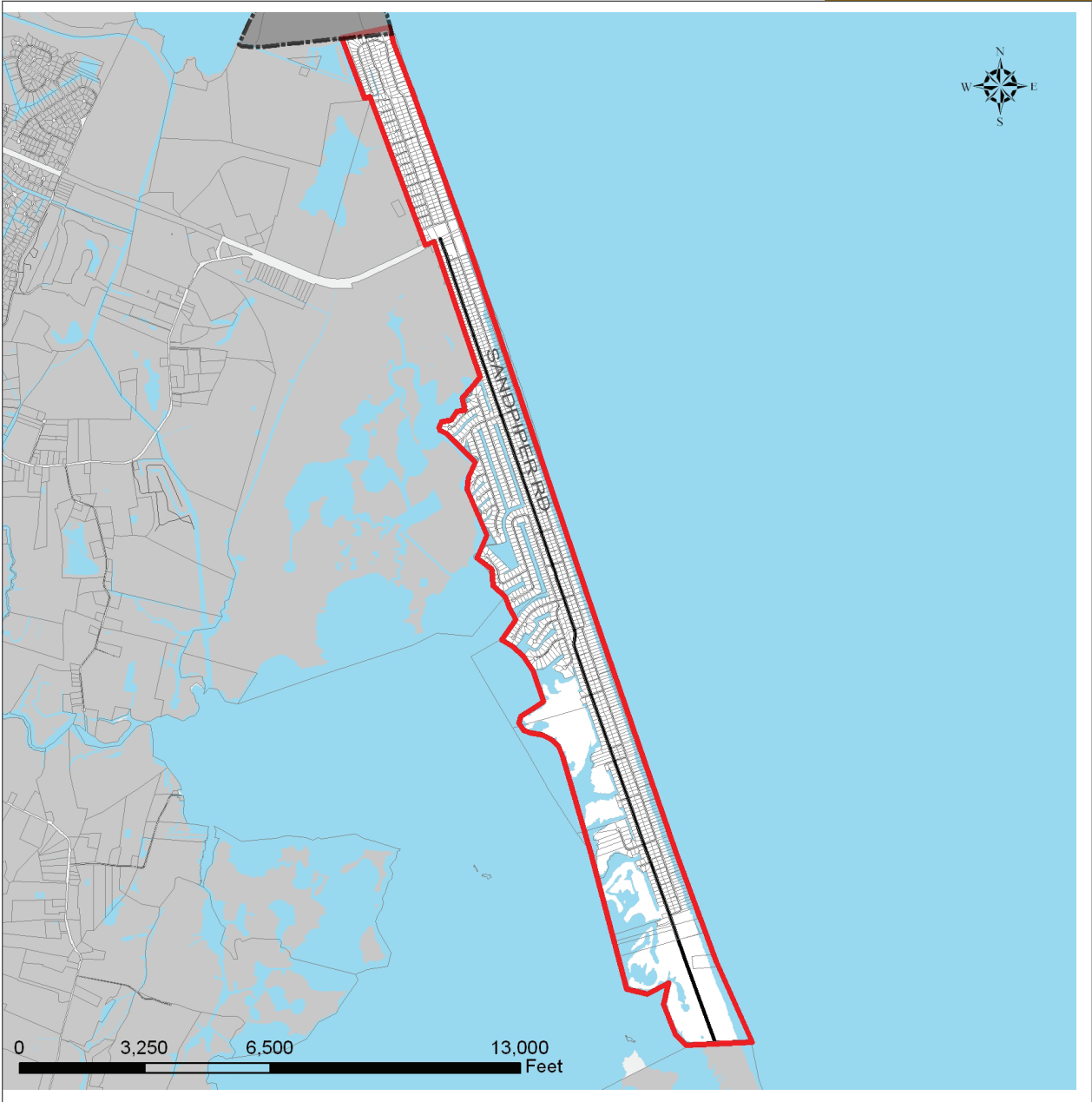
Sentara Virginia Beach General Hospital

RECOMMENDATIONS FOR FIRST COLONIAL MEDICAL CORRIDOR

- » Priority should be given to infill or redevelopment proposals that complement the area's medical and health care activities.
- » Because of the supportive land use and transportation services, residential and support uses that serve the needs of older adults are appropriate for this area.
- » New development should include access management and cross-access between parcels to minimize impacts to First Colonial Road.



SFA 6
SANDBRIDGE COMMUNITY





SANDBRIDGE COMMUNITY

The Sandbridge community is a stable, low-density, single-family community with about 1,200 dwelling units. It is located on a barrier island and sandbar between the Atlantic Ocean and Back Bay that extends from the Navy's Dam Neck base to the north of False Cap State Park to the south. A mid-rise condominium complex is located in southern Sandbridge and similar uses have recently been added as part of the neighborhood commercial center at the northern entrance to this area. Many of the dwellings are rented to visitors who prefer a slower, quieter atmosphere than that experienced at the oceanfront resort area.

RECOMMENDATIONS FOR SANDBRIDGE COMMUNITY

- » It is the policy of the city to retain the existing, low density neighborhood character of Sandbridge community.
- » Limited commercial uses may be added provided the type and extent of such uses are scaled to serve only the Sandbridge neighborhood and that the site and building designs are of high quality and consistent with physical characteristics of the neighborhood.
- » Where opportunities present themselves, consider placing overhead utilities underground.



Gateway to Sandbridge



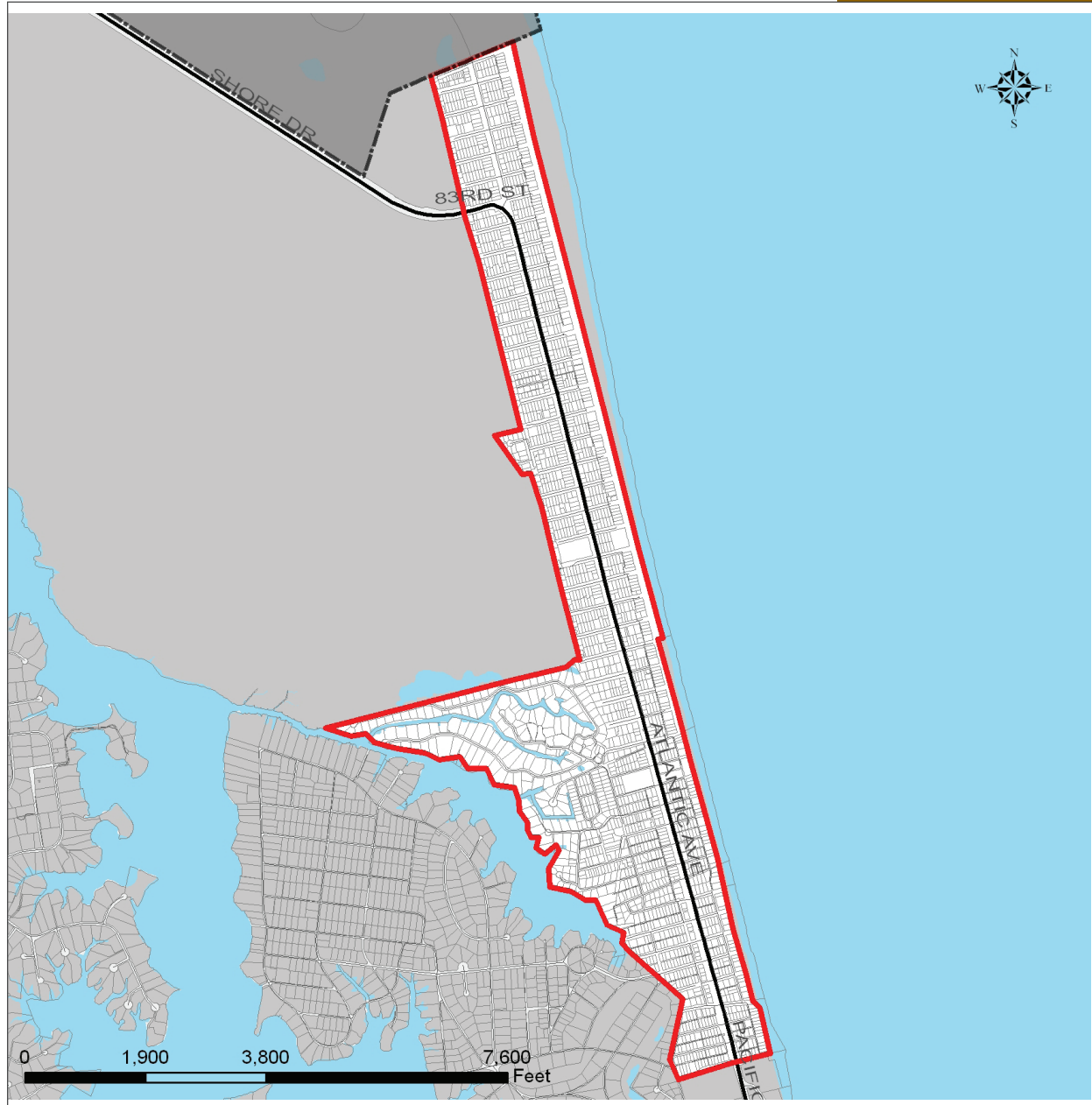
Sandbridge Condominium Complex

- » Additional public parking and day use facilities should be provided to serve day visitors.
- » Land uses in the Sandbridge community should be compatible with the environmental objectives of the Back Bay National Wildlife Refuge.
- » The City and US Navy should continue their long-standing arrangement of providing, when necessary, an emergency public evacuation route from Sandpiper Road north through the Dam Neck Fleet Combat Training Base to Dam Neck Road.



SFA 7

NORTH BEACH AREA





NORTH BEACH AREA

North Beach, located on both sides of Atlantic Avenue from 42nd Street to 89th Street, is characterized by a compact arrangement of single-family and duplex units with much of the land zoned Residential Resort District (R-5R). The headquarters of Edward Casey's Association for Research and Enlightenment is a renowned landmark located at 67th Atlantic Avenue. Another prominent building is the Wyndham Hotel located on the oceanfront at 57th Street. Moreover, the North Beach area is characterized by a relatively high density of single-family/duplex housing, high impervious surface coverage and problematic topographic conditions, all of which combine to create recurring stormwater drainage problems. The City has implemented drainage improvements in the North Beach area to help alleviate these situations. The neighborhoods in this area also experience parking and circulation problems. This area contains some significant historic structures.



North Beach Area

- » Attractive and high quality materials capable of withstanding severe weather events should be used
- » It is the policy of the city to preserve designated historic structures and efforts to retain these resources should be accomplished in a responsible and innovative manner.

RECOMMENDATIONS FOR NORTH BEACH

- » Parcel consolidation, density stabilization and the use of 'Best Management Practices' for stormwater control should be part of reconstruction efforts.
- » Improvement and reconstruction should use porous materials for driveways, walkways and other similar surfaces, wherever feasible, to achieve a net reduction of impervious coverage.



SFA 8

MILITARY HIGHWAY CORRIDOR





MILITARY HIGHWAY CORRIDOR

The general pattern of land uses along this one and one half mile corridor has remained essentially unchanged for decades. To the west is a low to medium density residential area and to the east are light industrial uses including auto and truck sales, rentals, and repairs, outdoor storage, and warehousing. Behind this industrial strip of land are Riverton and Lakeville Estates, both low-density, single-family residential neighborhoods. The Jonathan Cove neighborhood is located on the Elizabeth River north of the industrial area. An established neighborhood, West View Village, is located north of Indian River Road and west of the industrial uses on Military Highway. The land along Military Highway south of Indian River Road is used and zoned for commercial purposes.



Military Highway Corridor

- » The number of access points along Military Highway should be significantly reduced. Greater reliance on access management, interparcel access, and shared parking between uses is strongly recommended.
- » New and redeveloped uses should improve the aesthetic of this corridor through high quality building design, signage and landscaping.
- » All major land use changes considered for this area should be coordinated with the Cities of Chesapeake and Norfolk.

RECOMMENDATIONS FOR MILITARY HIGHWAY CORRIDOR

- » Replace the industrial activities with more compatible such as medium density residential, office, hotel, and institutional uses.
- » Any change of land use in this corridor located near or adjacent to existing stable neighborhoods must be compatible uses, and employ appropriate buffering features to protect the quality of life of those residential areas.



SFA 9

SPECIAL ECONOMIC GROWTH AREA 1





SPECIAL ECONOMIC GROWTH AREA 1

This area encompasses the property generally located on both sides of Bells Road between Oceana Boulevard and Birdneck Road. It includes most of the land to the north of Southern Boulevard. Much of this area is constrained by floodplain, Navy restrictive easements and all of it is within the highest AICUZ noise zone. The southern part of this tract is outside any accident potential zone. The planned Southeastern Parkway and Greenbelt will impact the western part of this area.



*Special Economic Growth Area 1
- Light Industrial*

RECOMMENDATIONS FOR SPECIAL ECONOMIC GROWTH AREA 1

- » In the eastern area- low intensity light industrial uses and limited retail with significant buffers to shield the Seatack neighborhood from possible intrusive impacts.
- » In the western area -medium intensity industrial and other utilitarian activities.
- » The southern part of this site is not encumbered by accident potential zones and may accommodate new or relocated commercial and other non-residential uses that are AICUZ compatible.
- » This is viewed as a special area with significant economic value and growth potential. The city supports development and redevelopment of this area consistent with AICUZ provisions and the city's economic growth strategy.



SFA 10

SPECIAL ECONOMIC GROWTH AREA 2





SPECIAL ECONOMIC GROWTH AREA 2

Special Economic Growth Area 2 is generally bound by London Bridge Road, Lynnhaven Creek. South Lynnhaven Road and Potter's Road. It includes Lynnhaven Mall, surrounding retail and office complexes and Oceana West Industrial Park. Much of this area is subject to Navy restrictive easements and all of this area is inside the AICUZ high noise zone. The majority of this area has been subdivided and is zoned for commercial and industrial uses.



Quality Office Design

- » This is viewed as a special area with significant economic value and growth potential. The city supports development and redevelopment of this area consistent with AICUZ provisions and the city's economic growth strategy.

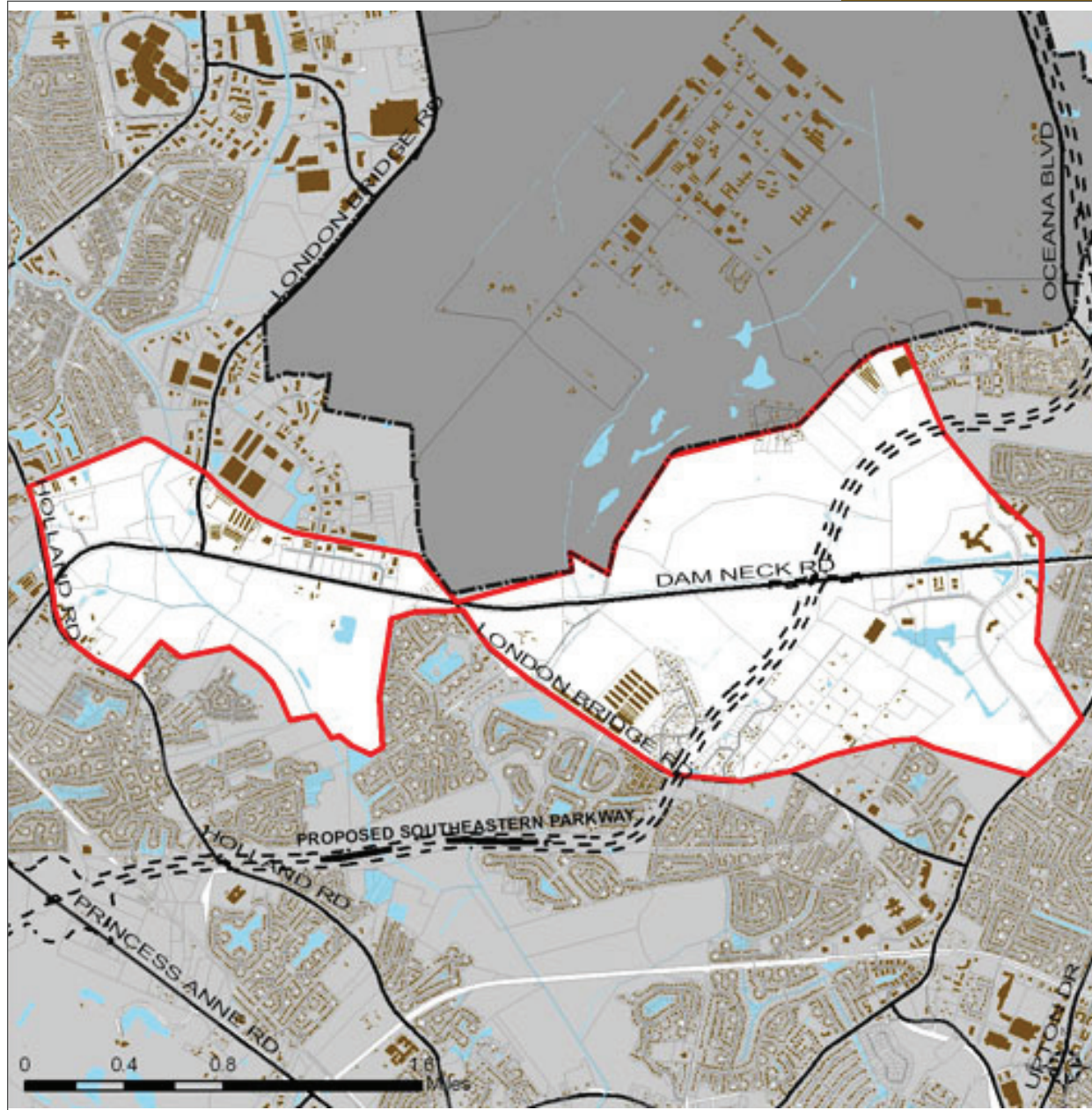
RECOMMENDATIONS FOR SPECIAL ECONOMIC GROWTH AREA 2

- » This entire site is within the 75+ DNL noise zone. All new or improved development proposals must adhere to the City's AICUZ provisions.
- » The area west of Lynnhaven Parkway is recommended for corporate office, retail, and other comparable commercial use due to this site's high visibility. Special attention should be given to ensure high quality site, landscape and building designs.
- » The undeveloped tract on the southeast corner of Lynnhaven Parkways and Potters Road is an appropriate site for open space acquisition. However, if this does not occur, this site should be developed for low intensity retail and/or office uses. Development must respect the adjoining natural open space area.



SFA 11

SPECIAL ECONOMIC GROWTH AREA 3





SPECIAL ECONOMIC GROWTH AREA 3

Special Economic Growth Area 3 is a large hourglass shaped tract of land encompassing properties on both sides of Dam Neck Road between Holland Road and Corporate Landing Parkway. There are large tracts of undeveloped land in the area east of London Bridge Road. High quality corporate businesses have developed in the Corporate Landing Business Park. The proposed Southeastern Parkway will traverse the eastern part of this strategic area generally in a northeast to southwest direction and, when built, will provide this area with good regional access.

In the western part of this area, between Drakesmile Road and Holland Road, there are considerable environmental constraints. To varying degrees, portions of this area are impacted by high noise zones, accident potential zones and Navy restrictive easements. Floodplain and other environmental constraints affect the western region of this area south of Dam Neck Road. However, the area located north of Dam Neck Road and east of Holland Road is free of these constraints and, therefore, possesses greater development opportunities.

RECOMMENDATIONS FOR SPECIAL ECONOMIC GROWTH AREA 3

- » All proposed land uses in this area must align with the city's AICUZ provisions and Oceana Land Use Conformity program.



Corporate Landing Parkway

- » Every effort should be made, where feasible, to consolidate parcels to achieve a more unified development pattern.
- » Accesses to London Bridge and Holland Roads should be kept to a minimum.
- » Direct private access to Dam Neck Road will not be permitted except when the property in question has no other reasonable access to the circulation system as it is part of the city's Access Controlled road network, identified on page 6-8.
- » No additional residential uses are recommended for any part of this area.
- » Build attractive thoroughfares to serve this area.
- » This is viewed as a special area with significant economic value and growth potential. The city supports development and redevelopment of this area consistent with AICUZ provisions and the city's economic growth strategy.

Corporate Landing Business Park is located in the eastern part of this site and serves the mid-eastern area of the city. It is reserved for high quality, high wage employment consistent with the City's Economic Development Strategy that is available in the Document Library at www.ourfuturevb.com.

High quality employment, corporate parks and light industrial uses are recommended for other undeveloped tracts in the eastern part of this Site.

chapter three



Measures to mitigate negative impacts on adjoining stable residential areas must be part of any development proposal in this area.

Attractive building designs should be showcased along key arterials and the proposed Southeastern Parkway route.

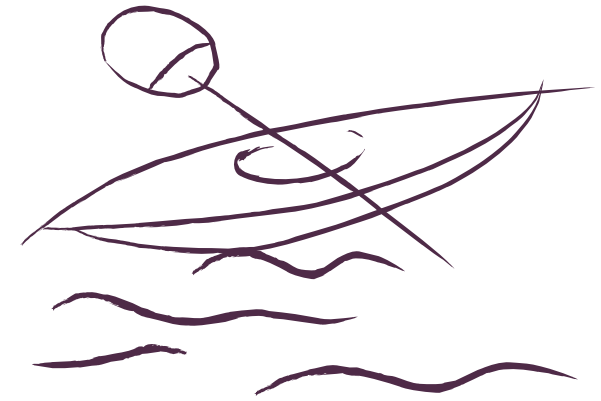
The western region of this area is planned for non-residential uses to include a mix of light industrial, low-rise office and limited retail use.

chapter four

THE PRINCESS ANNE COMMONS & TRANSITION AREA



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It's Our Future

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THE PRINCESS ANNE COMMONS AND TRANSITION AREA

The Princess Anne Commons and The Transition Area are strategically located between the more urbanized region of the City to the north and the rural area to the south. This area remains an important component of the city's overall land use planning strategy. The 'Green Line' is the boundary between the urban part of the city to the north and the lower density and rural areas to the south.

The Princess Anne Commons, shown on the next page, consists of what was, in prior Comprehensive Plans, the western portion of the Transition Area and the North Princess Anne SGA. With the December 2005 amendments to the Comprehensive Plan, this area was identified as being within the Interfacility Traffic Area (ITA) between NAS Oceana and NALF Fentress. One of the principal effects of this new designation was to reduce the residential density to what could be achieved by-right with Agricultural zoning (one unit per 15 acres). A second effect was an increase in the area owned by the City of Virginia Beach, as the City and U.S. Navy began a program of purchasing property voluntarily offered to the City. In sum, the Princess Anne Commons offers a unique opportunity for educational, entertainment, recreational, habitat preservation, and quality economic development opportunities. It is a true jewel within Virginia Beach.

The Transition Area consists of the area bordered by Princess Anne and Sandbridge Roads along the 'Green Line' to the north, North Landing Road to the west, Indian River Road to the south, and New Bridge Road to the east (See The Princess Anne Commons/ Transition Area map next page.)

It is not the intent of this plan for the Princess Anne Commons or the Transition Area to become part of the urban area north of the Green Line. Nor is it intended that the Transition Area be limited to the very low densities appropriate for rural growth. The policies of this Comprehensive Plan have been designed to ensure that this continues to be a well-planned area.

THE PRINCESS ANNE COMMONS/ TRANSITION AREA

- › Quality Development
- › Planned Mix of Public and Private Uses
- › Exceptional Open Spaces
- › Designs with Nature



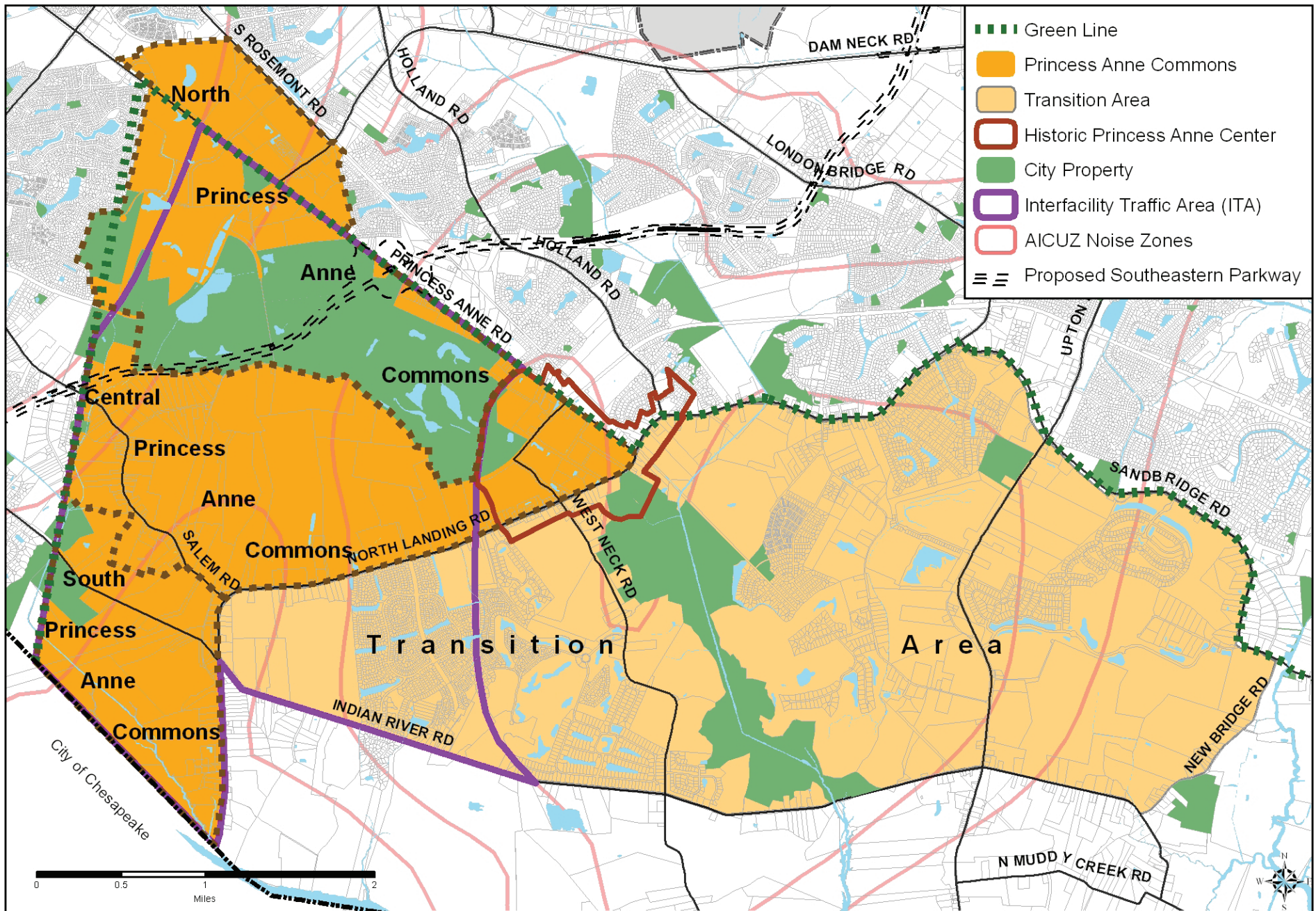
Canoeists



Signature Golf Course



USA Field Hockey



PRINCESS ANNE COMMONS & TRANSITION AREA

chapter four



While recognizing that some land use adjustments are appropriate to accomplish strategic public outcomes and adapt to changes to the Oceana Land Use Conformity program, proposed developments within The Princess Anne Commons or Transition Area should adhere to the following general recommendations.

THE PRINCESS ANNE COMMONS/ TRANSITION AREA

GENERAL RECOMMENDATIONS

Unless otherwise addressed within the 'Special Area Recommendations' section of this chapter, proposed developments in these areas should conform to the following planning recommendations designed for general application:

- » Continue the tradition of high quality development by adhering to the planning and design principles cited in the 'Transition Area Design Guidelines'.
- » Adhere to a maximum average calculated density of one dwelling unit per acre, except where otherwise recommended.
- » Cluster uses in a creative manner to minimize impervious surfaces, protect open spaces and optimize site amenity and design opportunities.



Municipal Center-City Hall



Neighborhood Trail System

- » Recognize that, when completed, Nimmo Parkway will be the major east-west arterial roadway in this area, transforming North Landing Road to a minor collector role.
- » Development proposals should strive to achieve the goal of attaining 50% open space including berms, trees, buffers and trails to create safe, accessible and attractive roadway corridors and internal green space.
- » Design with nature by creating site plans that respect and showcase valued natural resources.
- » Use all available resources including those provided by the City's Historic Review Board and Historic Preservation Commission as well as the Princess Anne County/Virginia Beach Historical Society to preserve designated historic resources.
- » Efforts to retain these historic resources should be accomplished in a responsible and innovative manner. The efforts include providing land use planning guidance and tax credit assistance to owners of historic properties in order to help protect and preserve the city's limited number of valuable historic resources and surrounding open space areas.
- » Owners of qualified properties should be encouraged to participate in the Virginia Beach Historical Register program and receive recognition for their contributions to our city's heritage.

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- » Incorporate into all public and private development plans a well-planned system of multipurpose trails, greenways and other linkages, especially with regard to the Stumpy Lake-Back Bay Greenway, to implement the strategic goals of the adopted Outdoors Plan. This Plan is available in the Document Library at www.ourfuturevb.com.
- » Demonstrate that the capacity of roadways and other infrastructure in the Transition Area can adequately support the demand placed on them by discretionary development proposals.
- » Ensure all projects employ energy efficient systems, preferably equivalent to or higher than the standards set for the Leadership in Energy and Environmental Design (LEED™) 'Certified' rating.
- » Ensure all development proposals conform to the provisions of the Oceana Land Use Conformity program and AICUZ provisions.
- » A master plan for the Princess Anne Commons area should be prepared with effective community involvement to provide planning policy guidance in the areas of land use, transportation, environmental stewardship, infrastructure, public service delivery, economic vitality, AICUZ compatibility, housing and community design.



Stumpy Lake



Virginia Beach Amphitheater

THE PRINCESS ANNE COMMONS

A majority of The Princess Anne Commons is located between Princess Anne Road and North Landing Road. This area is divided into three parts: North Princess Anne Commons, Central Princess Anne Commons, and South Princess Anne Commons.

NORTH PRINCESS ANNE COMMONS

The existing land uses in North Princess Anne Commons, comprise an array of public and private activities including recreational, entertainment, medical, educational, office, and retail.

The location of North Princess Anne Commons is primarily located southwest of the intersection of Rosemont Road and Dam Neck Road, east of the single-family residential development of Salem Lakes, north of Landstown Road, and encompassing the Virginia Beach National Golf Course.

North Princess Anne Commons includes a variety of academic institutions including Landstown Elementary, Middle and High Schools, the Virginia Beach Campus of Tidewater Community College, the Higher Education Center for Old Dominion and Norfolk State Universities and the Advanced Technology Center. Land uses between this academic village and Dam Neck Road include Princess Anne District Park, the Farmers Market, retail shops, a residential area, a solid waste

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transfer facility, and the Public Works/Public Utilities Operations facilities. The southern part of this area includes a medical village, an athletic village, public parkland and other areas used for outdoor entertainment.

As a prominent 'Placemaker' in the City, 'North Princess Anne Commons' not only serves as the principal gateway to the Virginia Beach Municipal Center and court complex, it has become a premier destination offering the public a wide range of special events and services.

For example, North Princess Anne Commons includes: the Virginia Beach Amphitheater, Sportsplex, Virginia Beach National Golf Course, the National Field Hockey Training Center, a regional medical campus with specialized support services and a hierarchy of educational facilities that covers elementary to postgraduate studies.

Each village within North Princess Anne Commons aligns with the strategic goals for the area. This destination will continue to offer our citizens and visitors experiences that will enrich their lives and reaffirms that Virginia Beach is a community for a lifetime.

Information about North Princess Anne Commons including Design Guidelines that affect this area is available in the Document Library at www.ourfuturevb.com

NORTH PRINCESS ANNE COMMONS

- › Athletic Village
- › Academic Village
- › Medical Village

NORTH PRINCESS ANNE COMMONS

RECOMMENDATIONS



*Advanced Technology Center
(Academic Village)*

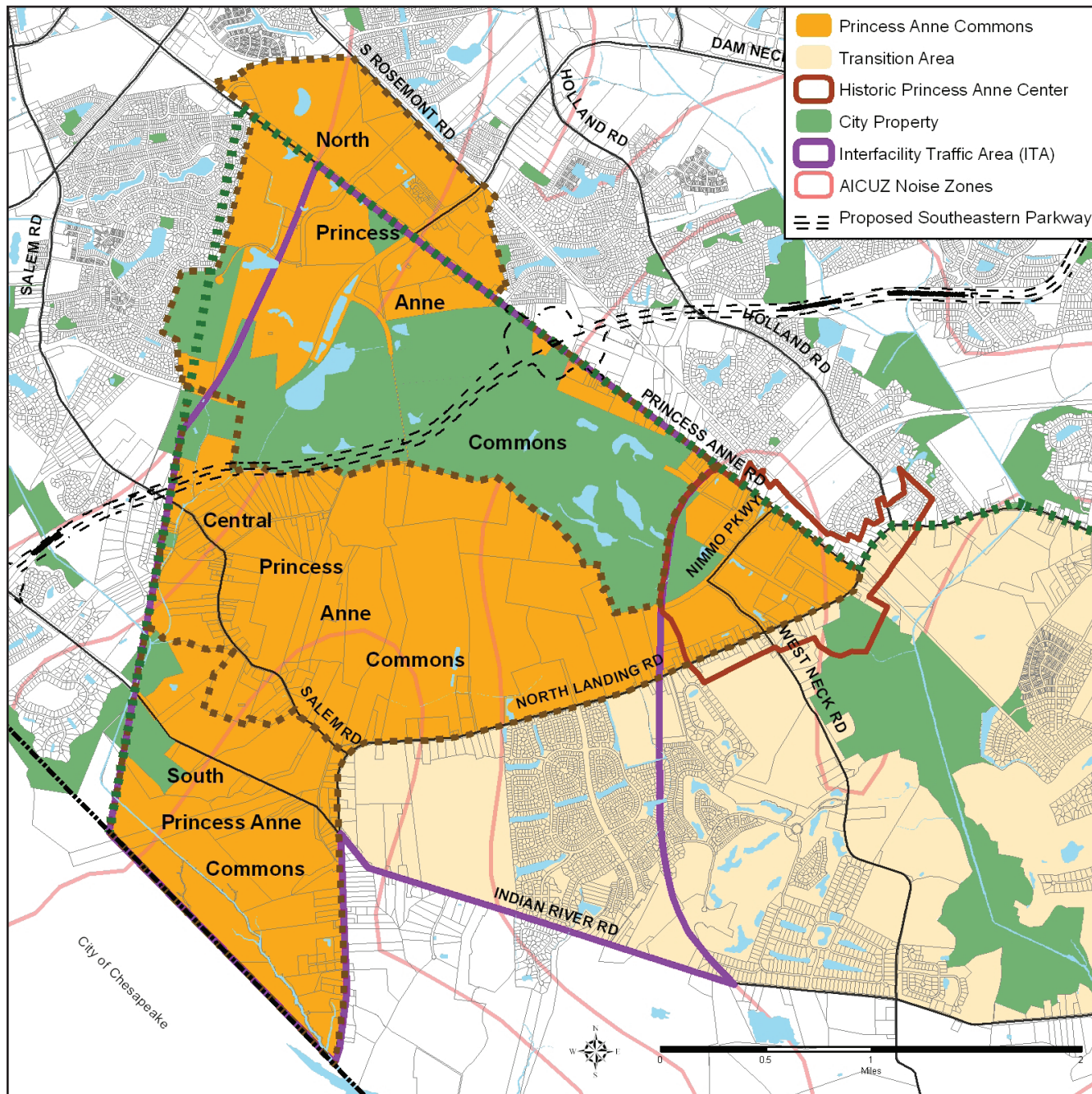


Sportsplex (Athletic Village)



*Sentara Princess Anne Hospital
(Medical Village)*

- » Preserve and protect the large stand of mature trees at the corner of Princess Anne Road and Dam Neck Road.
- » Continue the theme of villages of academic institutions, medical, recreational and entertainment.
- » Ensure well planned high quality economic development opportunities that promote the North Princess Anne Commons Villages.
- » Conduct a relocation feasibility study on the existing public facility yards located between Rosemont Road and Princess Anne Road to assess possible alternative uses for this area.
- » Any redevelopment of the city owned property on the north corner of Princess Anne Road and Dam Neck Road should advance the city's goal of achieving the academic and medical villages. Should the city decide to redevelop the existing Farmers Market site, careful consideration must be part of the decision making process to determine the type,



PRINCESS ANNE COMMONS

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size and location(s) of similar 'farm-to-market' and affiliated activities, thereby ensuring optimal economic benefit for farmers and others participants.

- » Adhere to the Design Guidelines for Princess Anne Commons.
- » Direct private access to Princess Anne Road will not be permitted except when the property in question has no other reasonable access to the circulation system as it is part of the city's Access Controlled road network, identified on page 6-8.

CENTRAL PRINCESS ANNE COMMONS

The location of Central Princess Anne Commons is generally south of the Virginia Beach National Golf Course to just north of North Landing Road.

The existing land uses in the Central Princess Anne Commons Area are primarily rural residential, forested, and cultivated land located within an area of several constraints including floodplain and jet noise levels exceeding 75 DNL.

CENTRAL PRINCESS ANNE COMMONS RECOMMENDATIONS

- » Adhere to the Design Guidelines for Princess Anne Commons.
- » Limit maximum residential density to that allowed 'By right' under existing zoning.

- » The core area of Central Princess Anne Commons offers an opportunity for quality corporate office, institutional, research, and similar facilities. The majority of the existing parcels within the 'core' are larger than parcels fronting on Landstown and Salem Roads, offering good opportunities for quality development. This Plan recommends that individual properties in the core should be consolidated to create significant development sites (greater than 15 acres) appropriate for such development. Suitable roadway and utility infrastructure must be available prior to development of this type.
- » Industrial and semi-industrial uses within this area are appropriate.

- » With the close proximity of North Princess Anne Commons, this area is appropriate for additional recreational uses.
- » The area outside of the 'core' is recommended for continued by-right agricultural, equestrian, and rural residential uses. Where parcels in this area greater than 15 acres, quality office, research, or similar development is acceptable if adequate infrastructure and services are available.



Municipal Center-Administrative Offices



Courthouse Market Place

- » Acquisition of properties from willing sellers within Central Princess Anne Commons is recommended consistent with the Oceana Land Use Conformity program.

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SOUTH PRINCESS ANNE COMMONS

A major natural area is located along North Landing River where our city boundary adjoins that of Chesapeake. This area should be preserved and enhanced, as needed, to protect this natural resource.

SOUTH PRINCESS ANNE COMMONS RECOMMENDATIONS

- » Promote acquisition of land from willing sellers along the corridor of the North Landing River and its tributaries to protect valued natural resources and increase participation in the Navy's 'Encroachment Partnering' program.
- » Land uses in the area should be limited to the existing natural resource base, by-right rural residential, and agricultural and related activities.
- » A study of the potential use of this area as a major park or preserve should be conducted with park development to follow, if feasible.

HISTORIC PRINCESS ANNE CENTER

Historic Princess Anne Center includes the Virginia Beach Municipal Center/ Court Complex and the surrounding environs. In addition to being the seat of our city government and court system, this Center includes the Princess Anne Historic and Cultural District, a line of established homes along North Landing Road and numerous small businesses and



Residential Development



Judicial Building at the Municipal Center

offices. The city owns much of the land located outside the restricted noise zones in the northwestern area of this center.

This historic center is where Princess Anne Road meets Nimmo Parkway. Both are major roadways and integral parts of the city's transportation system. The importance of this area as a strategic crossroads in central Virginia Beach will continue to grow into the foreseeable future.

Historic Princess Anne Center is planned to expand its role as a highly attractive destination with a balanced blend of residential, commercial and open spaces to complement the form and function of the municipal center, court complex and historic district. While it will continue to serve as a gateway between the urban north and rural south, this center will

experience new and improved land uses that will enhance the character of this important and historic area that is the seat of our municipal government.

HISTORIC PRINCESS ANNE CENTER RECOMMENDATIONS

The following specific recommendations apply to the Historic Princess Anne Center area.

- » Planned land uses, both public and private, should be compatible with those found in the municipal center and court complex and, where appropriate, may include residential, office, retail, service, hotel and institutional uses.

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- » Expand coverage of the Princess Anne Historic and Cultural District to include all of the Historic Princess Anne Center.
- » New residential developments should include a reasonable amount of workforce housing units, consistent with related city policies.
- » The use, intensity and design of infill development along North Landing Road should reflect the existing character of the Princess Anne Historic and Cultural District.
- » Public uses compatible with those located within the municipal center and courthouse area are recommended for parcels fronting on Princess Anne Road, south of Nimmo Parkway and within the less than 65 DNL noise zone. If these parcels are sold to the private sector, non residential uses including office, retail, educational, institutional and hotel are recommended. In either case, this tract of land should be consolidated to achieve an attractive, well-planned and efficient pattern of development.
- » All projects proposed within the Princess Anne Historic and Cultural District must respect the heritage and reinforce the integrity of the district's historic character. The scale, placement, massing and proportion of buildings, additions and architectural details should be designed in a way that is consistent with the historic character of this district.
- » Ensure that new development in and outside the Princess Anne Historic and Cultural District employs high quality site and building designs

that complement the classic Neo-Georgian architecture of the municipal center.

- » Integrate carefully planned landscaping and open spaces.
- » The design of new or improved roadways located within or approaching this Center must reflect exceptional quality in keeping the character of this historic area.
- » Improve mobility by limiting roadway access points along arterials and adhere to the recommendations of the Princess Anne Corridor Study (document available in the document library at www.ourfuturevb.com).



Showcase Natural Resources

- » Direct private access to Princess Anne Road will not be permitted except when the property in question has no other reasonable access to the circulation system as it is part of the city's Access Controlled road network, identified on page 6-8.

'NORTHWEST CRESCENT'

Within the Historic Princess Anne Center, an area described as the 'Northwest Crescent' comprises about 100 acres of City and privately owned land.

This tract of undeveloped or underdeveloped land is unconstrained by jet noise restrictions. The Northwest Crescent is shown on page 4-11. Much of this land, owned by the City, affords a unique opportunity to achieve many significant public objectives. Among these include advancing important capital projects, increasing workforce housing and aligning land use policy with the Oceana Land Use Conformity program.

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NORTHWEST CRESCENT RECOMMENDATIONS

- » The 'Northwest Crescent' will be included as part of an Interfacility Traffic Area (ITA) study. Recommendations resulting from this study will provide planning policy guidance for the ITA, Northwest Crescent and other properties included in this initiative.

TRANSITION AREA

The boundaries of the Transition Area now include North Landing, Princess Anne and Sandbridge Roads to the north; New Bridge Road to the east; and Indian River Road to the south. The Transition Area, located south of the Green Line and north of the rural area, is characterized by many high quality residential neighborhoods that include significant open space areas. Much of the Transition Area has been developed. However, undeveloped tracks of land, subject to AICUZ restrictions, are located in the western region of the Transition Area along with a patchwork of smaller, undeveloped properties in the eastern sector that, for the most part, are located outside the AICUZ impact areas.

The eastern edge of the Transition Area is in close proximity to the headwaters of Back Bay and the National Wildlife Refuge. The central part of the Transition Area is bisected by the City's West Neck Creek District Park corridor, a major natural corridor. Both natural features help define this area and provide unparalleled amenities for those who live in and visit this area.

A map of the Transition Area and the planning policies that affect this area are presented earlier in this chapter.

SPECIAL AREAS

INTERFACILITY TRAFFIC AREA

There are areas generally within 'The Princess Anne Commons' and 'Transition Area' that deserve special attention. One such area is the Interfacility Traffic Area which encompasses large tracts of land within Princess Anne Commons and the Transition Area.

The Interfacility Traffic Area (ITA) is a product of the Hampton Roads Joint Land Use Study and the City's Oceana Land Use Conformity program. The ITA was created in 2005 to address land use compatibility issues associated with frequent overflights of military jets in this part of the city.

The boundary of the ITA generally overlaps 'The Princess Anne Commons' and includes portions of the 'Transition Area' impacted by noise zones at or greater than 65 DNL. The planning policies affecting the ITA have been carefully written to achieve compliance with the provisions of the City's adopted Oceana Land Use Conformity program.

The entire Interfacility Traffic Area is subject to certain development limitations due to jet noise restrictions and must be carefully planned to achieve a coherent and compatible land use pattern.

Of the roughly 4400 acres within this special area, less than half are developable due to the presence of water, wetlands, existing development or other constraints.

The Southeastern Parkway is planned to traverse the ITA in a northeast to southwest direction and will include interchanges at Princess Anne and Indian River Roads.



NORTHWEST CRESCENT WITHIN HISTORIC PRINCESS ANNE CENTER

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INTERFACILITY TRAFFIC AREA RECOMMENDATIONS

In addition to the General Recommendations for the Transition Area, the following specific recommendations apply to the Interfacility Traffic Area:

- » Adhere to the provisions of the Oceana Land Use Compatibility and AICUZ programs that include:
 - › Limiting maximum residential density to that allowed 'By right' under existing zoning.
 - › Promote business growth that aligns with the city's economic growth strategy and conforms to the Oceana Land Use Conformity program.
 - › Promote acquisition of land from willing sellers along the corridor of the North Land River and its tributaries to protect valued natural resources and increase participation in the Navy's 'Encroachment Partnering' program.
- » Properties within the Interfacility Traffic Area located south of the Southeastern Parkway that front on Princess Anne Road are planned for office, educational, institutional and other AICUZ compatible uses. Parcels should be consolidated to provide more attractive, well planned, and efficient use of land. Such unified development should utilize reverse frontage access with internal roadway links to existing points of access on Princess Anne Road



Landstown Commons

or, where available, by connecting to other tracts of land that afford access to Nimmo Parkway. No new access points to Princess Anne Road are recommended for properties that develop in this unified fashion.

- » Complete right-of-way acquisitions needed to build the Southeastern Parkway.
- » Ensure that future infill uses within the Princess Anne Commons complement the activity and quality of existing public venues.
- » Direct private access to Nimmo Parkway or Princess Anne Road will not be permitted except when the property in question has no other reasonable access to the circulation system as it is part of the city's Access Controlled road network, identified on page 6-8.

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RURAL AREA

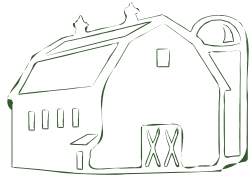


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RURAL AREA STRATEGY...

MEANS

- › Preserving Rural Heritage
- › Ensuring Viable Agriculture
- › Protecting Natural Resources
- › Enable Rural Growth

RURAL AREA

DESCRIPTION

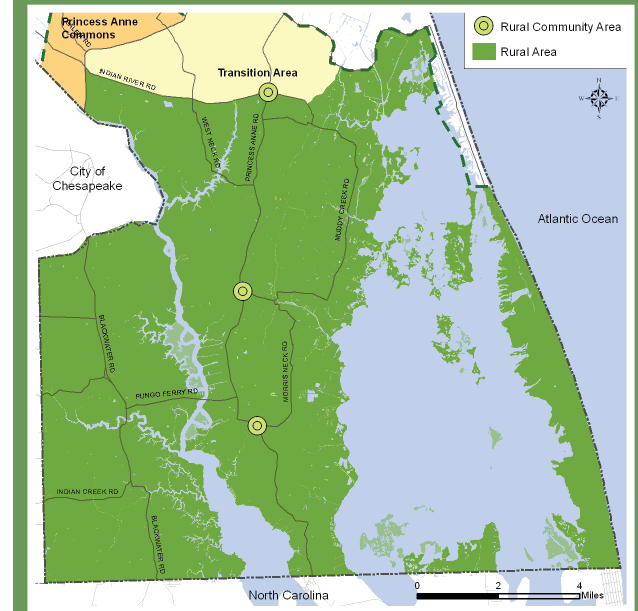
The vision of the Rural Area has not changed much over time. From providing a legacy for a future generation of farmers, to providing habitat for wildlife, keeping taxes low, assuring continued local food production, and maintaining the rural community, the vision for our rural landscape is important.

The physical character of this area is low, flat land with wide floodplains and altered drainage. It is a place that still contains working farms, farm related businesses, limited non-residential areas along with some scattered housing sites. There is a significant presence of existing agricultural and other rural-based economic activities in this part of Virginia Beach. This presence is reflected in the diversity of agricultural and rural related activities including traditional and specialty crop cultivation, tree farms, equestrian facilities, wetland banks, fish farms and other similar uses.

There are a few, small commercially zoned nodes that provide basic support retail and services to local rural community. Most notable of these is Pungo, a rural community gateway located at the intersection of Indian River and Princess Anne Roads that serves as the principal gateway to the southern rural area.

The Rural Service Area, lies south of Indian River Road from North Landing Road to Muddy Creek and Back Bay and extends to the North Carolina border. The land, wetland and water cover nearly 145 square miles, close to half of the total area of the City. Approximately 28,000 acres, or nearly 44 square miles, of land is devoted to production agriculture, upland forest and pasture. Wetland and water cover about 48,700 acres and an additional 9,700 acres is either privately owned or federal and state owned property used for environmental conservation purposes. Only about 3,200 acres of land in this area is actually developed, comprised mostly of rural dwellings and a small amount of rural commercial uses.

Most of the area is comprised of Land Management soils. These are somewhat Poorly, Poorly or Very Poorly drained soils, as



Rural Area



Small Working Farm

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defined in the 1985 issue of the U.S. Soil Survey for Virginia Beach, and are not suitable for large subdivisions.

It would be highly impractical to extend public water and sewer lines to this area. Given these factors, it is logical to conclude that the Rural Area will remain rural into the foreseeable future and, as such, it must rely on sound rural planning principles and effective economic strategies to help it retain its character and vitality.

RURAL PRESERVATION PLAN

It is the purpose of this Rural Preservation Plan to identify appropriate, fair and equitable rural planning policies for our Rural Area. The City seeks to achieve the following five planning objectives:

1. PRESERVE AND PROMOTE THE OPPORTUNITY FOR CONTINUED AGRICULTURAL PRODUCTION

One of the key objectives of the Rural Preservation Plan is to provide opportunities for preserving agriculture. Our City's agricultural land (cropland, pasture, forest), both north and south of the Green Line, has dwindled from about 51,000



Large Working Farm



Rural Character and Scenic Beauty

acres in 1982 to roughly 32,000 acres in 2009. In order to stop or reverse this downward trend, effective and affirmative agricultural preservation strategies must be put into place.

Agricultural preservation is an important economic and land use issue. Hence, it is important for comprehensive planning strategies to do their part in reinforcing and promoting agriculture as much as possible. One implementation tool Virginia Beach has been using with much success is the Agricultural Reserve Program.

2. RECOGNIZE THE RURAL CHARACTER AND THE NEED TO PRESERVE ITS OPEN SPACE AND SCENIC BEAUTY

The City of Virginia Beach wants to preserve the rural way of life for the people who live there, but how can we accommodate the demand for a rural lifestyle without diminishing the rural setting in the process? Many people who live in rural areas expect to continue the rural lifestyle enjoyed by previous generations.

Rural areas may be characterized as a balance between the natural environment and human uses with farms, horse boarding, campgrounds, wineries, and open space activities served by long

stretches of two lane roadways. The presence and growth of equestrian related uses complement to the rural way of life and contribute to the diversity

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and economic health of the city. There are occasional “commercial nodes” like Back Bay and Creeds that are small in scale with a few houses next to some shops serving, in a limited way, the commercial needs of a rather large geographic area. Industrial uses will generally be those that are related to and dependent on natural resources such as agriculture, timber or minerals.

One way to protect the rural setting is to protect the historic resources in the Rural Area. Accordingly, it is the City’s policy to use all available resources including those provided by the City’s Historic Review Board and Historic Preservation Commission as well as the Princess Anne County /Virginia Beach Historical Society to preserve designated historic resources. Efforts to retain these historic resources should be accomplished in a responsible and innovative manner. The efforts include providing land use planning guidance and tax credit assistance to owners of historic properties in order to help protect and preserve the city’s limited number of valuable historic resources and surrounding open space areas. Owners of qualified properties should be encouraged to participate in the Virginia Beach Historical Register program and receive recognition for their contributions to our city’s heritage.

3. PROTECT AND SUSTAIN ENVIRONMENTAL RESOURCES FOR FUTURE GENERATIONS

Well over half of the total area south of Indian River Road is comprised of water and tidal and non-tidal wetlands. Much of it is located in low-lying floodplain zones, publicly owned environmental conservation areas, and areas consisting of poorly



Munden Point Park

drained soils. These so called “Land Management Soils” are capable of handling only a very limited amount of new development.

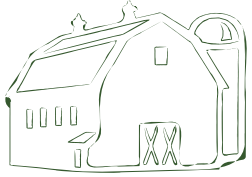
It is an important comprehensive planning objective to protect and sustain all our valuable environmental, scenic and agricultural resources against inappropriate activities and intense growth pressures. We must orient rural residential development away

from sensitive environmental resources to areas consisting of well-drained soils and deeper water tables that are capable of handling septic systems. This, coupled with the objective of maintaining a reasonable overall level of rural development potential, establishes sound planning policy that balances the need for limited rural growth against its impact on the surrounding natural environment. Because of the unique topography in this area, no new residential dwelling units shall be located within the floodplains as cited in Section 5B of the City’s Site Plan Ordinance.

4. PROVIDE REASONABLE RURAL DEVELOPMENT OPPORTUNITIES

This Rural Preservation Plan affords reasonable rural development opportunities well beyond the 10 or 20-year horizon. Property owners may choose to sell their development rights by participating in the Agricultural Reserve Program or to develop their land either ‘by-right,’ which yields a minimum density, or through a conditional use approach which may yield a higher rural density while preserving large tracts of farmland and open space areas. Rural development

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potential is based on land area and soil quality as opposed to lot frontage. The design of a new development is a key component to minimizing impacts to or loss of rural character. Growth should be guided towards the more traditional rural center.

5. ELIMINATE NEED FOR URBAN INFRASTRUCTURE

It has been a long-standing policy of the City not to allow the extension of urban infrastructure into the rural area of the City and this policy remains in effect. The Rural Preservation Plan allows reasonable levels of rural residential development to continue into the foreseeable future thus ensuring that demand placed on public facilities will remain at or below what is deemed acceptable for rural communities. For example, over the past few decades, the rate of development in this area has held steady at around 30 to 40 dwelling units per year. The city also recognizes its responsibility to provide programmed improvements and ongoing public facility and infrastructure maintenance projects in this area.

PUNGO

DESCRIPTION

The most recognizable gateway to the southern rural area is Pungo. It comprises a small and varied cluster of commercial, residential and public properties located around the crossroads of Indian River and Princess Anne Roads. Both roads serve as major access routes in to this region.

The northern two quadrants of Pungo lie in the Transition Area where limited suburban growth is recommended and the southern quadrants are located



Pungo Gateway

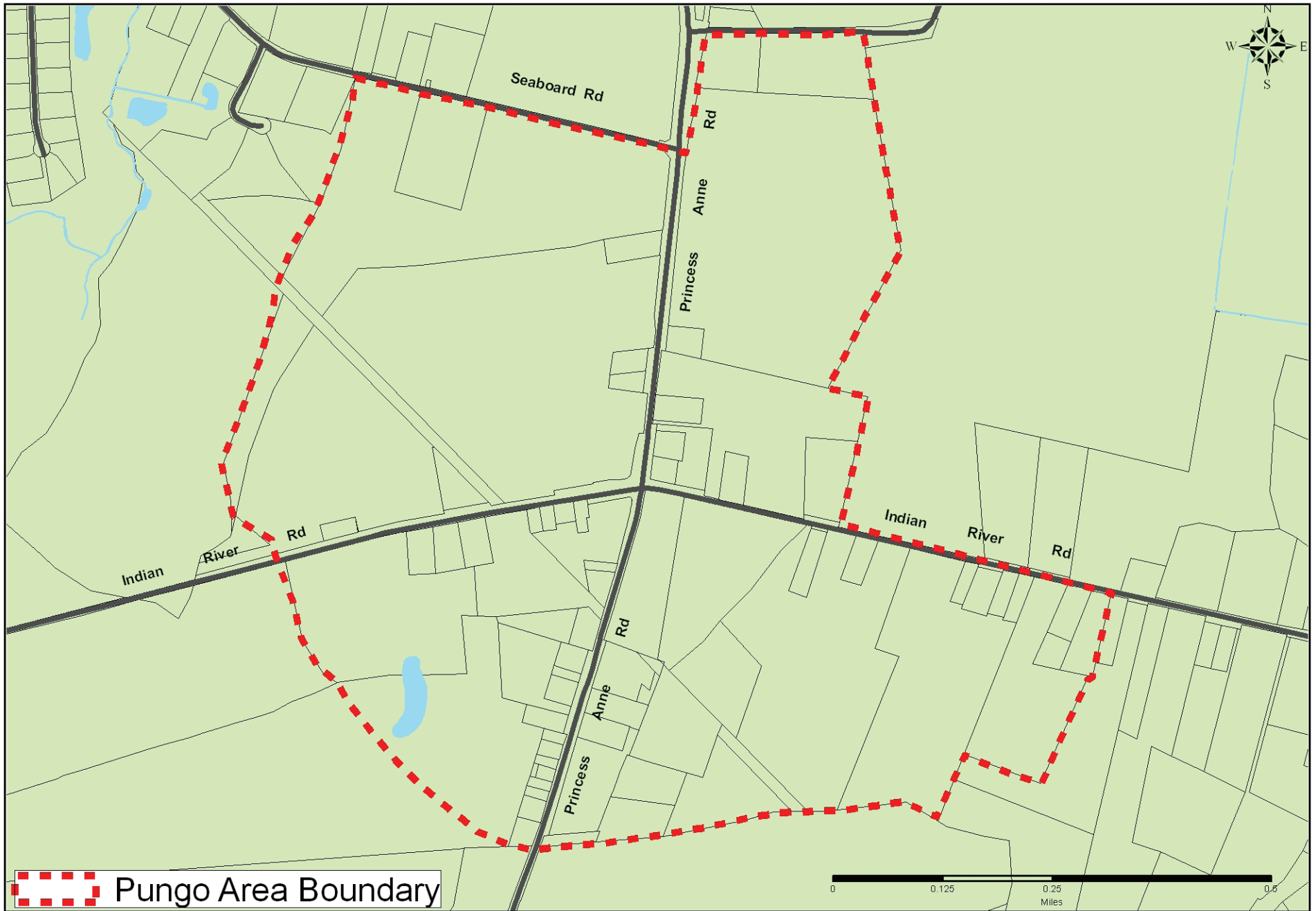
in an area designated for rural use. The area south of Pungo consists of farmland, equestrian centers, small rural commercial centers, estate homes, rural residential neighborhoods and conservation areas. The area north of Pungo is characterized by large, suburban residential developments that are still under construction, patches of farmland and a 130-acre regional commercial center.

PUNGO

RECOMMENDATIONS

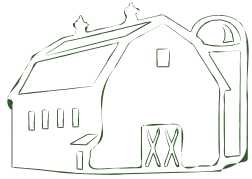
A community-based Pungo Center Implementation Plan should be undertaken to guide the creation of a vibrant village center, one that respects the rural integrity and heritage of the area. The Plan should include a process of developing an Implementation Plan with a coordinated effort to create a zoning overlay and design guidelines that will incentivize and enforce land use recommendations. The plan should include the following elements:

- » Land Use
- » Transportation
- » Environment
- » Infrastructure
- » Other Public Service Delivery
- » Economic Vitality
- » Housing and Neighborhoods
- » Design and Heritage
- » Community Involvement



PUNGO

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PUNGO

RECOMMENDATIONS

- » Cost Estimates
- » Implementation Tools
- » Branding and Marketing

INTERIM PLANNING GUIDELINES FOR PUNGO

Until the implementation plan is adopted, the following interim planning guidelines should be applied to development or redevelopment proposals within the Pungo area.

- » Development proposals should reflect the rural character of existing historic structures
- » Refurbish and preserve older historic structures (i.e. Pungo Grill, Munden's Store)
- » Avoid further suburbanization (i.e. large, separate and single uses with parking in front)
- » Avoid discretionary action that would further a suburban pattern of development
- » Plan and design a special character for Pungo Center that respects its rural heritage and incorporates the general Site and Design Principles as cited in the Comprehensive Plan's 'Reference Handbook'
- » Protect existing public rights of way and provide additional pavement width on Princess Anne and Indian River Roads in Pungo to accommodate safer movement of farm equipment and bicyclists
- » Improve traffic signalization and optimize dedicated turn lights and associated left turn lanes for the predominant turning movements during peak traffic periods

- » Consolidate scattered accesses to property into clearly defined entrances off the road
- » Provide a safe, attractive and continuous pedestrian network
- » Public water and sewer is recommended to serve the area north of Indian River Road with an alternative centralized sewer system serving the area south of this road.

GENERAL LAND USE RECOMMENDATIONS FOR PUNGO

Development proposals that affect properties in the Pungo Area prior to adoption of the implementation plan should consider the following general land use recommendations for each quadrant located around the Princess Anne and Indian River Road intersection. A fiscal feasibility assessment must be conducted prior to programming any public facilities within this study area.

» Northwest Quadrant

The property facing the intersection should accommodate primarily service and retail uses, and the buildings and structures should attempt to re-create a village street facade similar to that of older villages. Parking should be located behind the buildings.

The quadrant is an appropriate location for an inn, which could act as a distinct centerpiece, differentiating this quadrant from the others by projecting a unique site and architectural connection with Pungo Center. An inn would offer food, lodging, and resort-style services such as spa facilities, horseback riding, and "elder hostel" activities. It could act as an appropriate interface with the equestrian and agricultural uses in the northern and western extremities of the quadrant.

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» **Northeast Quadrant**

The preservation of small-scale retail and commercial uses at the intersection and the creation of a heritage park of about 15 acres incorporating a public market are recommended for this quadrant. The park would be an outdoor repository of historical structures and a place for seasonal activities.

This quadrant is also ideal for an outdoor arena and livestock or horse exhibition area of about 45 acres. The creation of a woodland preserve is also recommended to create a visual statement at the entrance to the outdoor arena area.

» **Southeast Quadrant**

Locate a mix of civic, commercial, residential, and open space uses, providing a diversity of development opportunities. Revitalization of existing housing and shops should be accomplished to achieve consistency with older historic structures. For example, plans should integrate a renovated Munden's store as an important historic cornerstone. Appropriate sidewalk, trail, and pedestrian facilities are recommended to allow movement between Munden's, the adjacent vacant parcels, and the commercial core on either side of Princess Anne Road to the south. The City will need to determine the appropriate additional rights-of-way or easements necessary to accommodate these pedestrian facilities. The city should initiate and undertake these activities with cooperation from property owners.

Additional housing is recommended to increase the vibrancy of the community,

providing the “living community” necessary to sustain a rural village feeling. A civic park for the local community should serve as the centerpiece of the southeastern quadrant. The park will cater to community gatherings, ensuring sustainability and vitality.

To provide emergency response for the settlement, a public safety facility should be considered adjacent to or as part of this park.

» **Southwest Quadrant**

Existing commercial should be renovated to reflect the common vernacular of American folk architecture. Uses should be encouraged to move toward the road to provide the feeling of an intimate community that is both walkable and safe, while avoiding conflicts between pedestrians and vehicular traffic.

The retail focus should be on the intersection, with mixed-use service and community retail located along either side of the road within the settlement. As in the northwest quadrant, the agricultural equestrian interface of uses should be established both at the periphery and in the settlement proper. Wetlands and sensitive lands to the southwest should be protected.

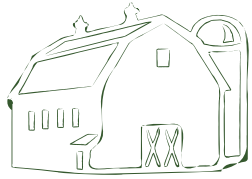
INSTRUMENTS TO ACHIEVE A QUALITY RURAL ENVIRONMENT



Agricultural Reserve Program Farm

The application of the successful Agricultural Reserve Program and the implementation of rural design guidelines will help stabilize and reinforce the rural way of life in southern Virginia Beach. These elements are described below.

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AGRICULTURAL RESERVE PROGRAM

The Agricultural Reserve Program (ARP) was established in 1995 with a goal of preserving 20,000 acres of agricultural land and open space. It is one of the most successful programs in the nation, according to the American Farm Land Trust. The ARP is a non-development option available on a voluntary basis to property owners in the rural area. It preserves land for farming, preserves the rural character and environmental resources of the area, and reduces or minimizes the need for urban infrastructure. It works by voluntarily purchasing development rights from property owners at fair market value and instills fairness in the picture by offering market value compensation to property owners. This ensures that their land's development value will be realized while agricultural production is maintained. The ARP is an important long-range implementation tool for rural and agricultural preservation. The ARP sites are not to be used for wetland mitigation.

RURAL DEVELOPMENT GUIDELINES

If the property owner elects not to enter the Agricultural Reserve Program, but instead wishes to develop his or her property, the Comprehensive Plan seeks to achieve these objectives by giving property owners a choice of two rural residential development options: a By-Right option with calculated density of no more than one dwelling unit per 15 acres; or a



Rural Residence



Typical Rural Road

Conditional Use option allowing a slightly higher calculated density of one dwelling unit per 5 acres within areas designated as Soil Area 1 and one dwelling unit per 10 acres within areas designated as Soil Area 2 (See Southern Rural Soils in Appendix of the Technical Report).

RURAL COMMUNITY AREAS

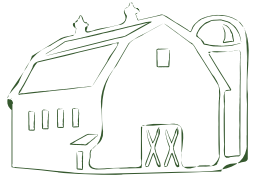
Non-residential development should be located within a Rural Community Area, as described above, unless the non-residential is agricultural in nature or a farm, part of a farm, stable or a mill. These Rural Community Areas should be thought of as focal points for the existing and future development in this area of the City. Development in these community areas can include a mix of locally

oriented retail or services designed to be compatible with the landscape of the area.

RURAL RESIDENTIAL CHARACTER

Rural settlement patterns reinforce pastoral ways of life. The immediate views along the main rural roads are of pasture lands, croplands, hedgerows, fence lines, natural fields and forests. Located at a distance off the road are farm homes, barns, silos, and other outbuildings. Successful rural residential developments do not dominate, but complement this pastoral setting and showcase the attractiveness of the natural surrounding countryside.

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These successful developments include large open space areas that are retained in their natural state, used as farmland, gardens, equestrian centers or other rurally compatible uses. Houses are arranged and streets are aligned in ways that create or adapt to the natural rural setting and do not follow a typical suburban pattern of regimentation. Landscaping, fences and country roads are arranged and aligned throughout a rural subdivision in a manner that frames open spaces and provides an attractive connection between the main rural road and rural home sites.

Their uniquely rural design of homes does not turn their back to the main roadway but, though set back, conveys a sense of outward connection to the land and rural community. It applies such techniques as large, open wrap-around porches, pitched roof lines, detached or side-loading garages and incorporates an architectural treatment that takes its cue from local farm buildings, hunting clubhouses and other examples that reflect the architectural heritage and agrarian character of south Virginia Beach.

Rural residential and non-residential guidelines should be



Pastoral Setting



Classic Rural Home



Classic Rural Style Home

met, as appropriate, whenever a rural development proposal request is submitted for review. See City Zoning Ordinance Article 4 Agricultural Districts for further additional implementation purposes regarding the development of rural properties. Related design Guidelines for the Rural Area may be found in the Comprehensive Plan's Reference Handbook and online in the document library at www.ourfuturevb.com.

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MASTER TRANSPORTATION PLAN



It's Our Future



ISSUES CONFRONTING OUR TRANSPORTATION SYSTEM...

TODAY

- › Automobile oriented
- › Increasing fuel costs and travel times
- › Suburban land use design

IN THE FUTURE

- › Multi-modal focus
- › Transit Oriented Development
- › Transportation Demand Management
- › Regional Coordination

MASTER TRANSPORTATION PLAN

INTRODUCTION

The City of Virginia Beach is often referred to as a typical suburban style community. Low density development dispersed throughout much of the city has helped to promote the car-oriented transportation network that we have today.

This development pattern has served the community adequately in the past, but as fuel prices, congestion and concerns for air quality increase residents, businesses, and visitors are beginning to look for alternatives to driving.

Many outside forces have contributed to the increased demand for alternative transportation modes, including:

- » Increased fuel costs
- » Increased congestion
- » Aging of the “baby-boomer” generation
- » Increased awareness of environmental issues
- » Push for healthier communities and lifestyles
- » Change in land use demands, including the desire for smaller homes and yards
- » Expanded public transit systems
- » Decreased roadway construction funding

Moving people and goods by way of the city’s road and highway network will continue to be the predominate method of travel in the near future, but development of alternative modes is a key component to the future of transportation in Virginia Beach and Hampton Roads.

The 2009 Virginia Beach Master Transportation Plan is a comprehensive multi-modal analysis of transportation goals and policies. This plan builds upon the existing and proposed



Transportation Today



Future Transportation

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KEY TRANSPORTATION PLAN ISSUES

The Master Transportation Plan focuses on developing a multi-modal network to move people and goods throughout the City and region in a more efficient manner. The goals, policies, and action strategies are grouped by topic, but they are all equally important in the development of the city's transportation network. The plan categories are:

- › Citywide Transportation Policies and Roadway Network Plan
- › Land Use and Transportation Coordination
- › Transportation Demand and Congestion Management
- › Public Transportation
- › Bicycle and Pedestrian Facilities
- › Regional Transportation Planning

Master Transportation Plan

road network by encouraging greater use of alternative transportation modes such as public transit, cycling, and walking.

In addition, this plan looks at long-range policies that will help meet the transportation demands of the future by attempting to minimize the need for costly construction projects, bridges, and right-of-way acquisition.

Utilizing “Intelligent Transportation System” technology, changing commuting behavior and patterns, and focusing on the relationship between land use development and transportation needs are a part of this comprehensive approach to the development of the 2009 Virginia Beach Master Transportation Plan.



*Existing Road and Highway Network
(I-264 at Rosemont Road)*



CITYWIDE TRANSPORTATION POLICIES AND PRIMARY ROADWAY NETWORK PLAN

The primary component of the City's transportation system is our road and highway network. While this plan tries to address the city's transportation needs through a variety of different options, the road and highway network will continue to play the lead role in the overall transportation system.

Therefore, it is imperative that roads are adequately planned for, designed, and maintained to accommodate the cars, trucks, and buses that move the vast majority of people and goods throughout the community.

PRIMARY ROADWAY NETWORK PLAN MAP

The Primary Roadway Network Plan Map is a key planning tool for development of the City's street network. The map is developed in conjunction with current specifications and standards used by the City of Virginia Beach Public Works Department.

HOW THE PRIMARY ROADWAY NETWORK PLAN MAP WORKS

The Primary Roadway Network Plan Map identifies the general road corridor locations, road classification, and ultimate proposed lane configuration. The details of what amenities are incorporated in a given road section are identified in the City's Typical Section Standard Drawings.

Each roadway classification has alternative cross sections for constrained situations where right-of-way may be limited by the man-made or natural environment. However, this plan assumes the "Unconstrained" cross section when identifying planned right-of-way and amenities.

More detailed information, including centerline locations, right-of-way widths, and the specific cross sections will be developed and maintained by the Public Works Department as planned projects advance through the public input and design process.

The City has also identified several corridors that will have Access Control through limitations on curb cuts and driveways.

PRIMARY ROADWAY NETWORK PLAN MAP NOTES

1. The currently adopted typical sections will serve as a guide to determine the ultimate R.O.W. required for new roads.

Deviations to the typical section are subject to approval of the City Engineer and are determined on a case-by-case basis.

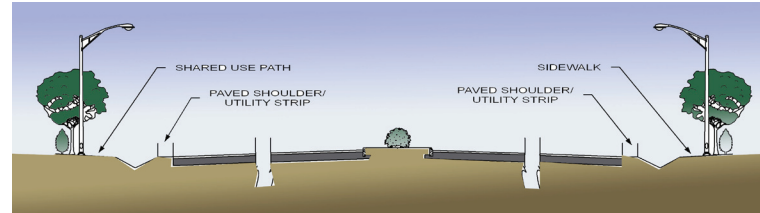
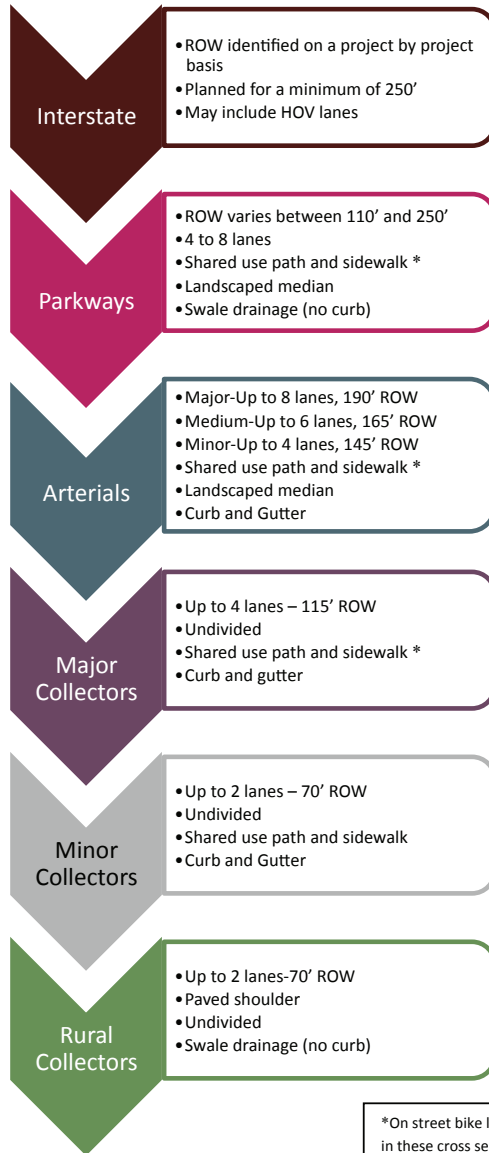
2. Right-of-way width and number of lanes reflect the ultimate build-out scenario and are to be used for long-range planning, design, and right-of-way acquisition purposes. Decisions regarding roadway programming and design will be based on many factors, two of which are traffic demand and impacts on the adjacent communities. Transportation improvements must complement, rather than compromise, the other plans, policies and goals identified in this Comprehensive Plan.

PRIMARY ROADWAY CLASSIFICATION NETWORK

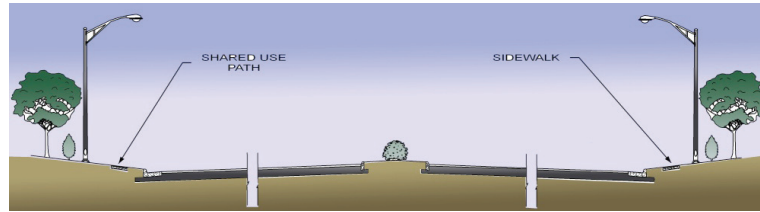
The following classifications are identified on the Primary Roadway Network Plan Map.



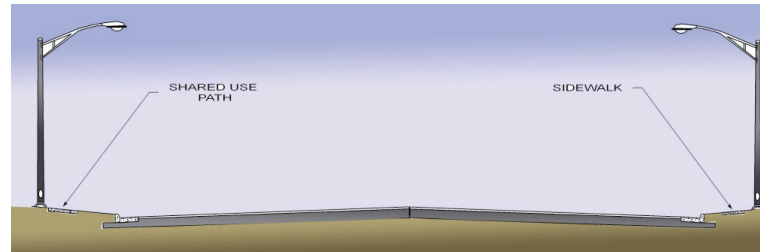
TYPICAL CITY ROADWAYS



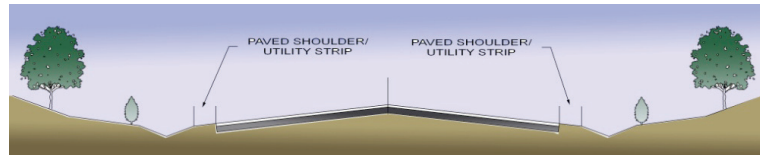
Typical Section: Parkway



Typical Section: Arterial



Typical Section: Major and Minor Collector



Typical Section: Rural Collector

*On street bike lanes may be added in these cross sections, as identified on the map on page 6-xx.

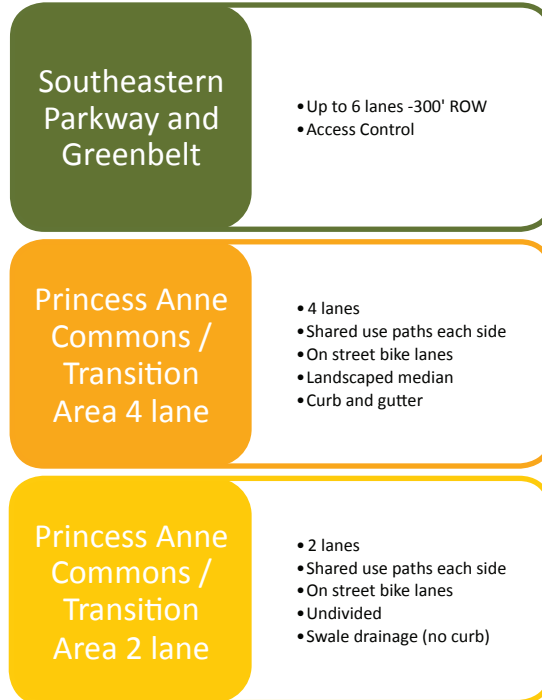


OCEANFRONT TRANSPORTATION PLANNING AREA AND OTHER SITE-SPECIFIC ROADWAYS

Some of the City's roadways, including those in the primary roads of the Commons, Oceanfront, Town Center, and SGA's are unique in design and function. Because of the site-specific nature of the roadways, design and right-of-way, cross sections in these areas are developed on a case-by-case basis.

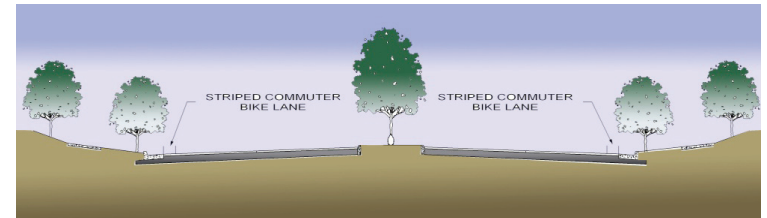
Road cross sections identified in area plans such as those associated with SGAs supersede the typical sections identified in the previous section.

The following are some of the adopted cross sections for some of these unique situations.

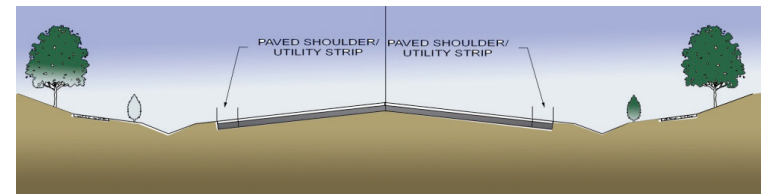


ACCESS CONTROLLED ROADWAYS

There are many ways to improve traffic flow on the city's busier roads. The most expensive method is to add additional travel lanes. This method increases pavement, stormwater runoff, right-of-way, and can have a negative impact on surrounding communities. The management of access points (driveways, intersections, etc.) is important to the safety and proper functioning of roadways. Certain roads, due to their function in the overall roadway network, need a higher level of access control than roads whose function is to provide more direct access.



Typical Section: Commons / Transition Area 4 lane



Typical Section: Commons / Transition Area 2 lane



As an alternative to adding new lane miles to relieve congestion, limiting access on selected corridors is a much more cost effective method to maintain and improve the capacity of these roads. Limiting the turning movements to and from these roads increases capacity and improves traffic flow on the corridors.

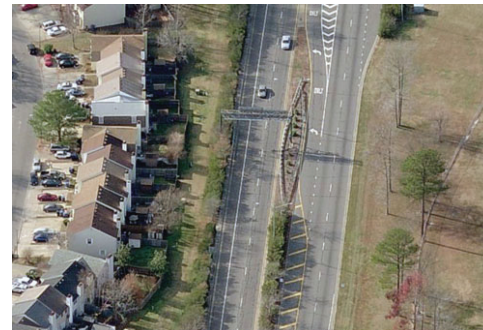
Roads designated “Access Control”, as shown on the following Access Control Map, have restricted direct access to and from that corridor for new developments. Private direct access is not permitted on these corridors except when the property in question has no other reasonable access to the circulation system. Developers are encouraged to utilize building orientation and signage to help identify the businesses along these corridors.

The following corridors are designated as “Access Control”.

- » Northampton Boulevard between Diamond Springs Road and Shore Drive
- » Indian River Road from Providence Road to Ferrell Parkway and from South Independence Boulevard to North Landing Road
- » Ferrell Parkway
- » Princess Anne Road from Ferrell Parkway to Nimmo Parkway



Oceanfront-Pacific Avenue Proposed Street View



Ferrell Parkway



General Booth Boulevard

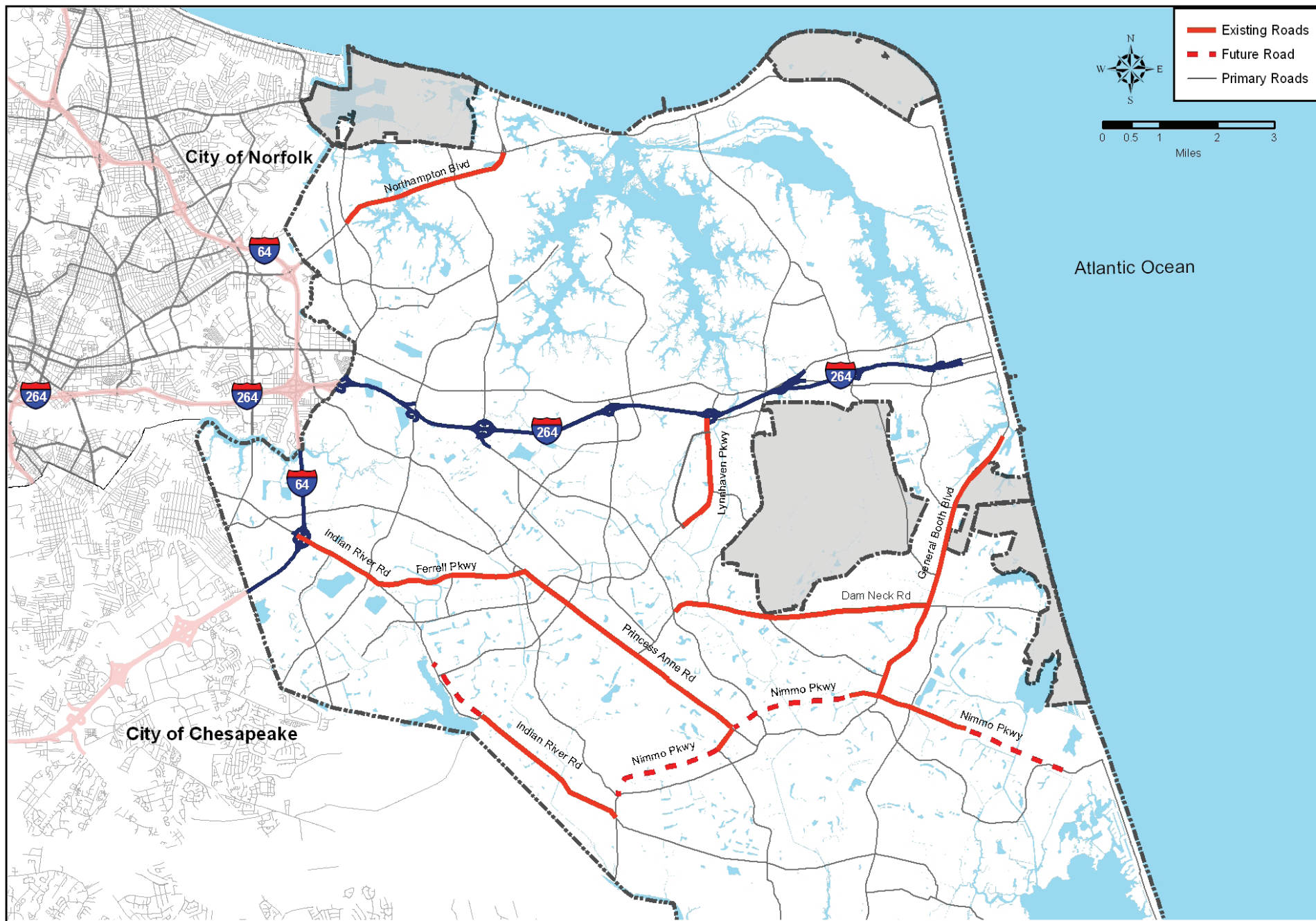
- » Lynnhaven Parkway from I-264 to South Lynnhaven Road
- » Dam Neck Road from Rosemont Road to General Booth Boulevard
- » Nimmo Parkway
- » General Booth Boulevard
- » South Independence Boulevard from Holland Road to Lynnhaven Parkway

POLICIES AND ACTION ITEMS: PRIMARY ROADWAY NETWORK

The following are Key Components to the improvement of the city’s primary roadway network.

- » Continue the planning and development of the Southeastern Parkway and Greenbelt. This will provide a key linkage to western destinations, in addition to a strategic hurricane and disaster evacuation route.
- » Improve I-64 and I-264, as well as the surface street north/south travel, to provide better capacity, access, and safety to the following interchanges:
 - › I-64/264 Interchange (Under Design)
 - › Centerville/City Line Road & I-64 (Proposed new interchange)

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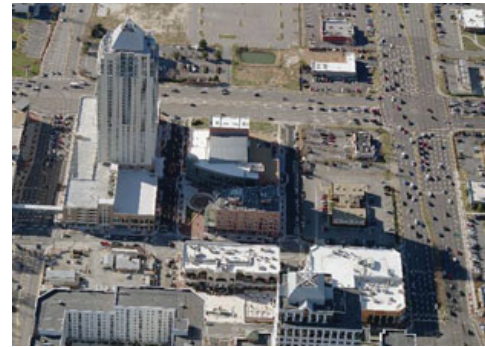


ACCESS CONTROLLED ROADS

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- › I-264 & Newtown
- › I-264 & Witchduck
- › I-264 & Independence
- › I-264 & Rosemont
- › I-264 & Lynnhaven Parkway and Great Neck/London Bridge ramps (Under design and funded for construction)
- › I-264 & Oceana/Birdneck
- » Continue to improve the process of coordination between roadway and utility projects, minimize pavement cuts and traffic disruptions
- » Protect and enhance the city's strategic arterials that connect major employment and activity centers
- » Roadway projects identified on the Primary Bike Network-Commuter Route Map should be designed with on-street bike lanes by reducing landscape buffers by up to 5' where right-of-way allows. See cross section in Bicycle and Pedestrian Facilities Section of this chapter.
- » Establish a policy of access management for the city's arterials
- » Utilize Intelligent Transportation Systems (ITS) to maximize the efficiency of the existing transportation system

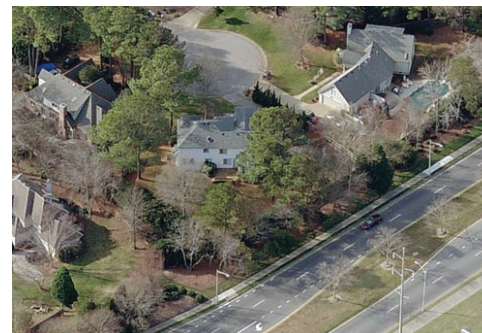


Town Center-Virginia Beach Blvd and Independence Blvd

- » Plan and develop a roadway system that serves the needs of all its potential users of all ages: motorists, pedestrians, cyclists, disabled
- » Develop roads that provide an aesthetic benefit and buffer for the community
- » Develop an effective hurricane evacuation plan for Virginia Beach coordinated with other impacted Hampton Roads cities.



On-Street Bike Lanes



Neighborhood Buffer-Great Neck Road



LAND USE AND TRANSPORTATION COORDINATION

The coordination of land use and infrastructure planning has always been a fundamental principle of sound planning practice.

That importance is elevated with the adoption of this Comprehensive Plan and Master Transportation Plan. Because the majority of the city's developable land north of the "Green Line" is already developed, new construction will be focused in the higher density, mixed use Strategic Growth Areas.

Infrastructure, especially the roadway network, is already strained to meet the needs of existing development. The increased densities of the SGA redevelopment areas will place additional stress on the roads in and around those areas.

The development of the SGA planning areas presents a key opportunity to develop policies that ensure:

- » New development is supported with adequate infrastructure and road networks;
- » Development requirements allow and encourage designs that reduce the impact and demand on the infrastructure;
- » The cumulative effect of individual projects on the neighborhood and City-wide road systems are identified and infrastructure needs are met with the construction of those projects.



Land Use and Transportation Coordination

POLICIES AND ACTION ITEMS: LAND USE AND TRANSPORTATION PLANNING COORDINATION

The following policies have been developed to ensure Land Use and Transportation Planning are coordinated and complementary, creating a pro-active approach to meeting the future transportation needs of the community.

- » Upon completion of the Pembroke and Newtown SGA planning processes, review and refine the city's traffic model.
 - › Work with the Hampton Roads Transportation Planning Organization (TPO) to refine the regional transportation model for use as a specific detailed Virginia Beach model
 - › Incorporate appropriate mode-split factors into model
- › Create sub-sections of current Transportation Analysis Zones (TAZ's), where necessary
- › Update Roadway Network Map and Master Transportation Plan, where necessary, based on review of the completed city-wide model
- » Continue the requirement of transportation modeling and impact studies in conjunction with major development proposals or land use plans to demonstrate the infrastructure needs created by that development. This will include all projects that meet the new VDOT Chapter 527 Traffic Impact evaluation criteria.

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- » Require traffic impact studies for any development proposal that yield a net increase of 150 trips or more during the a.m. or p.m. peak hour
- » Evaluate funding options for the infrastructure needs created by new developments.
- » Incorporate Transportation Planning efforts as a major component in the development of the City's Strategic Growth Areas and other special area planning efforts
- » Promote urban development that reduces the need for single-occupancy vehicle trips and encourages transit-oriented development in SGAs.
- » Continue to implement transportation policies that reduce cut-through traffic and calm traffic in and through neighborhoods, while ensuring connectivity for pedestrian and bicycle users and emergency vehicles.
- » When developing and updating the City's Capital Improvement Program, review this plan for conformity. If the project and the plan are inconsistent, amend the plan or redesign the project to meet the goals of the plan.
- » Evaluate projects' impact on quality of life and aesthetics for surrounding and proposed land uses.
- » Outline criteria to be used to develop and prioritize an approach for upgrading the existing transportation system in conjunction with aging infrastructure maintenance needs, where needed, and to support redevelopment activity requirements, including those identified in Strategic Growth Area Plans.
- » Street classifications, general alignments and street network as identified in previous and subsequent Strategic Growth Area Implementation Plans are adopted by reference as part of this Master Transportation Plan and subsequent amendments.



Reduce Cut-Through Traffic in Neighborhoods



TRANSPORTATION DEMAND AND CONGESTION MANAGEMENT

Congestion in Virginia Beach, like that in most major US cities, is primarily concentrated during the morning and evening work and school rush hour periods. During off-peak hours, many of these same roadways function at or even above acceptable levels.

Because of these traffic patterns, some of the congestion could be alleviated by reducing the demand during peak hours. By increasing roadway capacity through relatively inexpensive technological improvements such as signal coordination and “Intelligent Transportation Systems (ITS)” or the changing of traffic habits, more expensive road widening could be delayed or avoided. Transportation Demand Management (TDM) congestion management technologies, and a continued push for the use of alternative transportation modes, are all part of the city’s Master Transportation Plan and are targeted at the reduction of congestion and the need for road construction projects.

POLICIES AND ACTION ITEMS: TRANSPORTATION DEMAND AND CONGESTION MANAGEMENT

The following policies are identified to help reduce the city’s peak hour demand and improve the capacity of the road network without expensive road widening projects.



Share A Ride-Carpool

TRANSPORTATION DEMAND

- » Place a further emphasis on evaluating alternatives to road widening to alleviate congestion. Multi-modal transportation, TDM, use of ITS, and other technologies and innovations are a key component of the City’s Transportation Planning efforts.
- » Strive for a per-capita net reduction of vehicle trips and trip distances
- › Change land-use development patterns and encourage mixed-use and transit oriented development in select areas of the City
- › Continued support of Transportation Demand Management programs such as the region’s “Traffix” program, which offers programs and incentives for car/van pooling and other trip-reducing services.
- » Encourage and provide incentives for large employers to reduce peak hour demand by utilizing flexible or off-peak work schedules and telecommuting
- » Develop a comprehensive Transportation Demand Management (TDM) plan, including telecommuting, flexible work schedules, and off-peak business hours, especially in the City’s main employment centers
- » Recognize and reduce the impacts of parking supply on travel demand by developing new parking strategies and regulations



CONGESTION MANAGEMENT

- » Establish development regulations that minimize access points on arterial roads
- » Continue to implement and maintain a traffic signal coordination system to ensure maximum peak-hour and peak-direction efficiency
- » Encourage the use of ITS to optimize road capacity, in conjunction with VDOT and regional efforts. Examples of ITS include traffic signal systems, variable message signs, traffic cameras, and electronic toll collection.



Intelligent Transportation System Technology



PUBLIC TRANSIT

Transit in Hampton Roads has typically been a minor component of the region's transportation system. A handful of key routes show high ridership, but many of the outlying routes have low ridership.

Part of the low ridership comes from both perceived and actual issues that make riding difficult.

- » Many routes only run once an hour
- » Night and weekend service is limited or non existent
- » With employment and residential areas spread throughout the region, getting to a destination often takes much longer than driving
- » Stops are often not located within easy walking distance

In fact, according to Hampton Roads Transit (HRT), the transit provider for most of Hampton Roads including the City of Virginia Beach, only 1.3% of all commuters in the region use public transit to get to work. This is compared to 80% who drive alone.

However, there are several factors on the national, regional, and local levels that will likely lead to a higher usage of public transit in Virginia Beach.

- » **Increased fuel prices-** In the summer of 2008, fuel prices across the nation reached \$4.00 or more per gallon for the first time. Transit systems across the country and at HRT saw a spike in ridership that hasn't been seen in decades. Ridership declined when gas prices dropped the following winter, showing the elasticity of demand between



Public Transportation

transit ridership and gas prices.

- » **Environmental concerns-** The continued emphasis on environmental awareness is slowly making an impact on public transit across the country. Living and working near transit lines can minimize fuel consumption, and greenhouse emissions associated with single occupancy vehicles.
- » **Changing land use patterns-** Many communities across the country have realized that a more compact style of development can be compatible with their communities.

Virginia Beach as a community is focusing its growth in mixed-use nodes of higher density development. The City's SGAs support the type of development that is compatible with public transit.

- » **Public Perception-** Service improvements, modern vehicles, express services, and innovations like coach style buses and wireless internet access on transit vehicles are encouraging more people across the country and in Hampton Roads to consider transit as a viable alternative to driving on increasingly congested roads.

- » **Light Rail-** In 2010 Norfolk is scheduled to join several other cities that have opened new Light Rail



systems across the country. These cities include Minneapolis, Salt Lake City, Denver, Phoenix, and Charlotte. In almost every instance, ridership has exceeded original estimates and several cities are already preparing for expansions of their systems.

As construction of the Norfolk Tide project takes place, public anticipation has grown and there is interest in extending the Tide, not only in Norfolk, but in Virginia Beach and other regional employment nodes such as the Norfolk Naval base.

During the public participation process for this Comprehensive Plan, there was repeated support for the expansion of Light Rail into Virginia Beach and to the Oceanfront.

Efforts to lay the groundwork for connecting to the Tide are underway. An agreement to purchase the Norfolk-Southern right of way that runs from the Norfolk Light Rail station at Newtown Road to the Oceanfront was signed in early 2009, and a Virginia Beach Transit Extension Alternatives Analysis and Environmental Impact Statement study was initiated in the spring of 2009 by Hampton Roads Transit. The results of that study will help define the future policy direction for the corridor.

POLICIES AND ACTION ITEMS: PUBLIC TRANSIT

This increased awareness and need for public transit options is the background for the following Master Transportation Plan transit policies.

- » Incorporate environmentally friendly policies into the MTP,



Light Rail

including recommendations from the Governor's Commission on Climate Change, Leadership in Energy and Environmental Design (LEED™) and the City's Green Ribbon Committee

- » For near term planning purposes, review bus route structure to compliment Norfolk Tide's opening and schedule at Newtown LRT station.
- › Coordinate bus route restructuring with HRT planners
- › Adjust Virginia Beach routes as needed
- › Coordinate park-and-ride and Transit Oriented Development (TOD) opportunities at Newtown with HRT and the City of Norfolk
- » Develop a strategy to implement the findings of the Virginia Beach Transit Extension Alternatives Analysis and Draft Environmental Impact Statement, scheduled for completion in 2010.
- › After federal approval and City Council direction, move forward with implementation and construction process.
- › In conjunction with Light Rail expansion or another transit mode within the former Norfolk Southern railroad corridor, evaluate bus feeder network to maximize efficiency and ridership.
- › Develop appropriate park-and-ride network.
- › Include bike and pedestrian access as key



components of transit expansion needs, especially in the development of the rail corridor. Where possible, include a trail network along or near future transit corridors.

- › Coordinate transit expansion with land-use planning efforts in the corridor's SGAs and other adjacent land uses, focusing on Transit Oriented Development practices.
- » Continue participating in regional transit planning, including higher speed regional rail plans
- » Continue to expand and improve the city's transit network, including increased service on main corridors as well as localized circulators at key locations
- » Establish a policy and implementation plan for enhanced shelters, lighting, bicycle storage, and signage/information boards
- » Incorporate public transit into the development of SGA plans, especially those that are on or near the east-west railway corridor.
- » Continue to improve and expand transportation and transit options for the senior and disabled communities, including appropriate sidewalk facilities and appropriately located senior housing opportunities
- » Encourage multi-modal transportation networks, ensuring transportation options for all citizens

» As transit service improves over



Bike Racks



Park and Ride Network

time adjust parking policies to encourage increased transit and optimize use of land within TOD's.

Pedestrian and bicycle activities have always been a



BICYCLE AND PEDESTRIAN FACILITIES

part of the many outdoor recreation opportunities in Virginia Beach. Walking and biking can also be viable ways to travel to work and other destinations, provide individual health benefits and helps the environment. Walking and cycling that is integrated with bus or rail transit greatly increases personal mobility.

The City's Bikeways and Trails Plan is the adopted Plan for all types of trail facilities. Many of these facilities focus on recreation and tourist uses.

This element of the Master Transportation Plan attempts to identify key policies and facilities to improve the transportation component of bike and pedestrian facilities. These plans identify key bike commuter destinations and routes, as well as policies to improve connectivity for pedestrians and cyclists throughout the community.

The Bikeways and Trails Plan was used as the basis for determining new proposed facilities.

PRIMARY BIKE NETWORK-COMMUTER ROUTE MAP

The Primary Bike Network-Commuter Route Map identifies key corridors that link the city's major employment destinations, transit routes and neighborhoods for non-recreation based bike and pedestrian trips. Ideally, almost all major roads within the Primary Bike Network would have some type of bike facility, whether it is on-street striped bike lanes and/or off-street multi-use paths. However, right-of-way and construction costs can limit the ability to construct these facilities.



Multipurpose Roadway

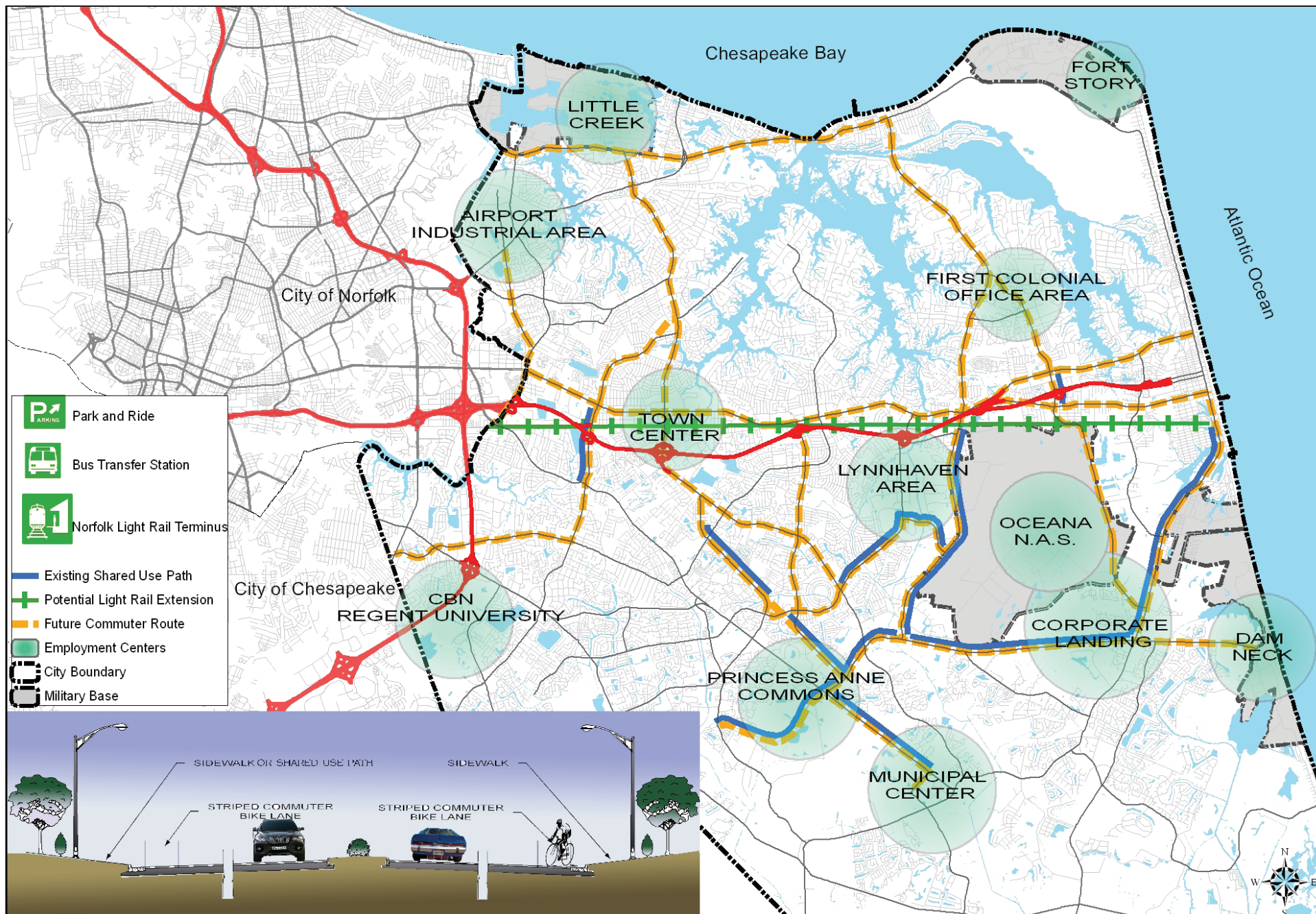
Major road improvements to these corridors should be planned to include a minimum of a 5' on-street bike lane in each direction whenever possible. The bike lanes could be incorporated into the wide landscape buffers, helping to reduce the costs of maintenance and right-of way acquisition.

On existing roadways within the Primary Bike Network where no major improvement projects are planned there may be more economical ways to accommodate bikes without widening the roadway pavement including:

- » Restriping to create a wide outside lane (14 feet) or, in some cases, a full 4' to 5' foot striped bike lane
- » Widen or replace existing sidewalks with wider asphalt pathways
- » Direct cyclists to neighborhood streets designated and signed as "bike routes" to provide low-traffic alternative through route.
- » Reduce landscaping requirements in medians or on shoulders to provide room for bike lanes.

Alternative Section-Arterial on Primary Bike Network-Commuter Route: On-street bike lanes with reduced landscape buffer.

Existing roadways will need to be studied on an individual basis to determine the best and most cost effective solutions for providing bike accommodation. Neighborhood and collector streets, as well as recreation paths, are also important parts of the



PRIMARY BIKE NETWORK COMMUTER ROUTE MAP

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city's bike network and link these key bike commuter corridors to the rest of the community.

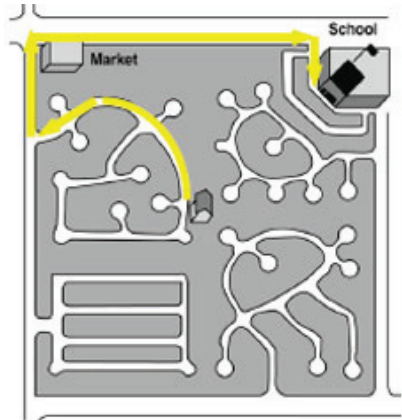
POLICIES AND ACTION ITEMS: BICYCLE AND PEDESTRIAN TRANSPORTATION

The following policies have been adopted as part of the Master Transportation Plan to increase cycling and pedestrian activity as viable transportation modes.

- » Create a definition and applicability for a citywide "Complete Streets" policy
- » Major roadway improvements for roads identified on the Primary Bike Network-Commuter Route Map should be designed with on-street bike lanes by reducing landscape buffers by up to 5' where right-of-way allows.
- » All roads on the Primary Bike Network-Commuter Route Map should be evaluated for low-cost alternatives to road widening for bicycle and pedestrian accommodations.
- » Review codes and development practices to identify development requirements to address connectivity in and through neighborhoods, especially for pedestrian and bicycles.
 - › Remove physical barriers for bike and pedestrian facilities in and around neighborhoods
 - › Increase connectivity for bikes and pedestrians to neighborhood commercial centers, parks, and schools
 - › Where possible, require pedestrian and bike connections in neighborhoods that contain cul-de-sac and dead-end streets

- » Review codes and development practices to incorporate bike parking standards for commercial and multi-family residential developments.
- » Coordinate the Master Transportation Plan with other regional and local bike and pedestrian planning efforts, including:
 - › Capital Improvement Program
 - › City of Virginia Beach Subdivision Ordinance
 - › City of Virginia Bikeways and Trails Plan updates and amendments
 - › Hampton Roads Transportation Planning Organization
 - › Commonwealth of Virginia on statewide trails
 - › East Coast Greenway

The East Coast Greenway is a developing 3,000 mile trail network linking the East Coast from Maine to Florida. The trail will likely make its way through Hampton Roads in the mid-to-long range future. The City will continue to work with this non-profit group to coordinate the City's role in their plan.



A typical suburban neighborhood with fenced yards and no pedestrian facilities.



A typical suburban neighborhood with minor pedestrian facilities to assist walking or biking to the store, park, or school.



REGIONAL TRANSPORTATION PLANNING

Regional transportation planning is facilitated by the Hampton Roads Transportation Planning Organization (TPO). Federal regulations require an organization such as the TPO in urbanized areas having a population of 200,000 or more. The TPO conducts a planning process that must result in regional plans and programs that lead to an efficient, integrated, and intermodal transportation system that meets the economic vitality, safety, mobility, and environmental goals of Hampton Roads. The TPO consists of representatives from all the cities and counties in Hampton Roads, public transit organizations, and state and federal transportation agencies.

POLICIES AND ACTION ITEMS: REGIONAL TRANSPORTATION PLANNING

- » Emphasize the importance of Virginia Beach's Master Transportation Plan's role in the region's transportation network and planning process, including the participation and endorsement of appropriate regional and statewide planning efforts
- » Support efforts to provide improved transportation links to the regional and national systems, including: the Southeastern Parkway and Greenbelt which would improve linkages to US 460, I-464, I-664, I-64 and I-95 and represents a key component of the City's and Region's long-range plan
- » Continue to support regional planning efforts for key corridors in other jurisdictions, including US Route 460
- » Continue to support efforts to improve the safety and functionality of both I-64 and I-264, including interchange improvements at I-64/I-264
- » Continue to support improvements to I-264, including interchange improvements at Newtown Road, Witchduck Road, Independence Boulevard, Rosemont Road, Lynnhaven Parkway, Great Neck/London Bridge Roads
- » Continue to support the study of an additional interchange on I-64 between Indian River Road and Greenbrier Parkway
- » Work with other south Hampton Roads communities to develop a regional transit hub, linking local and regional transportation networks including light rail and higher speed rail
- » Continued coordination with Norfolk International Airport for air travel improvements, planned land uses surrounding the airport, and improved intermodal transportation access
- » Continue to support improvements that facilitate travel across the region's many water bodies, including: the Hampton Roads harbor, the Elizabeth River, and the Chesapeake Bay
- » Continue participation in the region's intermodal transit planning as first established in the development of the region's 2009 "Transit Vision Plan for Hampton Roads"
- » Continue to support the development of higher speed rail corridors that would connect to southside Hampton Roads
- » Continue to support efforts to develop a regional Bikeways and Trails plan
- » Continue to support efforts to develop a convenient, efficient, and multi-modal public transit system

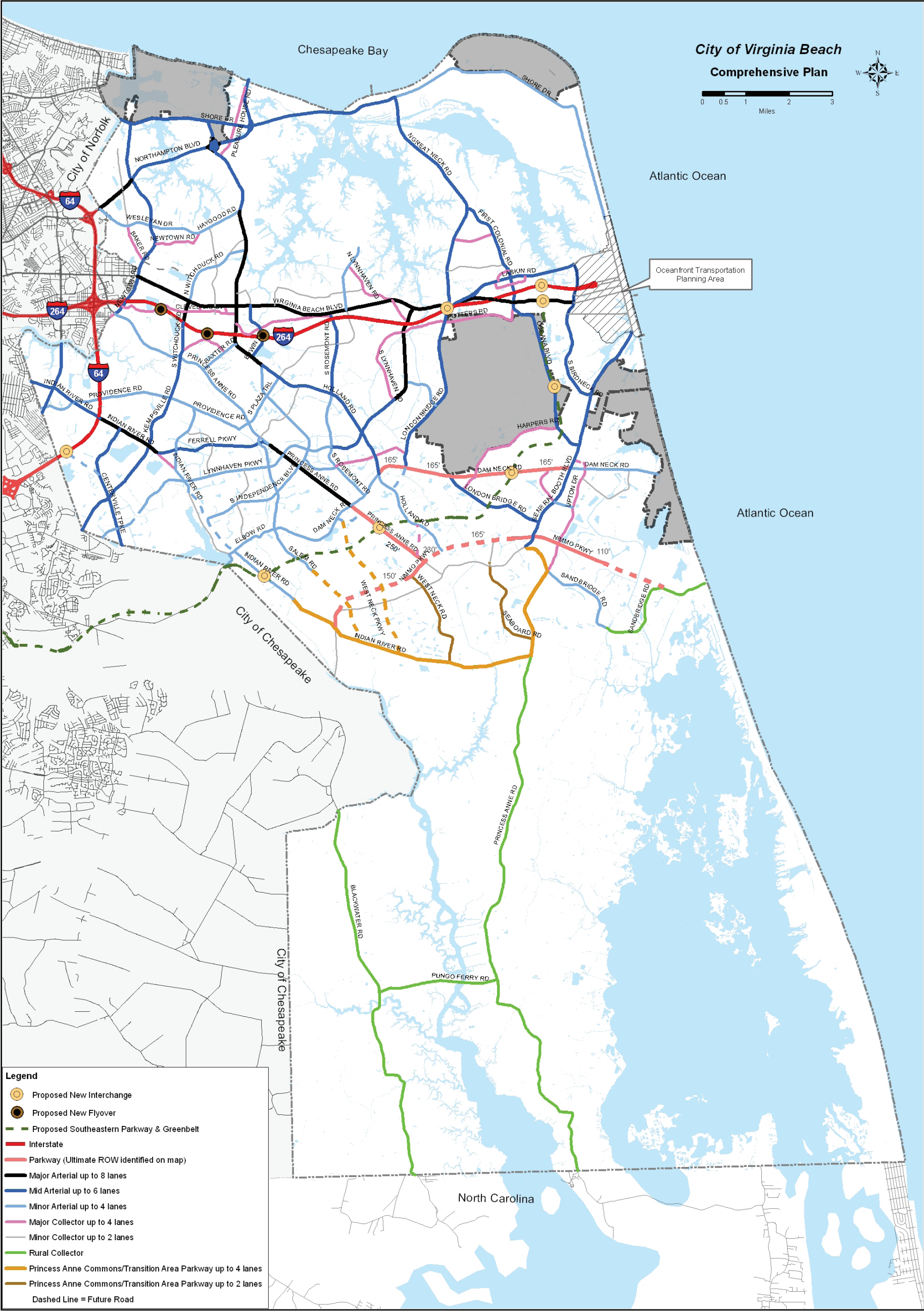
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- » Support TRAFFIX, the regional Transportation Demand Management organization
- » Support efforts to enhance and broaden the public information and participation opportunities related to transportation planning
- » Support efforts that improve the safety of our regional transportation system
- » Support efforts that improve regional freight delivery
- » Support transportation policies and activities that improve the environment, including regional air and water quality



Regional Transportation



ROADWAY NETWORK MAP

DISCLAIMER: The data is provided “as is” and the City of Virginia Beach expressly disclaims all warranties, UCC, and otherwise, express or implied including particular purpose, and further expressly disclaims responsibility for all incidental, consequential or special damages arising out of or in connection with the use or performance of the data. The user acknowledges the disclaimer of warranty and waives all warranties expressed or implied and waives any right of claim for damages incidental, consequential or special, arising out of or in connection with the use or performance of the data.

CAUTION: This map represents approximate locations and values; it is subject to mapping projection and compilation error(s). Property information is compiled from recorded plats and best fit to base mapping products using Virginia State Plane NAD 1983 coordinate system, with a minimum target accuracy of +/- 2-5 feet. This mapping product is not a legal survey and therefore can not be used to determine private/public property locations, for engineering/construction site design or for final flood zone determinations. This map is for informational purposes only.



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ENVIRONMENTAL STEWARDSHIP



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It's Our Future





THE ENVIRONMENTAL STEWARDSHIP FRAMEWORK

- › Sustainability
- › Water Resources Protection and Management
- › Open Space and Green Infrastructure
- › Living Resources and Ecosystems Protection and Management
- › Natural and Man-made Hazards Mitigation
- › Education, Training and Community Involvement
- › Land and Development Management
- › Energy Resources Development and Management

ENVIRONMENTAL STEWARDSHIP

ENVIRONMENTAL STEWARDSHIP CAN BE DEFINED AS THE COMPILATION OF INFORMED DECISIONS AND CHOICES BY EVERYONE WHOSE ACTIONS AFFECT THE ENVIRONMENT TO ACHIEVE ENHANCED ENVIRONMENTAL QUALITY.

ENVIRONMENTAL STEWARDSHIP MISSION

The purpose of this chapter is to provide a comprehensive set of planning policies that protect and manage Virginia Beach's environmental assets.

VIRGINIA BEACH AT THE PRESENT

Many of the declines in the quality of the City's natural resources and the range of environmental issues faced today are a result of past actions and decisions, such as loss of wetlands and dunes, filling of floodplains, erosion, impaired navigation – the list is extensive. Many of these actions and decisions were undertaken in a time when they were considered sound and effective; however, time has shown that they were not ecologically sensitive or sustainable. Ironically, the unique mix of the City's natural resources and its environmental setting are major assets that fueled development in the City, reflecting a growing desirability and appeal to live here. Virginia Beach is now at a crossroads where it is appropriate to rethink the approach to how the City's environmental assets are used, managed and protected, both in the short and long term. By embarking on a more direct and coherent approach to environmental stewardship, the City can hope to curb the loss of its nonrenewable natural resources and the functions these resources perform that in large measure give Virginia Beach its unique identity and environmental quality. Should those threads that bind an area together start unraveling and sever, the health, uniqueness, economic value and sustainability of the built environment are directly impacted. In short, the City's unique physical attributes and fundamental environmental quality – things that are valued as the reason for this special place to exist and be known as Virginia Beach – should be sustained for present and future generations.



Sustainable Natural Ecosystems



Live Oak Trees



First Landing State Park

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GUIDING PRINCIPLES

The Environmental Stewardship Plan serves as the City's primary policy document affecting the elements of the natural environment and processes employed to protect it. The following 'Guiding Principles' should be integrated into all planning related decisions that affect the quality of our physical environment:

1. Preserve, protect and maintain our natural resource areas.
2. Improve stewardship of our natural resources.
3. Establish linkages with other environmental plans
4. Work to ensure that citizens are involved in protecting and maintaining quality environmental resources.
5. Implement the environmental goals and policies set forth in this Plan.

INTRODUCTION

Abundant and diverse natural resources and high standards of environmental quality are hallmarks of a dynamic and healthy ecosystem. In the natural world, areas that exhibit this kind of setting are characterized by many different terms, including "unique," "valuable," "exemplary," "sustainable," and "worthy of protection." Such areas are highly prized because of their value to the rest of us - for aesthetic reasons, for the healthy setting they provide for human, animal and plant life, for the special character they often exhibit which has been eliminated in other areas or is under threat of elimination from competing uses, decline in resources, or decline in environmental quality.

The Environmental Stewardship Plan is intended to provide a strategy for accomplishing key objectives that have a close relationship to one another. It is important to provide a clear blueprint of the setting that Virginia Beach occupies in the natural world, or as some may call it, the City's "current reality." When one talks about natural resources and environmental quality, it is critical that an understanding of the present is tempered with what existed in the past before one begins to understand breakdowns in the natural system, and to identify their causes. Without this understanding, one can easily become engaged in a struggle to try and reshape the present into something that the City is not truly capable of becoming or remaining without exorbitant expenditures of time, energy and resources necessary

to maintain a new equilibrium. Examinations of the past five decades of the history of Virginia Beach provide some valuable insights into what works and what needs to be rethought from this perspective. The present condition of the City's environmental resources is summarized and quantified in the accompanying Comprehensive Plan's Technical Report.



The Nature Conservancy Property at Mill Dam Creek in Blackwater

As Virginia Beach moves forward in this new century it will face many opportunities for unequaled growth and prosperity and, as such, its Environmental Stewardship Plan must be able to discuss in understandable terms, with a reasonable amount of detail, how its "framework" will provide the necessary guidance and balance to accommodate this growth and prosperity.



THE ENVIRONMENTAL STEWARDSHIP FRAMEWORK

SUSTAINABILITY

CITY OF VIRGINIA BEACH'S SUSTAINABILITY PROGRAM

The City Council resolved on September 23, 2008 to develop a Sustainable Virginia Beach Initiative to be known as “GoGreen Virginia Beach”. Sustainability is defined as “development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs” (United Nations World Commission on Environment and Development, 1987). This concept actually tends to enhance the abilities of the present generation to meet their needs, not limit them, as it promotes:

- » Efficiency
- » Robust Systems
- » Resiliency
- » Self-Reliance
- » Creativity

SUSTAINABILITY ALLOWS THE CITY TO DO THE FOLLOWING:

- » respond to changes we cannot control
- » acknowledge limited resources and rising costs (energy, land, water, natural amenities)
- » maximize community assets (economic, cultural, historic, educational, natural)
- » promote longevity of environmental quality and resources (air, water, timber, food, energy)

- » develop and adapt systems (agriculture, tourism, environmental, military, transportation) to be usefully productive indefinitely and responsive to change

A STRATEGY FOR A SUSTAINABLE CITY FUTURE IS NEEDED NOW TO HELP MEET:

- » Immediate Necessities
- » Economic Development Opportunities
- » Quality of Life Challenges
- » Local Resilience Needs



Sustainability Relationships

The City is now in a unique position and time to link sustainability opportunities to its future, and this window of opportunity for Virginia Beach is narrow due to intense competition from other communities in the region, Commonwealth and nation to capitalize on the sustainability and green trend as a marketing and economic development tool. Focused and effective City

leadership and public relations are necessary to forge strong partnerships between the City government and the business, civic and environmental communities in Virginia Beach.

Environmental Stewardship is a critical element to the success of these goals, but it is not itself the goal. Sustainability is much broader and more integrated. While being sustainable is increasingly understood as synonymous with being “green”, it is vital to the City’s future and needs to be an essential part of the City’s environmental stewardship strategy.

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RECOMMENDATIONS:

- » Address applicable federal or state regulatory requirements, meet or revisit applicable City regulatory requirements in light of meeting City policy objectives, and provide for periodic reviews of City operations and facilities.
- » Create a Sustainability Plan for the City that sets forth goals and recommendations.
- » Create a periodic report every three years entitled “The State of Virginia Beach’s Environment” to measure progress in meeting Sustainability Plan objectives.

WATER RESOURCES PROTECTION AND MANAGEMENT

SURFACE WATER

One of the City’s most valuable natural resource is undoubtedly its surface water resources. The geography of the City comprises three major watershed areas: the Chesapeake Bay; Southern Watersheds; and Owl’s Creek/Atlantic Coastal.

The components that make up the watershed areas that require protection and management consist of wetlands, shorelines, riparian buffers, storm drainage systems and the land upon which they drain. These components, collectively, determine the environmental health, quality and sustainability of all of the City’s natural resources.

RECOMMENDATIONS:

- » Implement plans and programs designed to protect and restore the City’s natural waterways for habitat support and recreational use.



Sustainable Landscape Management

- » Address requirements of the Chesapeake Bay 2000 (C2K) Agreement (as referenced in the document library at www.ourfuturevb.com), and those which are currently being developed at the federal and state level in light of pending regulatory and legislative actions.
 - » Increase public access to Bay tributaries.
 - » Working with all stakeholders, identify issues to be addressed and develop a strategy for the formulation of a Watershed Management Plan and a Water Use Conflict Memorandum of Agreement for the Elizabeth River, Lynnhaven River, and Rudee Inlet/Owl Creek watersheds.
 - » Continue cooperation between the following watershed restoration projects and organizations:
 - › Back Bay Restoration Foundation
 - › Elizabeth River Project
 - › U.S. Army Corps of Engineers
 - › Commonwealth of Virginia
 - › Cities of Chesapeake, Norfolk and Portsmouth
 - › Lynnhaven River NOW
 - › North Landing River Keepers
 - › The Nature Conservancy
- » Demonstrate that the provisions of the federal Clean Water Act are addressed as they apply to achieving total maximum daily load (TMDL) requirements.

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- » Ensure that all golf course facilities comply with the Audubon Certification Program (as referenced in the document library at www.ourfuturevb.com) to protect drinking water supply.
- » Ensure that the goals set forth by the Southern Watersheds Area Management Program are met.
 - › Fully implement the inspections and enforcement provisions of the Southern Watersheds Management Ordinance.
 - › Encourage the planting of riparian buffers along shorelines in the Southern Watershed.
 - › Identify opportunities for increased ecotourism.
 - › Identify federal and state incentives that educate and encourage farmers to use improved best management practices to curb agricultural runoff.
 - › Amend the City Zoning Ordinance to establish a hierarchy of uses and provisions that advance the preservation, conservation, restoration and management of our natural resources.
 - › Implement the Southern Watersheds Area Management Plan's Multiple Benefits Conservation Plan and the North Landing River Water Use Conflict Memorandum of Agreement (as referenced in the document library at www.ourfuturevb.com).
- » Maintain the Atlantic Ocean and Chesapeake Bay water quality for water contact recreation.
- » Enhance stormwater management by exploring alternatives to conventional stormwater management facilities (SWMFs), such as Low Impact Development (LID) approaches that are applicable to the coastal plain.



Stormwater Outfall

- › Amend the Stormwater Management Ordinance to conform with evolving federal and state standards.
- › Incorporate "Low Impact Development" design features into City's major buildings and parking area projects.
- › Develop and prioritize a schedule for upgrading existing storm drains where practicable for water quality improvements.
- › Incorporate design features into new SWMFs to the greatest extent practical that emphasize regional water quality solutions.
- › Explore the feasibility of offering incentives to encourage greater use of permeable pavements and other innovative measures.
- » Maintain high water quality for both the supply and watersheds for the City's drinking water reservoirs.
 - › Expand the Resource Protection Area (RPA) and the Southern Watersheds Buffer designations to include Lake Lawson, Lake Smith, Little Creek Reservoir and Stumpy Lake to create protective buffers.
 - › Coordinate with our sister cities to develop an educational program to educate residents on preserving water quality.
- » Outline criteria to be used to develop and prioritize an approach for upgrading the existing stormwater system where practicable for water quality improvements, in conjunction with aging infrastructure maintenance needs and redevelopment activity requirements in Strategic Growth Areas (SGAs).

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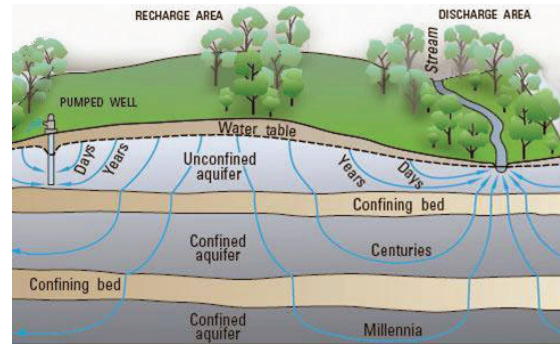


GROUNDWATER

Groundwater resources consist of two principal sources: a shallow aquifer and a deeper aquifer known as the Yorktown formation, which is at least 100 feet deep in this area. Land development activities can disrupt both aquifers in profound ways when unsound development practices occur and inject substances into the groundwater features or deplete the available safe supply yields. The results are groundwater supplies unavailable or unstable for use due to decreased volume and increased saltwater intrusion and toxic contamination.

RECOMMENDATIONS:

- » Develop an education program that increases public awareness about the importance of protection and conservation of limited potable groundwater resources.
- » Establish protocols to conserve and protect groundwater on city properties.
 - › Develop an integrated pest management (IPM) and nutrient management plan.
 - › Complete an underground storage tank (UST) remediation on all city sites.
 - › Pursue proper closure of all abandoned wells.



Groundwater Cross Section

- » Promote homeowners education through the dissemination of information through a variety of means such as: City's web page; libraries; utilities' billing flyers; and the City's media outlets.
- » Require all golf courses to maximize the use of recycled water for irrigation. Seek full accreditation under the Audubon Certification Program (as referenced in the document library at www.ourfuturevb.com) for all golf courses, both public and private.

- » Coordinate public water and sewer extension plans with groundwater protection goals for all areas north of the Green Line where septic tanks and wells have exceeded their life cycle and are failing.

OPEN SPACE AND GREEN INFRASTRUCTURE

Water Defines Virginia Beach...

"The Comprehensive Plan should encourage restoration of tree cover, preservation or creation of additional open spaces, connections between green spaces and visual access to areas of scenic beauty such as our marshlands and ocean."

Virginia Beach Vision

Open space, park lands and waterways are the keys to the City's character and unique identity within the region. Early development of



Redwing Golf Course

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the region was shaped primarily by waterways used for transportation. Today, these same waterways are important for different reasons. They are the thread that ties neighborhoods together. They provide drinking water, recreation, flood control and wildlife corridors. Virginia Beach's waterways are the backbone of the natural resource system within the City.

Local waterways should be protected with natural and or restored buffer areas, large and small open spaces, park lands and low impact development that work together to form continuous corridors known as greenways.

Virginia Beach needs to acquire, manage and protect lands for public use in a strategic manner to develop an interconnected system of green spaces that conserves natural ecosystem functions, sustains clean air and water and provides places for flood control, recreation and civic engagement. Providing recreational opportunities within the greenway system will help local citizens understand the benefits of clean water and to value healthy waterways. This interconnected system can be described as "green infrastructure".

RECOMMENDATIONS:

- » Seek multiple benefits through open space efforts to enhance and improve water quality.
- » Acquire open space in strategic locations to improve corridor connectivity, access to waterways, and to preserve unique ecological and cultural heritage sites.



Lake Lawson and Lake Smith Natural Area

- » Increase public access and low-impact activities along the waterfront.
- » Provide recreational trail systems.
- » Maintain the high quality of existing recreational facilities.

The Virginia Beach Outdoors Plan and the Virginia Beach Bikeways and Trails Plan (as referenced in the document library at www.ourfuturevb.com) are the primary tools for implementation of our green infrastructure system. These plans identify opportunities for property acquisition and development as well as specific projects for construction. The Department of Parks and Recreation receives funding in the Capital Improvement Program on an annual basis to support open space acquisition, development and management. It is important for this annual funding to continue in order to adequately plan for and secure future green spaces. The Agricultural Reserve Program (as referenced in the document library at www.ourfuturevb.com) is another tool that complements the City's open space goals and objectives and coordination with this program should continue. The three key green infrastructure projects discussed in the Outdoors Plan include:



Thalia Creek Greenway

Thalia Creek Greenway

Located just south of Town Center in Pembroke, Thalia Creek Greenway is an example of an urban greenway system that goes beyond the rivers and parklands. Urban greenways provide transportation links and strengthen community identity.

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Urban greenways are a way of bringing together unrelated developments. As other areas of the City begin to become denser, it is recommended that greenway and open space systems be integrated into all Strategic Growth Area plans. More information on the Thalia Creek Greenway is available in the document library at www.ourfuturevb.com

» **Stumpy Lake/North Landing River Greenway**

This greenway corridor begins at Stumpy Lake and follows Indian River Road to the North Landing River and Back Bay. There are opportunities to connect this greenway with Chesapeake and North Carolina trail systems as well as a larger regional trail system known as the East Coast Greenway. The East Coast Greenway is planned as a long-distance family friendly bike trail from Maine to Florida. Properties in this corridor are being acquired through the Open Space Acquisition program, the AICUZ program for the Interfacility Traffic Area and the Agricultural Reserve Program.

» **West Neck Creek Greenway and West Neck Creek Natural Area Park**

The West Neck Creek Natural Area is the center for this greenway corridor. To the north, there are opportunities to connect large residential areas along Holland Road to this greenway. To the south, this greenway could merge with the Stumpy Lake/North Landing River greenway.



Typical Maritime Canopy

However, just sanctioning the greenway corridors is not enough. Expanding and creating new trail networks that link greenways and allow seamless movement of users through the City's greenways and natural areas will facilitate sustainable use of these areas. Trail networks provide alternate transportation routes and recreation areas for City residents, and they can

help preserve greenways for wildlife. Diligently undertaking the upkeep and maintenance of trail networks within the City's green spaces will ensure that water resources, sensitive habitats, and wildlife protected, valued and minimally impacted by foot traffic.

LIVING RESOURCES AND ECOSYSTEMS PROTECTION AND MANAGEMENT

URBAN FORESTRY

Urban forestry consists of practices that the City employs to maximize the social, aesthetic and functional values of its forest resources. Through these practices, the City is able to accomplish a broad array of multiple benefits and functions at lower cost than man-made alternatives would allow. Urban forestry practices can help offset adverse affects of heat islands and urban runoff, and provide habitat for wildlife in an urban setting.

RECOMMENDATIONS:

- » Establish urban forest canopy goals with reasonable actions for those desired properties.
- » Provide incentives to developers for increasing planting on developable land.

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- » Improve the viability and resilience of the City's urban forest by initiating the three-trophic layer (canopy trees, understory trees, shrub and groundcover) approach.
- » Improve inspections and enforcement capabilities to better achieve the objectives of local landscaping and tree protection ordinance requirements.
- » Enhance policies that guide development requirements for landscape practices on proposed projects.
- » Develop progressive practices for urban forestry that make the City a leader in such projects.
- » Protect, maintain and increase the number of existing healthy trees found in the City.
- » Identify areas of the City with special trees and other vegetation, and provide or obtain appropriate statutory protection for these areas.

UNIQUE PLANTS AND ANIMAL HABITATS

Virginia Beach is uniquely located geographically such that it affords the most biological diversity found in the state east of the Blue Ridge Mountains. Its position between the mouth of the Chesapeake Bay and the Albemarle-Pamlico Sounds makes the City the northernmost home to many southern plant and animal species, and the southernmost home to many northern plant and animal species.

Abundant waterways and wetlands provide diversity of habitat for many songbirds, shorebirds, wading birds, raptors and waterfowl. A wide variety of freshwater, brackish and salt water fish and shellfish species are also present. Additionally, several endangered and threatened species, including loggerhead sea turtles and bald eagles, call Virginia Beach home.

Virginia Beach is fortunate to possess these plentiful aquatic resources, which hold value for the City in seafood harvests, recreation, and aesthetics. Protecting sensitive spawning and nursery habitats will ensure that the City's natural resource based industries continue to thrive. Local fisheries and shellfish harvesting should be of special concern. As noted in the Virginia Department of Environmental Quality Water Quality Assessment Report (as referenced in the document library at www.ourfuturevb.com), fishing is impaired in half of the City's secondary watershed areas. Shellfishing is assessed less broadly within Virginia Beach's network of water quality monitoring stations, but it is impaired in at least three of the eight secondary watersheds. Virginia Beach should support a well coordinated effort between federal and state regulators

and private stakeholders to prevent any further harm to its fisheries, and to remedy problems that have led to the decline of its fisheries. The location and health of sensitive spawning and nursery habitats should be paramount in the development review process.



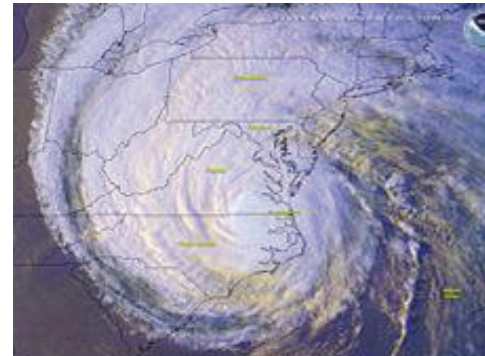
Lynnhaven Oyster Reef Construction

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RECOMMENDATIONS:

- » Create maps and other resources that show the important fish spawning and nursery locations to facilitate efforts to consider impacts of future development.
- » Protect and restore unique plant and animal habitats to enable the City of Virginia Beach to remain the number one locality in the Commonwealth with the highest biological diversity east of the Blue Ridge Mountains.
- » Restore and attain sustainable inventories of native edible oysters in the Lynnhaven River.
- » Protect the diversity of habitats through a variety of conservation tools. Use the recommendations cited in the adopted Natural Heritage Report, 1994 (as referenced in the document library at www.ourfuturevb.com) when considering developments that may affect designated wildlife protection areas.
- » Promote continued coordination between the Hampton Roads Planning District Commission (HRPDC), The Nature Conservancy, and the Virginia Department of Conservation and Recreation/Division of Natural Heritage (VDCR/DNH) of their respective work programs for sharing inventory data bases.
- » Increase the use of informed decision-making in the development review process to protect irreplaceable habitats and wildlife resources, through greater use of GIS data on plant and animal habitats.



Hurricane Isabel

- » Partner with Wildlife Response, Inc.; to provide a wildlife rehabilitation center in the City to treat and care for injured wildlife.
- » Restore oyster reefs in the Lynnhaven and Owl Creek estuaries by developing a hatchery plan, a shellfish recycling program and constructing sanctuary reefs.
- » Work with the Virginia Institute of Marine Science and other partners to restore Submerged Aquatic Vegetation (SAV) through planting and habitat enhancement efforts.
- » Undertake one wetlands restoration project each year in the Elizabeth River Watershed and the Lynnhaven River Watershed.
- » Establish, at a minimum, one mile of new riparian forest buffer in accordance with Chesapeake 2000 Agreement goal of restoring 2,010 miles of riparian buffers in Virginia by 2010.
- » Provide sufficient resources to effectively manage invasive plants and animals.

NATURAL AND MAN-MADE HAZARDS MITIGATION

Environmental hazards are very real to our coastal area. The City must focus on long-term sustainability by identifying short and long term impacts associated with natural and man-induced occurring events. These occurrences can be linked to chronic issues, such as inappropriate floodplain development and response to natural or man-made disasters, which could cripple parts of the City. Taking a more comprehensive approach can afford the City much needed resources

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and planning with predictable responses and actions on both the built and natural environments.

CLIMATE CHANGE

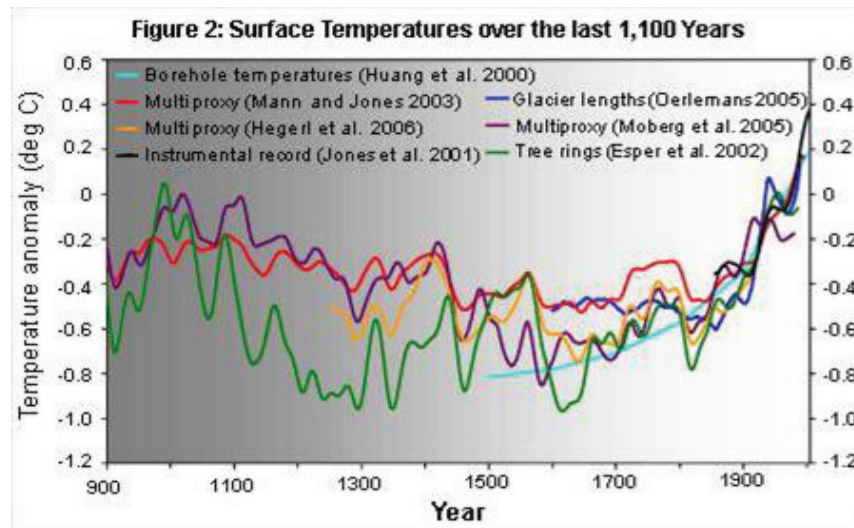
It is well established by the scientific community that global warming is a real and growing problem.

Even though there are varied opinions on the extent of human activity as a cause of this phenomenon, there is widespread concern and a call for action from government and citizenry alike to address climate change. The City should consider global warming as a reality, as local examples abound of this fact – increasing range of fire ants, increasing salinities in bottomland swamps causing species changes, and migratory pattern changes for bird and fish species. (as referenced in the document library at www.ourfuturevb.com)

In 2007, the Virginia Commission on Climate Change was tasked by Governor Kaine to develop a Climate Action Plan to reduce Virginia's greenhouse gas emissions by 30 percent by the year 2025, in response to Executive Order 59. This will require a reduction of 69 million metric tons of carbon dioxide equivalent (MMte CO₂), reducing Virginia emissions to 161 MMte CO₂. These documents are available in the document library at www.ourfuturevb.com.

While responding to this challenge is a complex task, the City should begin efforts by:

- » Undertaking research to identify and then lower its carbon footprint by modifying the manner and location in which City activities are conducted and City facilities are constructed.
- » Implementing State and Federal programs that are designed to address the issues associated with climate change.
- » Developing and utilizing its own programs, and assisting the community in carrying out these programs to reduce climate change threats to residents.



Surface Temperature Over Time

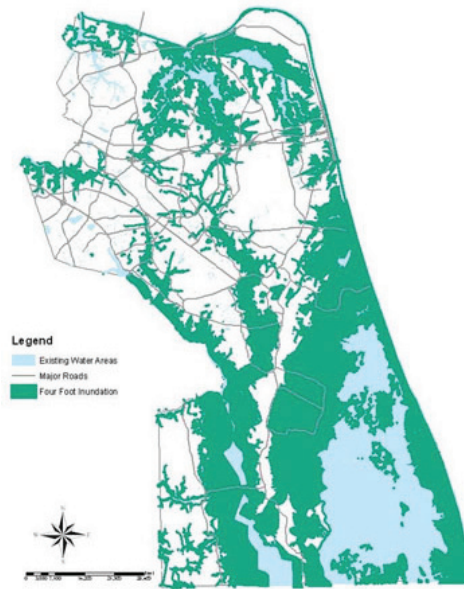
RECOMMENDATIONS:

- » Build Leadership in Energy and Environmental Design (LEED™) structures or their equivalent.
- » Retrofit buildings to save on energy use.
- » Adapt to a fleet of vehicles that uses less carbon based fuel.
- » Increase our urban forest canopy in order to absorb more CO₂.
- » Recycle materials, especially for construction purposes.

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- » Use energy efficient lighting and reduce wasteful electricity use.
- » Assist the public in saving energy and promote environmentally responsible development.
- » Adopt policies in conformance with State and Federal mandates.
- » Accomplish tasks associated with the City's commitment to the U.S. Mayors Climate Protection Agreement (as referenced in the document library at www.ourfuturevb.com) and being a "Cool City", including conducting a global warming emissions inventory; creating a solutions-based plan; and implementing this plan and monitoring the City's progress.
- » Support research and development of alternative energy sources and encourage their use.
- » Refine evacuation plans and expand evacuation routes: promote widening of U.S. Route 460, and construction of the Southeastern Parkway and Greenbelt.
- » Identify and help the public locate high ground shelter facilities and ensure access to the shelters.
- » Investigate coastal barrier technologies and tidal stream diversion techniques.
- » Concentrate new development at higher elevations.



*Estimated Inundation From
a 4 Foot Sea Level Rise*

SEA LEVEL RISE

Sea level rise is a major concern for coastal Virginia, particularly for the Hampton Roads region. The Chesapeake Bay Program's Scientific and Technical Advisory Committee projects that sea levels in the Chesapeake Bay region will rise by 0.7-1.6 meters (2.3-5.2 feet) by 2100. With a sea-level rise of about four feet the City of Virginia Beach would experience an estimated loss of about 45,000 acres from water inundation. This estimate does not account for storm surge effects, nor does it take into account efforts to curtail, block, or divert floodwaters.

Based on an analysis by RMS (a catastrophe modeling company) that has been reviewed and approved by the Organization for Economic Cooperation and Development (OECD), the Virginia Beach-Norfolk Metropolitan Statistical Area ranks 10th in the world in value of assets exposed to increased flooding from sea level rise. Hampton Roads is also listed as the second most impacted area in the country for sea-level rise, behind New Orleans.

RECOMMENDATIONS:

- » Prohibit construction in floodplains without acceptable mitigation.
- » Build on higher ground where it is less susceptible to sea level rise and make higher ground the prime focus of development.
- » Identify high ground shelters in case of emergency and provide ensured accessibility to those shelters

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- » Aggressively retrofit existing storm drains throughout the City into state of the art stormwater management facilities to minimize flooding after heavy storms while also addressing water quality objectives.
- » Increase efforts to clean up contaminated sites suitable for reuse or redevelopment through appropriate incentives.
- » Strategically replace dunes and grasses in the most valuable and vulnerable shorelines.
- » Investigate techniques to mitigate incursion of storm surge and tidal inundation of low-lying areas.
- » Evaluate and develop measures to increase reasonable structural setbacks in order to effectively protect properties facing the Chesapeake Bay and Atlantic Ocean.

NOISE IMPACTS AND LIGHT POLLUTION

Many Virginia Beach citizens are affected by noise created by surface transportation, aircraft and stationary sources. The need to minimize these impacts will be balanced against other required planning objectives as cited in state law. This point is especially true as it applies to the city's Air Installation Compatible Use Zone (AICUZ) program and the recommendations cited in the 2005 Hampton Roads Joint Land Use Study. There is evidence indicating stress and personal health hazards from unwanted noise, high noise levels and excessive light sources as well.



*The Constellation Orion:
Clear Sky Versus Light Polluted Sky*

The Dark Skies Initiative (as referenced in the document library at www.ourfuturevb.com) seeks to reduce night-time glare so that the stars and other celestial objects can be visible. The benefits include aid to migrating wildlife, stress reduction and aesthetic value, as well as energy savings.

The need to reduce outdoor lighting faces a balance between the immediate benefit of energy savings versus the need for personal safety and a desire for aesthetic treatment. Both light glare and noise pollution share the issue of subjective interpretation and, in many cases, can be solved through mediation rather than by litigation.

RECOMMENDATIONS:

- » Adhere to AICUZ and other policy and programmatic recommendations cited in the Oceana Land Use Conformity Program and the 2005 Hampton Roads Joint Land Use Study, both adopted by City Council.
- » Orient “noisy” businesses inside the City’s higher AICUZ zones and away from stable residential neighborhoods.
- » Explore alternative means of noise attenuation along major thoroughfares, and at interchanges through the use of wider shoulders, and increased vegetation instead of noise walls.
- » In order to save energy and reduce night-time light haze, use directed lighting as advocated by the Dark Skies Initiative as much as is feasible for all City buildings and infrastructure.

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ENVIRONMENTAL HAZARDS MANAGEMENT

Expand current efforts to minimize environmental hazards by addressing short and long term impacts associated with man-made and natural occurring events. Emphasize avoidance, minimization and mitigation to the greatest extent practicable.

All communities are faced with varying types of events and natural processes that can have serious impacts to its residents and resources. These challenges range from the more predictable and routine ongoing activities such as mosquito control or snow removal to the infrequent events such as response to a natural disaster like a hurricane, or to a man-made disaster, such as a toxic spill. Some of these problems can be traced to human decisions and actions, such as inappropriate development in a floodplain, which may have devastating consequences during major storm events.

Likewise, a community may summon an inappropriate or untimely response to a natural or a man-made disaster, such as rushing to restore infrastructure to an area that is no longer sustainable, leading to unforeseen consequences to the long-term functions and activities in a community.

The term 'environmental hazards management' is intended to cover all of these types of occurrences and suggests that a more comprehensive approach to addressing these types of issues can afford a community more predictable responses to

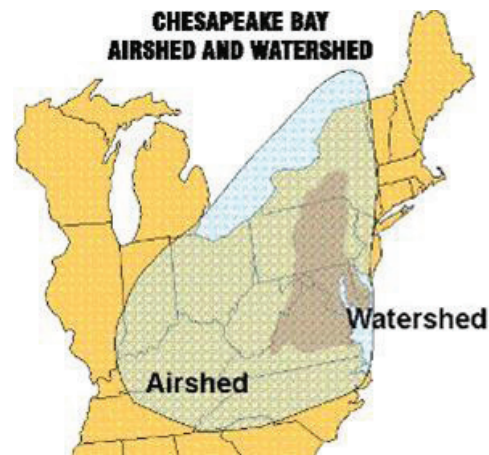


Hurricane Isabel Flooding

impacts, as well as help ameliorate the excessive costs associated with remediation or response to both the built and natural environment.

RECOMMENDATIONS:

- » Wherever possible, in the development approval process, avoid developing inside floodplain areas and similar low-lying areas.
- » Encourage development to provide greater protection than that afforded by minimum standards present in current regulations and ordinances.
- » Educate the public on the functions and values of floodplains.
- » Assist landowners to reclaim and reuse contaminated sites and, after remedial action has been taken, encourage the development and redevelopment of such sites through the use of incentives.
- » Pursue legislative authority to prohibit development within coastal primary dunes.
- » Increase reasonable structural setbacks in order to effectively protect properties facing the Chesapeake Bay and Atlantic Ocean.



Chesapeake Bay Airshed and Watershed

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- » Discourage shoreline hardening with engineered structures without scientific justification of need in accordance with Virginia Marine Resources Commission Guidelines, except in areas where intensive waterfront development requires such measures.

AIR POLLUTION MANAGEMENT

Hampton Roads is located at the eastern edge of an airshed that covers much of the Ohio valley and the mid-Atlantic region. The Chesapeake Bay Airshed is over four times larger than its watershed. Distance from remote, industrial pollution sources and Hampton Road's coastal location have contributed to fewer air quality problems as compared to other metropolitan areas of similar size.

Although population growth has leveled in Virginia Beach, further increases in traffic congestion are likely to accompany the slow State and Federal response to transportation infrastructure needs.

At the local level, there are a number of actions that can be taken to demonstrate a focused approach at helping to reduce air quality declines, including transit improvements, ride-sharing and better facilities for bikes and pedestrians. Collectively, these actions will help to mitigate against projected pollution increases only slightly; but they can also offer transportation alternatives that can potentially reduce traffic congestion and thereby improve the region's air quality in the future, especially when combined with new technologies being developed in the transportation industry.



Tailpipe Emissions

RECOMMENDATIONS:

- » Reduce air pollutant loadings, in part, by working to achieve the Chesapeake Bay 2000 (C2K) goals related to air pollution.
- » Increase tree preservation and replacement efforts.
- » Improve air quality by promoting the use of alternative transportation systems, such as mass transit, carpooling, van pooling, park and ride facilities, high occupancy vehicle lanes, increased bus service, interconnected bikeways and trails, work flextime and telecommuting, and providing voluntary incentives for businesses to reduce air pollution by incorporating as many of these alternatives as possible.
- » Pursue legislative authority to require the installation of gas fireplaces instead of wood burning fireplaces in new dwellings in urbanized areas of the City.
- » Minimize air pollution from both mobile and stationary sources to the greatest extent practicable, and continue to support regional efforts to qualify as an Ozone Attainment Area.

SOLID WASTE MANAGEMENT

The City of Virginia Beach is a leader in the field of waste management. Its recycling program is regarded as one of the most successful in the Commonwealth.

The City has increased its operational capacity at the City Landfill #2 facility by participating in the Regional Refuse Derived Fuel (RDF) Plant and Power Plant that supplies electrical power to the Norfolk Naval Shipyard in Portsmouth, Virginia. The City must continue this leadership role by being proactive in looking ahead to

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the next generation's demands for solid waste disposal capacity once the current Landfill #2 facility reaches its operational life capacity.

RECOMMENDATIONS:

- » Manage solid waste generation in such a manner to eliminate, reduce, or recycle waste products to the greatest extent practical. Operate the waste management facilities to safeguard the land, air and water resources for economic and environmental efficiency.
- » Ensure all appropriate adaptive reuse “close out” measures are employed to protect the public health, safety and welfare.
- » Encourage recycling and separation of solid waste products at their source to help extend the life of the landfill.
- » Educate and encourage increased use of composting where opportunities exist.
- » Promote increased recycling in the tourism industry through the development of incentives.
- » Promote aggressive Pollution Prevention Programs developed through the Virginia Department of Environmental Quality.
- » Reestablish a municipal composting and mulching operation.



Landfill Compaction Operation

- » Monitor technological advances in reuse and energy conversion from solid waste.
- » Increase efforts to clean up contaminated sites suitable for reuse or redevelopment through appropriate incentives.

EDUCATION, TRAINING AND COMMUNITY INVOLVEMENT

The City has a strong history of volunteerism, civic participation, education, and grassroots involvement in environmental protection. Many local organizations exist, including the City's Clean Community Commission, Beautification Commission, Master Gardeners Program, and the Clean Waters Task Force. Environmental stewardship has the critical focus of local environmental issues and opportunities, and fosters informed participation to accomplish the overall vision of an enhanced sustainable environment. A focused approach and strategy for undertaking environmental restoration projects with environmental monitoring of the City's natural resources and environment is paramount for generations to come.

The City needs to redouble its efforts at environmental education and outreach if it intends to accomplish the wide array of environmental stewardship policies set forth in this Plan. This effort will require that the City dramatically increase its collaboration with other parties, including non-governmental organizations, academia, media and



Volunteers Planting Riparian Buffer

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web-based applications. Providing practical and timely educational information is a responsibility that the City cannot do alone.

Working with Virginia Beach City Public Schools (VBCPS) could enable the City to integrate sustainability into its curriculum, and let students work on environmental issues with problem-solving and critical thinking techniques. This could lead to many enriching environmental projects for students, and provide another venue for the City to emphasize environmental stewardship to young residents.

Dedicated City resources need to be better integrated with volunteer efforts and the activities of other interest groups to achieve sustainability objectives.

RECOMMENDATIONS:

- » Consider working with VBCPS to develop an Environmental Science High School Academy that will introduce students to careers in the field, and expand their understanding of environmental problems.
- » Work with the VBCPS School Board to better integrate an environmental and sustainability curriculum into the Standards of Learning (SOLs).
- » Continue the integrated approach to environmental education and awareness that emphasizes fact-based decision making and provides more accurate information to the citizens of Virginia Beach.
- » Work to create partnerships between neighborhoods, businesses and citizens to preserve and maintain existing neighborhoods.



North Landing River Landscape

- » Increase citizen involvement in environmental restoration projects for wetlands, coastal primary sand dunes, riparian forest buffers, urban forests, oyster reefs, and submerged aquatic vegetation (SAV).
- » Build greater public-private partnerships among community groups while improving localized environmental quality, natural resource habitat and stewardship accountability.

LAND AND DEVELOPMENT MANAGEMENT

Land is a most precious resource – limited in amount, highly valued and often exploited, a commodity that is constantly being sold, developed, or redeveloped. As the City matures, its land inventory becomes even more precious. Management of land in its natural state demands that we employ wise management and stewardship practices to safeguard the City's natural heritage. Similarly, developed land should be used in a sustainable manner, so that its value to present and future generations is maintained or enhanced.

RECOMMENDATIONS:

- » Create tax incentives for redevelopment of existing developed sites that advance multiple public benefits.
- » Undertake analyses to develop an inventory of potential brownfield sites in the City and pursue reclamation and redevelopment opportunities as appropriate.
- » Coordinate land development and redevelopment with planned greenways and open space systems.

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- » Work in partnership with private, state and federal resource agencies to manage green infrastructure areas.
- » Encourage the Virginia Dare Soil and Water Conservation District to develop programs for the urban and suburban areas of the City, in addition to maintaining its rural programs.
- » Support and promote the City's Agricultural Reserve Program.
- » Implement the recommendations of the City's Green Ribbon Committee Report (as referenced in the document library at www.ourfuturevb.com)
- » Continue efforts in partnership with the City of Chesapeake, the Commonwealth, The Nature Conservancy and the Navy to establish a new State Park along the North Landing River.
- » Better utilize the City's geographic information systems (GIS) capabilities in the development review process by making this data available to the public online.
- » Increase staff resources in the City's Environmental Management Center in order to establish a formalized environmental review and coordination process for all development-related issues.
- » Where physically and economically feasible, take reasonable steps to provide access to underground mineral resources such as sand, gravel and aggregate, when reviewing development and redevelopment applications.



Offshore Wind Power Generation

ENERGY RESOURCES DEVELOPMENT AND MANAGEMENT

Virginia Beach is uniquely situated to become a major player in alternative energy resource research and development, including solar, biofuels, biomass power, geothermal, wind, and ocean power. More traditional energy resource development opportunities may also exist in offshore natural gas exploration and development. As these resources are further evaluated, special precautions need to be taken to ensure that energy resources are developed in a manner that safeguards natural resources and promotes sustainable energy management for the long term.

RECOMMENDATIONS:

- » Intensify efforts to work with the Virginia Coastal Energy Research Consortium on an array of alternative energy opportunities, particularly in offshore wind development and biomass power from algae.
- » Encourage the City to become a leader in energy conservation and efficiency efforts, including retrofitting existing vehicle fleet management and building maintenance operations.
- » Link energy resource development and management opportunities to the City's economic development strategy and the region's long-term economic development goals.
- » Promote development of a City Energy Plan to include calculation of the City's carbon footprint.

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HOUSING & NEIGHBORHOOD PLAN



www.ourfuturevb.com



It's Our Future

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HOUSING THAT IS SAFE, DECENT, DIVERSE, AFFORDABLE AND ATTRACTIVE HELPS FOSTER:

- › Neighborhood Stability
- › Quality Physical Environment
- › Lifestyle Choices
- › Civic Pride
- › Lifelong Learning
- › Economic Vitality
- › Quality of Life

HOUSING & NEIGHBORHOOD PLAN

A key indicator of every successful city is how well it protects the health and quality of its housing and neighborhoods.

The Housing and Neighborhood Plan includes a description of a neighborhood's fundamental characteristics and an outline of relevant issues and policies for this important component of the city's physical, economic and social environment. Housing and neighborhoods are intertwined. Good neighborhoods exist and thrive in the context of quality housing and the civic pride of the residents. Therefore, both housing and neighborhoods are discussed together in this chapter.

VISION FOR HOUSING AND NEIGHBORHOODS

Virginia Beach will be a City with vibrant, well-maintained neighborhoods where all residents have the opportunity to obtain desirable, safe and affordable housing and enjoy a high quality of life.

EXISTING CONDITIONS AND TRENDS

The following section presents existing conditions and trends relating to housing and neighborhoods. Related information is also included concerning housing age, condition, value, and overall affordability.

Chartered in 1963, Virginia Beach has evolved over the past five decades into the most populated city in Virginia. The area north of the Green Line is largely built out and has a generally suburban character. It also includes the resort area and Town Center. The resort area is a major east coast vacation destination. Town Center, located in the middle of the City, has become an urban center for work, living, culture, shopping and dining.

Most of the city's residential areas are characterized by low to medium density housing in neighborhoods that exhibit diverse housing types, demographics and property values.



Single Family Home



Stable Neighborhoods are Community Assets



Multifamily Housing



Dwellings in the southern and rural area of the City consist of both typical farm houses and about 2200 rural residential dwellings, some of which are located in relatively compact neighborhood settings.

The percentage of single family detached homes in the City was near 60 percent for many years. However, this has decreased by two percent with a corresponding increase in multifamily housing units since 1996. While this is relatively small on a percentage basis, it does reflect a movement toward more compact development. Compact development is consistent with the City’s comprehensive planning strategy that seeks to reduce sprawl, protect valued natural resources and optimize efficient use of existing infrastructure.

HOUSING AGE, CONDITION, VALUE, AND AFFORDABILITY

AGE OF HOUSING

The age of the housing stock in Virginia Beach also plays a role in the vitality of the City as well as in planning for the future. From the early 1990’s through 2008, the housing stock increased an average of 1200 housing units per year. The housing growth in this period was significantly less than the boom development years in the 1980’s, especially 1986 when 8000 new housing units were permitted. Despite this combined growth, Table 1 shows that almost 44 percent of all the housing units in Virginia Beach were built prior to 1980. This means that slightly under 50 percent of the City’s housing stock is nearly 30 years old or older. The age is significant



60% of Housing is Single Family

because after three decades, it is more likely that maintenance and major component replacement is needed and that desired features in modern housing may be missing. The degree to which this issue is addressed contributes to either neighborhood vitality or decline.

Table 1—Housing Growth by Decade
As of January 1, 2009

DECADE BUILT	HOUSING UNITS	CUMULATIVE HOUSING UNITS	RATE OF GROWTH BY DECADE
Prior to 1950	2,620	2,620	N/A
1950 to 1959	10,053	12,673	384%
1960 to 1969	19,788	32,461	156%
1970 to 1979	28,041	60,502	86%
1980 to 1989	47,308	107,810	78%
1990 to 1999	17,282	125,092	16%
2000 to 2009	13,968	139,060	11%
TOTALS	139,060	139,060	

SOURCE: City of Virginia Beach, Real Estate Assessor
NOTE: Does not include apartments, mobile homes, military housing or demolitions.

PHYSICAL CONDITION OF HOUSING

The physical condition of housing is a key issue for maintaining the overall health of the city and its neighborhoods. Overall, the condition of housing in Virginia Beach, as measured by exterior surveys from 1990 to 2006, has remained relatively constant, despite an increase in average age. Contributing factors may include the continued attractiveness

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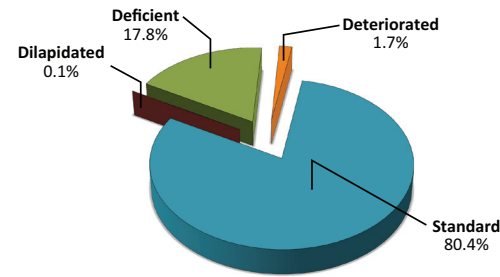
of the city as a place to live, increasing housing values and delivery of effective public services, including building and property maintenance code enforcement.

As noted in the following chart, over 80% of housing in Virginia Beach meets or exceeds the 'standard' or acceptable level. It is important that we focus our attention on bringing deficient and deteriorated housing into code conformance and reduce the number of dilapidated housing.

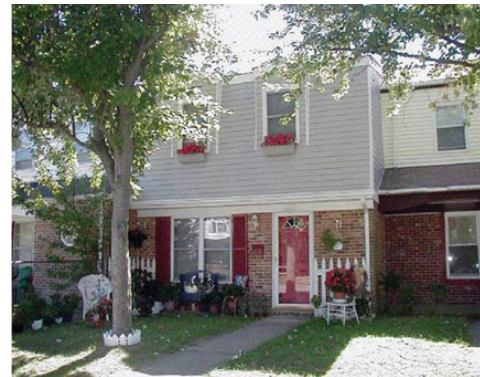
HOUSING VALUES

Until the late 1990's, the City experienced average annual increases in housing assessments of about three to four percent. Between 1990 and 2009, average annual increases in housing values ranged from a low of 8.3% for townhouses to a high of 11.7% for low rise condominiums. For all residences, during this period the annual increase averaged 10.8%.

However, the Nation's and the City's housing values climbed dramatically from 2004 through 2007. Virginia Beach had unprecedented appreciation rates of 20 percent or more from 2004 through 2006. This appreciation skewed the overall growth rate abnormally high from 1990 through 2008. This rise in home



Physical Condition of Single Family Housing
SOURCE: Virginia Beach Single Family Housing Survey 2006, DHNP



Successful Rehabilitation Home



Example of Housing Built in the 1970s

prices increased the size of an already wide housing affordability gap.

Although Virginia Beach has been affected by the national economic downturn, housing values in the City have only declined modestly compared to the rest of the United States. The number of foreclosures is actually below the foreclosure rate in 2000. Many of the foreclosed homes are being purchased on the open market which is also contributing to the minimal decline in local housing values.

HOUSING AFFORDABILITY

Based upon median income and housing values, the trend is showing that home ownership is becoming more and more difficult for many people. For example, between 1990 and 2000, median household incomes in Virginia Beach could afford dwellings priced at \$23,500 and \$37,300 above median value. In 2008, this trend reversed to a point where median household incomes could afford no more than dwellings priced at \$64,400 below the median value.

What this means is that household incomes are increasing much slower than the value of our housing stock. This affordability gap will preclude many potential homeowners from buying their first homes and will also

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GUIDING PRINCIPLES FOR HOUSING AND NEIGHBORHOOD PRESERVATION

- › Design in Quality and Energy Efficiency
- › Safe Housing and Neighborhoods
- › Diversity and Choice
- › Strategic Growth Area Housing
- › Equal Opportunity
- › Housing Replacement
- › Preservation, Renewal and Enhancement

put additional demand on the rental housing market, contributing to still higher rents.

The change in housing prices during the turbulent economic times of the early 2000's also had a pronounced effect on the rental housing market. Virginia Beach has a substantial investor owned rental market consisting of private residences throughout the City, especially in the larger, older townhouse neighborhoods.

From 1999 through 2008, the combined effect of the housing price increase and increased demand elevated rents by an average of 6%/year, from \$560 in 1999 to \$871 in 2008. This increase clearly impacts affordability for many workforce and low and moderate income households.

GUIDING PRINCIPLES FOR HOUSING AND NEIGHBORHOOD PLANNING

The importance of good housing and neighborhoods is reflected by its recurrence in the City's goal setting process. The emphasis placed on housing and neighborhoods in City planning and policy acknowledges the fact that well over 84% of the City's \$46 billion real estate base is residential. For most homeowners, housing represents the family's largest single financial investment.



Housing Values Increased More Than 20% Annually Between 2004 and 2006.



Low Density Multifamily Housing



New Townhouse Development

Therefore, the general health of our housing stock and our neighborhoods are of critical importance to our citizens and to the continued economic vitality of our City. Housing is an indispensable building block of the local economy. It contributes to household wealth, creates jobs, boosts local revenues, adds wages and contributes to the tax base.

GUIDING PRINCIPLES FOR HOUSING AND NEIGHBORHOOD PLANNING ARE:

- › Design in Quality and Energy Efficiency
- › Safe Housing and Neighborhoods
- › Diversity and Choice
- › Strategic Growth Area Housing
- › Equal Opportunity
- › Housing Replacement
- › Preservation, Renewal and Enhancement

DESIGN IN QUALITY AND ENERGY EFFICIENCY

We believe that quality in design and construction of housing and neighborhoods, at all price ranges, will be the most cost effective approach to achieving our goals

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over the long term. A lack of initial quality in the name of affordability, or any other goal, will only end up postponing costs and shifting them to others.

Our new housing and new developments, as well as the rehabilitation and revitalization of housing and neighborhoods, should be aligned with the city's overall goals of reducing environmental impact, reducing energy use, and creating a sustainable built environment.

SAFE HOUSING AND NEIGHBORHOODS

The basic foundation of a good neighborhood is safety. Safety from crime drives many of our decisions about where to live. A continuing emphasis on protection from and intervention against crime by the police is a critical contributor to good neighborhoods. In addition, utilization of design and development guidelines that help protect people and property, such as the Crime Prevention Through Environmental Design (CPTED) philosophy and program strategies should be promoted.

DIVERSITY AND CHOICE

We believe that the best approach to improving housing and neighborhoods is to maintain and improve upon the



Safety by Defining Boundaries



Stable Residential Area



*Housing Over Commercial Use
Quality Mixed Use Development*

diversity in housing and neighborhoods that is already a positive component of our city. This diversity includes the type, value and design of housing and neighborhoods which, in turn, helps the city meet its goals for a quality physical environment, family and youth opportunities and economic vitality. In addition, people from a variety of cultures, backgrounds, ages, incomes, races and capabilities will have greater opportunities to find and retain safe, decent and affordable housing.

The Comprehensive Plan defines the 'Suburban Area' where most of our stable residential areas are located. Preservation, renewal and enhancement of these areas is a key goal of this plan.

To this end, the City will ensure that 'infill development' of the remaining smaller tracts of land will be compatible with surrounding stable neighborhoods. Likewise, opportunities will emerge for redevelopment of certain retail centers along defined commercial corridors and centers. These may be prime locations for adaptive re-use or redevelopment that may include a residential or a combination of residential and non-residential uses. Where found to be compatible with adjoining uses, this reuse of land could improve the quality of the surrounding area, help absorb some of the city's

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future housing demand and increase the tax base. This change in land use would need to be attractive and compatible with nearby established residential neighborhoods.

STRATEGIC GROWTH AREA HOUSING

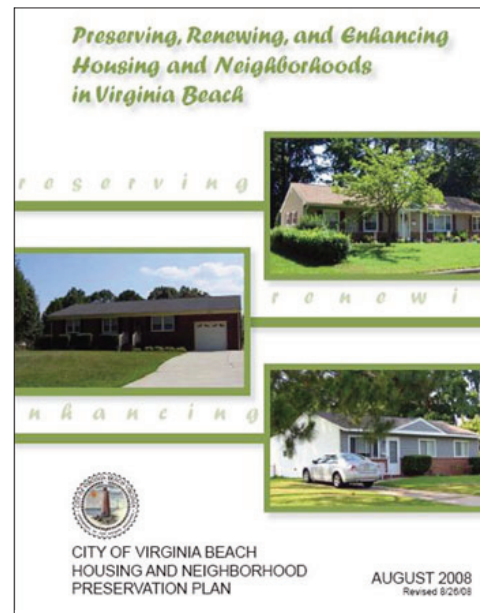
The planning and creation of mixed-income and mixed use developments will advance the city's goal of providing diverse, high-quality and affordable housing within those Strategic Growth Areas (SGA) located outside of jet noise zones. The Burton Station, Newtown, Pembroke and Rosemont Strategic Growth Areas are located outside the high noise zones and are designated for higher density land uses that include a portion of affordable and workforce housing. Implementing the strategic growth are policies will provide benefits that include reducing sprawl, broaden housing affordability, reduce isolation of income groups, increase accessibility to jobs and accommodate alternative, cost-effective capital improvement and transportation systems.

EQUAL HOUSING OPPORTUNITY

Fair housing is a fundamental civic principle. The City of Virginia Beach is committed to ensuring that all citizens enjoy equal access and opportunity to safe, decent and affordable housing.



Symbol of Fair Housing Law



Housing and Neighborhood Preservation Plan

HOUSING REPLACEMENT

The City will assist in the replacement of housing units lost to public projects and will encourage the private sector to provide relocation assistance to residents who are displaced by private development projects.

PRESERVATION, RENEWAL AND ENHANCEMENT

Most of our housing and neighborhoods are successful and attractive. The primary goal is to preserve, renew and enhance these stable residential areas. Employing the tools outlined in the 2008 'Housing and Neighborhood Preservation Plan', neighborhoods will be renewed and enhanced through the joint efforts of the residents and the City. This will preserve, enhance and sustain the quality, diversity and character of our housing stock and neighborhoods over time. This will be accomplished using financial and professional resources to assist in the process of improving homes and neighborhoods. Housing and neighborhood design guidelines will be part of The Housing and Neighborhood Preservation Plan

which is available in the Document Library at www.ourfuturevb.com.

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GOALS AND POLICIES

The following housing and neighborhood Goals and Policies should be applied, whenever opportunities present themselves, to advance the Vision and Guiding Principles.

GOAL-FUTURE HOUSING DEMAND

Provide an adequate supply of safe, decent, attractive and diverse housing, with a range of values including owner-occupied and rental units, to accommodate the present and future needs of all Virginia Beach residents.

POLICIES

- » Implement new development, infill, rehabilitation or reuse in accordance with comprehensive planning and other related policies that pertain to housing and neighborhoods.
- » Develop new policies and laws that will accommodate future housing demand without sprawl and improve design quality, flexibility of product, affordability, marketability and implementation of future housing development and revitalization.
- » Design the physical environment of Strategic Growth Areas and other areas planned for housing to be attractive and affordable to a range of income groups, ages, cultures and household types.
- » Apply Transit Oriented Development principles and coordinate housing with land use, transportation, urban design, infrastructure, environmental and other elements in support of pedestrian friendly communities in the vicinity of light rail stations, and supported by an effective feeder systems and other transit hubs.

- » Promote development and affordability of housing, including a workforce housing component, in coordination with plans for non AICUZ impacted Strategic Growth Areas where most of the city's future housing will be located.
- » Orient a mix of urban housing types with a range of market values, including workforce housing, as part of future Transit Oriented Development.
- » Encourage redevelopment of underperforming commercial areas located in the Suburban Area to become or include residential uses. Reuse of such land is predicated on:
 - › Use of Conditional Zoning
 - › Compatible surrounding use
 - › Conforms to AICUZ policy
 - › Include workforce housing
 - › 3 acre site minimum
 - › Reasonable site configuration
 - › Safe and efficient access
 - › Energy efficient design
- » Provide a range of incentives to create high quality and affordable housing. These incentives might include reasonable density increases, development fee waivers, time-limited property tax abatements, expedited development reviews and other focused incentives.
- » Increase the supply of high-quality, affordable housing for those in the low to moderate income bracket.

chapter eight



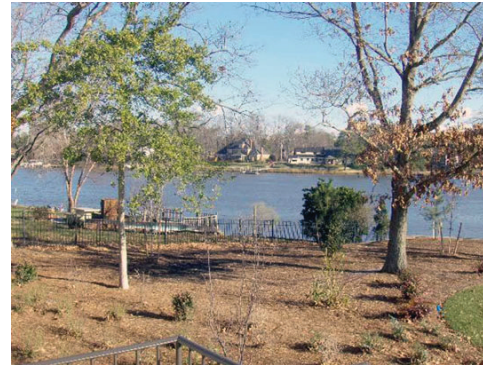
- » Promote construction methods to efficiently adapt existing structures into housing that accommodates the changing demographics of households and their incomes without displacing the current owners.

GOAL-QUALITY HOUSING & NEIGHBORHOODS

Protect the quality of housing and neighborhoods and prevent blight.

POLICIES

- » Continue effective enforcement of all applicable laws to sustain housing and neighborhood quality and to prevent blight.
- » Ensure that the administration of land use policies and laws serve to reinforce the stability of established neighborhood areas.
- » Encourage the development of housing that is ecologically responsible, energy-efficient and contributes to our quality physical environment.
- » Add, adjust and/or reallocate resources to meet the future demands on our service delivery systems for the citizens. These resources must include housing and neighborhood preservation areas as well as the new, emerging urban housing responsibilities tied to our Strategic Growth Areas.
- » Implement the strategies outlined in the 2008 'Housing and Neighborhood Preservation Plan' to ensure continued neighborhood quality including:



Ecologically Responsible Landscaping

- » Creation of 'pattern book' to guide general neighborhood design
- » Creation of a 'plan book' to guide specific remodeling of homes
- » Creation of a Housing Resource Center with tools and assistance available to aid property owners who wish to improve their property.
- » Coordinate the timing and location of capital improvements in neighborhoods as inter-related systems in order to achieve multiple outcomes and advance the strategic goals of the city.
- » Provide incentives to encourage greater conformance with building and site design guidelines to achieve long-term housing quality and affordability.
- » Prior to implementing initiatives to improve housing and neighborhoods, ensure that adequate organizational resources exist to achieve defined goals and objectives.
- » Enhance marketing - create accurate, positive impressions of our neighborhoods for current and potential future residents and stakeholders.
- » It is the policy of the city to use all available resources including those provided by the City's Historic Review Board and Historic Preservation Commission as well as the Princess Anne County/Virginia Beach Historical Society to preserve designated historic resources.

chapter eight



- » Seek responsible, innovative and mutually agreeable options with homeowners and developers, where appropriate, in order to preserve existing historic structures and properties at risk.
- » Employ all appropriate provisions of the City's annually updated "5-Year Consolidated and Strategic Plan" to implement related goals and policies of this comprehensive plan.

GOAL-HOUSING FOR SPECIAL NEEDS

Implement ways to assist those requiring special housing.

POLICIES

- » Consistent with applicable policies and laws, support housing arrangements for individuals and groups with special needs including those with physical and mental disabilities.
- » Allow and encourage the type and location of housing for seniors designed to meet their special needs and services including, but not limited to, independent living, assisted living and nursing facilities.
- » Revise existing or create new policies, ordinances and guidelines to facilitate development of affordable housing that is well-designed and constructed, available throughout the City, and that accommodates citizens with special needs.



*Kenstock
Circa 1880-1900 French Revival*



*Lynnhaven Cove
Apartments for Seniors*

- » Expand the supply of decent, safe and affordable housing opportunities so that housing-related causes of homelessness are reduced; move people who become homeless into permanent housing as quickly as possible; and, provide opportunities for housing consistent with the City's housing and neighborhood goals.

GOAL-COMMUNITY OUTREACH

POLICIES

- » Actively engage and expand city agency-citizen dialogue and contact, through programs such as the Neighborhood Institute, to advance our mutual understanding of housing and neighborhood issues, preserve and revitalize neighborhood quality and find ways to achieve other common goals.
- » Expand training for housing managers to include neighborhood and condominium associations.

GLOSSARY OF TERMS

ACCESS CONTROL: Limiting direct access to the roadway, typically at intersections only. Driveways and curb cuts are typically not allowed on access control roadways.

ACRE: A measure of land area that is 43,560 square feet. By comparison, the area of a football field is a little more than one acre.

AGRICULTURE, PRIME: Land with high quality soils, topography, and drainage for agricultural purposes. Prime agricultural land produces the highest yields with minimal inputs of energy and economic resources.

AIR INSTALLATIONS COMPATIBLE USE ZONES (AICUZ): Encompass computer modeled areas recognized by the City and the U.S. Navy as being impacted by aircraft noise and/or the potential for aircraft accidents [Accident Potential Zones (APZ)].

ALTERNATIVES ANALYSIS AND DRAFT ENVIRONMENTAL IMPACT STATEMENT (AA/DEIS): Documents required by the Federal Transit Authority when considering the implementation of a fixed guideway transit system. HRT began the development of an AA/DEIS for the former Norfolk/Southern railroad corridor in Virginia Beach in May 2009.

ARTERIAL ROAD:

Major: An intercity or interregional roadway that conveys traffic between activity centers. Major arterials should be designed to accommodate large volumes of traffic at high speeds.

Minor: Roadway that collects and distributes traffic between collectors and major arterials. Minor arterials connect residential, retail employment and recreational activity centers at the community level.

AVERAGE DAILY TRAFFIC: A measure of traffic volume; the average number of cars that pass over a given point in a 24 hour period.

BACK BAY NATIONAL WILDLIFE REFUGE EXPANSION BOUNDARY: Boundary approved by Congressional action within which properties may be acquired from willing sellers as additions to the Refuge, pending available funding.

BERM: An earth mound that may be contoured or landscaped to shield from view unsightly items behind it or to add to the visual attractiveness of an area.

BEST MANAGEMENT PRACTICE (BMP): The most effective and practical means of preventing or reducing pollution contained in stormwater runoff generated by non-point sources to a level compatible with water quality goals.

BIKEWAY: A facility affording safe movement and access for pedestrians, bicyclists and other non-motorized vehicles, including bike paths, lanes and routes. There are three categories of bikeways:

BIKE PATH: Separate trail facility or separated bikeway/walkway.

BIKE LANE: Signed and striped lane along the roadway.

BIKE ROUTE: Marked route with adequate shoulder.

BLIGHTED AREAS: Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement of design, lack of ventilation, light and sanitary facilities, excessive land coverage deleterious land use or obsolete layout, or any combination of these or other factors are detrimental to the safety, health, morals or welfare of the community.

BLUEWAY: A blueway is a water feature or water trail corridor which can serve potential multiple benefits to the City, including active or passive recreational use, wildlife habitat, and natural heritage resource protection.

BUFFER AREA: An area that uses landscaping, berms, structures or a combination of these to provide relief, privacy, or visual protection between two or more incompatible uses.

BUILD-OUT: A theoretical condition where all available land is used or developed as planned. In practice, for a variety of reasons, build-out is never fully achieved.

glossary

CAPITAL IMPROVEMENT PROGRAM (CIP): A document adopted each May that identifies all of the city’s programmed capital facilities (roads, schools, police, fire, parks, libraries, stormwater management, water/sewer improvements, tourist related improvements, etc.) including existing and planned appropriations, timetable for design, land acquisition and construction among other facts.

CHESAPEAKE BAY PRESERVATION AREA (CBPA): Describes those areas of land that are proximate to the shorelines of the Chesapeake Bay and its tributaries that have an intrinsic water quality value due to the ecological and biological processes they perform. These areas are designated as such on the Chesapeake Bay Preservation Area Map adopted by the City Council, subject to the determination of the City Manager on a site-specific basis. A Chesapeake Bay Preservation Area consists of a resource protection area and a resource management area:

CIRCULATOR BUS: Bus network serving a confined area such as a downtown, neighborhood, or tourist area

CITY SCENIC WATERWAYS: Waterways specifically designated by the City Council based upon their unique natural, cultural, historic or aesthetic attributes to the City.

CITY-OWNED OPEN SPACE: Open space lands such as parks, ballfields, and natural areas that are owned by the City of Virginia Beach.

COASTAL PRIMARY SAND DUNE: A mound of unconsolidated sandy soil not deposited by man that is next to mean high water.

COLLECTOR ROAD: A road that carries moderate traffic volumes and is classified between arterials and local streets. It also provides access to abutting property.

COMPLETE STREETS: Roadways that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

CONDITIONAL USE: Land uses that by their nature can have an undue impact upon or be incompatible with other uses of land within a given zoning district. These uses, listed in the City Zoning Ordinance, may be allowed to be within given designated districts under the controls, limitations and regulations of a conditional use permit.

CONDITIONAL ZONING: A type of rezoning where the application is accompanied by voluntary, legally binding commitments (proffers) of development improvement by the applicant and accepted by the City for the protection of the community.

CONSERVATION/NATURAL RESOURCES: Areas planned for little or no development where wetland, sensitive soils and floodplains are present

DEMOGRAPHICS: Social and Economic indicators used to profile a defined area. (E.g., population, education, race, gender, sex, income and other indicators.)

DENSITY:

Gross: The total number of dwelling units divided by the total developable land area.

Net: The total number of dwelling units divided the developable area remaining after open space areas have been deducted.

DETENTION POND: A reservoir for the temporary storage of stormwater runoff designed to reduce peak discharge levels and to reduce nonpoint source pollution in stormwater runoff.

DEVELOPMENT PLAN: The drawings, data, and support material that accompany rezonings and conditional use applications.

DILLON RULE: The doctrine that a unit of local government may exercise only those powers that the state expressly grants to it, the powers necessarily and fairly implied from that grant and the powers that are indispensable to the existence of the unit of local government. (Virginia is a Dillon Rule state. The opposite of the Dillon Rule doctrine is Home Rule, which allows for greater local government self-determination.)

DRAINAGE AREA: The area in which all of the surface runoff resulting from precipitation is concentrated into a particular stream.

DWELLING:

Attached: Two or more dwelling units attached at the side or sides in a series, separated by a boundary wall and each unit having a separate lot. Townhouses are examples of attached dwellings.

Duplex: Two dwelling units, surrounded by a single shared lot.

glossary

Multi-Family: Three or more dwelling units, surrounded by a yard that is in separate or common ownership.

Semidetached: A building containing two dwelling units attached at the sides, separated by a boundary wall and each having a separate lot.

Single Family: A single family detached dwelling surrounded by yards.

EAST COAST GREENWAY: A developing trail system, spanning nearly 3,000 miles between northeast Main and Key West, linking all the major cities of the eastern seaboard. A spur is planned to the Hampton Roads area.

ELDERLY CARE:

Independent Care: Services provided for those elderly who are fully independent or require little or no assistance to conduct activities of daily living. Independent services typically focus on social and recreational activities, as opposed to medical care.

Supervised Care or Assisted Living: Service provided in an institutional facility or at-home arrangement for the care of elderly who need moderate medical attention and occasional assistance to conduct activities of daily living.

Nursing Care: Service provided in an institutional facility for the care of elderly people who need full time medical care and assistance to conduct activities of daily living.

ENABLING LEGISLATION: State Legislation enabling a local governing body to enact laws within its jurisdiction.

ENVIRONMENTAL CONSERVATION AREAS: An area consisting of tidal and non-tidal wetlands, erodible soils, found among other environmentally valuable areas.

ENVIRONMENTALLY SENSITIVE AREA: An area with one or more of the following characteristics:

1. Slopes more than twenty percent;
2. Floodplain;
3. Soils classified as have a high water table;
4. Soils classified as highly erodible, subject to erosion or highly acidic;
5. Land incapable of meeting percolation requirements;

6. Land formerly used for landfill operations or hazardous industrial use;

7. Stream corridors;

8. Estuaries;

9. Mature stands of native vegetation;

10. Aquifer recharge and discharge areas.

EROSION AND SEDIMENT CONTROL ORDINANCE: An ordinance designed to reduce erosion and control sedimentation by regulating land-disturbing activities during the construction process.

EXPRESSWAY: A major divided highway with limited access designed for high speed travel.

FEDERALLY ASSISTED HOUSING: Rental housing paid for, in whole or in part, through Federal rental housing programs.

FEDERALLY OWNED LAND: Lands owned by the Federal Government located within the City.

FEDERALLY OWNED OPEN SPACE: Open Space areas such as National Park sites and National Wildlife Refuges owned by the Federal Government within the City.

FIXED GUIDEWAY: Public transit that is located on a fixed route, as opposed to buses that can deviate from a route.

FLOODPLAIN (100-YEAR STORM EVENT): A federally defined, geographic area used for flood insurance and other purposes calculated to have a statistical probability of flooding once every 100 years.

FLOODPLAINS WITH SPECIAL RESTRICTIONS: Those 100-year floodplains identified in the Site Plan Ordinance, which prohibit filling or alteration of the floodplain.

FLOOD FRINGE: The portion of the floodplain not within the floodway.

FLOODWAY: A natural watercourse with defined beds and banks.

FLOOR AREA RATIO: A measure of the intensity of non-residential development. The floor area ratio or FAR is determined by dividing the gross square footage of total floor area on a given lot by the square footage of that lot.

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FORM-BASED CODE: A form-based code is a land development regulatory tool that places primary emphasis on the physical form of the built environment with the end goal of producing a specific type of “place”.

FUTURE TRAILS: Multi-purpose trails for recreational and transportation uses recommended as future long range additions to the overall trails network proposed for construction as part of the City’s Outdoors Plan 2000 Update as linkages to various open space amenities and activity centers.

GATEWAY: A specially designed entryway to an area of particular interest or character.

GREEN LINE: The boundary that separates the more urbanized northern area of the city from the Princess Anne Commons, Transition Area, and Rural Area. The extension of urban services for the purposes of supporting suburban and urban density residential development is not intended south of this line. The extension of sewer and water utilities is not intended south of Indian River Road (Rural Area Line).

GREENWAYS: A greenway is a linear vegetated or open space area often bordering a water feature or trail corridor which can serve potential multiple benefits to the City, including passive recreational use, water quality buffering, wetlands mitigation, wildlife habitat, and natural heritage resource protection.

GROUNDWATER: The supply of fresh water under the earth’s surface.

HAMPTON ROADS TRANSIT (HRT): The federally recognized regional transit authority, providing transit service to many of the region’s communities including the City of Virginia Beach.

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION (HRTPO): The intergovernmental transportation planning body for the thirteen jurisdictions of Hampton Roads, including Virginia Beach. The HRTPO is recognized by the Federal Highway Administration and Federal Transit Administration as the region’s transportation planning organization.

HIGH SPEED RAIL: Intra-city passenger rail, often operating on cargo rail tracks and/or right-of-way. Typical speeds can reach 90-110 mph. Amtrak’s ACELA train is an example of high speed rail.

HISTORIC AND CULTURAL RESOURCE: Architectural Styles, structures, sites, or archeological characteristics, often 50 years of age or older, that represent significant events in the development of a society.

HOUSING CONDITIONS:

Standard: Housing unit meets housing code requirements, based on an external examination of the housing unit.

Deficient: Housing unit has minor defects that can be easily corrected, including: peeling exterior paint, torn or missing screens, broken fixtures and gutters, cracked, but intact window panes, loose or missing roof shingles, and accessory structures in disrepair.

Deteriorated: Housing unit exhibits defects or greater severity, ones that are not normally repaired through of regular maintenance, but rehabilitation is considered economically feasible such as: unsafe porches or steps, rotten window sills or frames, cracked chimneys, broken or missing window panes, broken or rotten siding, or re-shingling of roof needed.

Dilapidated: Housing unit fails to meet generally accepted minimum standards for human habitation. The structure endangers the health, safety, and welfare of its occupants. The structure contains one or more of the following defects that are infeasible to rehabilitate: walls that are not plumb or that show a definite tilt or lean, foundations that sag or contain cracks, walls or studs that are exposed to the elements due to rotten/missing siding, roofs that sag or contain open cracks, or lacks indoor plumbing facilities.

HUMAN SCALE: The proportional relationship of the physical environment to human dimensions, acceptable to public perception and comprehension in terms of the size, height, bulk, and/or massing of buildings or other features of the built environment.

HYDRIC SOIL: A soil that is saturated, flooded, or holds a small body of water that forms a pond long enough during the growing season to sustain wetland vegetation.

HYDROPHYTIC VEGETATION: Plant life growing in or near water that is periodically deficient in oxygen from excessive exposure to water.

glossary

IMPERVIOUS SURFACE: A surface that does not allow the absorption of water. Typical examples include paved parking lots, streets, roofs, patios, driveways. Impervious surface is usually calculated as a ratio to total developed area and is used, in part, to decide the size of stormwater management ponds and a rough estimate of an area's potential pollutant load.

INFILL DEVELOPMENT: Development or redevelopment that occurs on a tract of land encompassed by a larger area that is mostly developed.

INTELLIGENT TRANSPORTATION SYSTEM (ITS): General term for a broad range of traffic management tools and technology, including communication, video, signal coordination, and other electronic capabilities.

INTENSITY: The degree, to which land is used, typically refers to the development levels of non-residential land as measured by Floor Area Ratio.

LOW: Areas with a Floor Area Ratio less than .25

MEDIUM: Areas with a Floor Area Ratio between .25 and .70

HIGH: Areas with a Floor Area Ratio greater than .70

JOINT LAND USE STUDY: A document prepared in conjunction with localities and the military comprising a series of recommendations designed to balance need for localities to manage their land use planning responsibilities with the need for the military to ensure its maintains effective operational readiness.

LABOR FORCE: The number of residents that are more than 16 years of age and are either employed or looking for employment.

LAND USE: A description of how land is occupied or used.

LAND USE, CHANGE OF: Refers to a change of either the actual land use (for example from residential to office) or the change from one planned land use category to another.

LAND USE COMPATIBILITY: The ability of one land use to exist within or adjacent to another land use without conflicts of architectural design, bulk, lot size, landscape amenities, or setback, and without creating a nuisance for either use.

LEED: 'Leadership in Energy and Environmental Design' is an evaluation program, certified by the United States Green Building Council, which determines when building projects have met environmentally responsible design principles.

LEVEL OF SERVICE: A qualitative measurement of the level of traffic congestion on a roadway, based on vehicle operating speed, travel time, traffic interruptions, safety and driving comfort. Measurement is based on a scale from A to F with A indicating the best service and F indicating the worst service.

LIGHT RAIL: Inner city public transit system, typically operated by electric engines at grade level or elevated on aerial structures, sometimes in the right-of-way of city streets. Typical maximum speed is approximately 60 mph.

LOCAL ROAD: A road that provides direct access to abutting properties and is characterized by low traffic volumes and low speeds.

MILITARY INSTALLATION: An area used for military operations and support activities including naval a master fighter jet base, fleet combat training facilities, amphibious bases, and other facilities.

MIXED USE: A development consisting of a single building or multiple buildings, with each building containing a variety of compatibly planned residential and/or non-residential uses and designed to encourage pedestrian mobility.

MULTI-MODAL TRANSPORTATION: Transportation networks that offer two or more modes, including pedestrian facilities, bikeways, public transit, and driving.

NATIONAL REGISTER OF HISTORIC PLACES: The official list administered by the National Park Service of the Nation's cultural resources worthy of preservation. The register includes properties significant to the Nation, State, or community that have been nominated by the States, Federal agencies and others.

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NATIONAL WETLANDS INVENTORY (NWI): A nationwide inventory of probable wetlands areas under Federal Government jurisdiction developed by the U.S. Fish and Wildlife Service from a combination of aerial photography and field reconnaissance; used as a general guide in predicting locations of wetlands areas for natural resource protection, land use planning and economic development activities.

NATURE CONSERVANCY PROPERTY (THE): Property owned by The Nature Conservancy, a non-profit international conservation organization that strives to protect rare, threatened and unique plants, animals and natural communities.

NATURAL HERITAGE RESOURCES: Rare, threatened or endangered species and their habitat, rare or significant (by Virginia Department of Natural Resources standards) natural communities or geologic sites, and similar features of scientific interest benefiting the welfare of the citizens of the Commonwealth.

NATURAL RESOURCE: A term used to describe the existing natural elements relating to land, water, air, plant and animal life of an area or a community and the interrelationship of these elements.

NOISE ATTENUATION: Methods and materials used to reduce loud noise generated by vehicles, aircraft and other sources. Examples include insulating building walls, erecting walls along the edge of highways and creating bermed/landscaped buffer strips of land.

NORFOLK-OWNED OPEN SPACE: Open Space areas such as lands adjoining Little Creek Reservoir, Lake Smith and Lake Lawson owned by the City of Norfolk within the City.

OCEANFRONT TRANSPORTATION PLANNING AREA: Special area identified in the Master Transportation Plan. This area has road cross sections and features that are unique for the area based on physical and demand constraints.

OFFICE, GENERAL: Land use allowing places for businesses, professionals, services, and government agencies.

OFFICE PARK: A cluster of high quality office structures having the general design characteristics and amenities of a planned business/research center.

OPEN SPACE: Any land, water, submerged land, marshes, or similar properties that serve to provide for: 1) park or recreational purposes; 2) conservation of land or other natural resources; 3) cultural or scenic purposes; and 4) offering natural relief from the built environment. Generally included in this definition are such land uses as waterways, ocean and bay beaches, related shorelines, golf courses, public and private parks, green areas, conservation areas, and wildlife refuges.

OTHER SIGNIFICANT OPEN SPACE: Privately owned open space areas accessible to the public, such as golf courses.

PARK: A tract of land, designated and used by the public for active and passive recreation. The City uses eight parkland site designations:

SIGNATURE PARKS: With a size of 100 acres or greater, this is the largest category of city parks. Signature parks offer a wide range of recreational activities can accommodate full-day experiences and provide venues for large scale special events.

METRO PARKS: With a size of about 50 to 100 acres, Metro parks include a high level of outdoor recreation activities. These facilities can accommodate 3 to 4 hour events and accommodate special events.

COMMUNITY PARKS: With a size of about 15 to 50 acres, these parks provide a mid-range level of outdoor activity including organized sports' and potential for protecting natural areas. Community parks can accommodate two to three hour recreational experiences.

NEIGHBORHOOD PARKS: With sizes ranging between quarter acre and 15 acres, Neighborhood parks provide a basic level of outdoor recreational amenities. They are intended to serve an area encompassing about a half mile radius and accommodate one to two hour recreational experiences.

NATURAL RESOURCE AREA: These are municipal preservation areas whose primary purpose is to preserve the indigenous vegetation and wildlife in or serve as green infrastructure and a scenic environment.

GENERAL OPEN SPACE: These are similar to Natural Resource Area, as described above, but differ in that General Open Space sites are generally smaller and interspersed throughout the city to provide more localized natural settings and visual relief from the built environment.

LINKAGE: These are built or natural corridors, such as trails, greenways and linear parks, that connect community destinations.

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SPECIAL USE: These are municipal facilities that serve a specific recreation al purpose, such as golf courses and water access sites.

PARK-AND-RIDE: Parking facilities dedicated for transit and/or carpool users. Typically located near highway interchanges and at transit hubs.

PARKWAY: An expressway with full or partial control of access, designed in a “parklike” (landscaped) setting.

PEAK HOUR: The largest number of vehicles passing over a designated section of a road during the busiest one hour period of the day. This is usually broken down to A. M. and P.M. rush hour counts.

PLANNED COMMUNITY: Areas planned that typically include relatively large tracts of land divided into neighborhoods and communities that offer a wide range of housing types and values, provide different transportation alternatives and integrate commercial, employment, cultural, recreational, open spaces and other uses into an attractive community setting.

PLANNING AREA: Nine geographic areas of the city, excluding state and federal lands cited in the Technical Report of this Plan and used to identify and track distinct physical and demographic characteristics at the community level.

PRIMARY ROADWAY NETWORK PLAN: The City of Virginia Beach’s long-range plan for its major roadway network. The plan identifies the ultimate build-out plan for the city’s roads and includes information such as the maximum lane count and right-of-way width, design features, and future road/intersection locations.

PRINCESS ANNE COMMONS: An area generally bound by Princess Anne Road, North Landing Road, the Chesapeake City Line and western boundary of the Green Line. It is planned to be a special destination providinganexceptionalrangeofeducational,recreational,entertainment and medical uses along with complementary non-residential uses that promote long term economic vitality consistent with our Oceana Land Use Conformity program.

PROFFER: A commitment voluntarily offered by a developer that qualifies how the property will be developed or used and what improvements will be provided. Proffers are made under the terms of conditional zoning to lessen the possible negative effects that would otherwise occur as a result of the proposed development. The conditions proffered must relate to the rezoning itself and be in accord with the comprehensive plan.

PUBLIC FACILITIES (ALSO KNOWN AS INFRASTRUCTURE): Roads, schools, water & sewer systems, police/fire/emergency medical service facilities, parkland & recreation centers, libraries, landfills and other publicly owned, operated or maintained facilities that support the needs of a community.

(Note: “Urban public facilities” are usually distinguished from “rural public facilities” by their ability to support greater intensity of development and significantly higher costs. Typical examples of “urban public facilities” include multi-lane highways with curb and gutter and include underground stormwater/utility systems. Public water and sewer distribution systems that serve densities above one dwelling unit per acre are another example. By contrast, rural roads are normally designed as two lane facilities with soft shoulders and stormwater ditches along the edge of right of way. Rural water and sewer service is usually provided by individual, on-site wells and septic systems.)

QUALITY: A degree or grade of excellence of a thing or service that helps fulfill the City’s Strategic Planning Goals and creates stronger linkages among value, beauty, function and durability of such characteristics.

RESORT AREA: Area located along the oceanfront that comprises a concentration of activities including lodging, entertainment, restaurant, leisure, cultural and shopping.

RURAL AREA LINE: The boundary separating the southern extent of the North Landing Preserve Transition Areas from the Rural Area of the City.

RURAL SERVICE AREA: A planning term generally used to describe where local governments prohibit urban public facilities, such as public water and sewer lines, and support infrastructure systems that ensure stability of rural land uses and way of life.

RECREATION:

Active: Recreation requiring mental concentration or active physical participation, such as organized sports events.

Passive: Activities requiring a limited amount of physical exertion. Passive recreation is more closely associated with relaxed enjoyment of the natural features of an area, typically found in natural areas and wildlife refuges. Examples include bird watching and walking.

RESOURCE MANAGEMENT AREA (RMA): A component of a Chesapeake Bay Preservation Area not classified as a resource protection area. Resource management areas include land types that, if improperly used or developed, have the potential for causing significant water quality degradation or for diminishing the functional value of a resource protection area.

RESOURCE PROTECTION AREA (RPA): A component of a Chesapeake Bay Preservation Area containing land at or near shorelines that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts that may result in significant degradation to the quality of state waters.

RETENTION POND: A pond, pool, or basin used for the temporary storage of stormwater runoff, which has a permanent water impoundment or wet pool.

RURAL SERVICE AREA: The area south of the Transition Area where the city recommends only agricultural, rural residential and other comparable rural uses.

SCENIC BUFFER: An aesthetic open space or view corridor providing visual relief between two or more activities or uses.

SCREEN: Landscaping or structure that provides complete relief, privacy, or visual/noise protection between two or more activities or uses that are or could be incompatible.

SEDIMENTATION: The settling of solids to the bottom of a water body by gravity.

SITE PLAN: A detailed plan of development that accurately depicts how the site will be developed when completed.

SOLID WASTE: Unwanted or discarded refuse material.

SOUTHEASTERN PARKWAY AND GREENBELT: Proposed limited Access parkway linking the southeastern portion of Virginia Beach west to Chesapeake and onto Interstates 64 and 264.

SOUTHERN WATERSHEDS BUFFER AREA: A 50-foot buffer around certain types of wet soils and waterways in the Southern Watersheds area of the City in which development is prohibited to protect water quality; regulated under the City's Southern Watersheds Management Ordinance.

STATE CODE: The legislative powers and duties granted to local governments by the State to provide for the administration, enforcement, and amendment of laws established for the health, safety, and welfare of its citizens.

STATE-OWNED OPEN SPACE: Open Space areas such as State Parks, Waterfowl Management Areas, and Natural Area Preserves owned by the Commonwealth of Virginia within the City.

STATE SCENIC BYWAY: The network of City roadways linking Stumpy Lake, Back Bay and the North Landing River areas designated by the Commonwealth Transportation Board due to the natural, cultural, historic and aesthetic attributes of the roadway corridors.

STATE SCENIC RIVER: The North Landing River and tributaries south of Indian River Road are designated by the Commonwealth of Virginia under State Law as a State Scenic River due to the natural, cultural, historic and aesthetic attributes of the waterways.

STRATEGIC GROWTH AREAS: These areas are planned to accommodate much of the future growth in Virginia Beach and are intended to prevent sprawl, preserve our established residential neighborhoods and rural areas, promote economic growth and maximize efficient use of the city's existing infrastructure systems. Because of their proximity to major road and planned transit corridors and as they are not impacted by AICUZ restrictions, the Newtown, Pembroke and North Rosemont Strategic Growth Areas are designated state-mandated Urban Development Areas.

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STRATEGIC PLANNING GOALS: Seven goals that identify the reasons for the City of Virginia Beach's existence. These are to:

- Promote Economic Vitality**
- Promote Safe Communities**
- Contribute to lifelong learning and education**
- Enhance the quality of our physical environment**
- Improve our cultural and recreational opportunities**
- Strengthen our family and youth opportunities**
- Promote a quality organization**

SUBSIDIZED HOUSING: Rental housing paid for, in whole or in part, through public assistance.

STRIP COMMERCIAL DEVELOPMENT: Linear and continuous retail and service development typically located along arterial roadways.

STORMWATER MANAGEMENT: A comprehensive program designed to administer, design, operate, maintain, enforce, and regulate development actions affecting flood control, drainage, water quality, and erosion and sediment control.

SUBWATERSHED: Identifies a watershed which collectively drains with other watersheds into a larger watershed unit.

TIDAL TRIBUTARY: A stream or river which is influenced by lunar tides and which flows into a larger stream or river also influence by lunar tides.

TIDE (THE TIDE): Virginia's first Light Rail system, beginning operation in the City of Norfolk and operated by Hampton Roads Transit in 2010.

TRAFFIC DEMAND MANAGEMENT: The development of strategies and policies to reduce or redistribute automobile travel demand. Examples include carpooling, telecommuting, flexible schedules, increased multi-modal transportation options, and adjusting parking policies.

TRAFFIX: The Hampton Roads regional Traffic Demand Management program, a service provided by Hampton Roads Transit.

TRANSITION AREA: An area centrally located in the city generally south of North Landing, Princess Anne and Sandbridge Roads and north of Indian River Road. This area is planned for low density development at calculated densities not to exceed one dwelling unit per acre.

TRANSITIONAL HOUSING: Housing provided to those who are transitioning from institutional or support care to self-sufficiency.

TRANSITIONAL USE: An application of land use principles where an area is characterized by a somewhat gradual and orderly change in land use. The purpose of transitional land use is to reduce the adverse effects otherwise created when significantly different zoning classifications or uses are in close proximity with each other.

TRANSITORIENTED DEVELOPMENT (TOD): Higher-urban urban development patterns of mixed-use, commercial, and office development focused around public transit stations, typically with pedestrian friendly amenities.

TRANSPORTATION ANALYSIS ZONE (TAZ): Geographical area used in the development of the region's transportation planning model. There are 9 TAZ's in Virginia Beach.

TRANSPORTATION MANAGEMENT ASSOCIATION (TMA): A cooperative arrangement including business, local government and representatives of other groups formed to create policies, programs and services designed to improve mobility of those who live or work within congested traffic areas.

URBAN CENTER: Areas planned for high-rise, mixed-use activities including office, retail, residential, cultural, entertainment and other uses, integrating a multi modal transportation system and providing pedestrian based storefront shops along wide attractive sidewalks.

URBAN DEVELOPMENT AREAS: An area, mandated by state law Section 15.2-2223.1, that provides for reasonably compact commercial and residential densities within defined urban development areas to accommodate future growth of the jurisdiction.

URBAN SERVICE AREA: The area north of the Green Line where the city provides public facilities in support of more dense and intense levels of urban and suburban development than is permitted south of the Green Line.

VEHICLE MILES TRAVELED (VMT): A measure of the total number of miles driven by all vehicles within a given time period and geographic area.

VDOT CHAPTER 527: Legislation from Chapter 527 of the 2006 Virginia Acts of Assembly (§15.2-2222.1 of the Code of Virginia) requiring localities to submit land-use plans and certain rezoning applications to VDOT for their review of the impact of the proposed plans on VDOT facilities.

glossary

VIRGINIA HISTORIC LANDMARKS REGISTER: A record of the Commonwealth of Virginia’s significant landmarks that contribute to the cultural identity and economic well-being of the Commonwealth.

VIRGINIA BEACH OUTDOORS PLAN: This document presents the City’s plan to create a comprehensive system for outdoor recreation and natural resources. The Outdoors Plan defines the City’s philosophy regarding the protection, planning, design, financing, construction, maintenance, and management of its natural and recreational resources of an outdoor nature.

WATERSHED (DRAINAGE BASIN): Refers to a defined land area drained by a river or stream or a system of connecting rivers or streams so all surface water within the area flows through a single outlet.

WATERWAYS: Natural and manmade water bodies within the City of Virginia Beach.

WETLANDS: The term is applied to those areas where: the soil is ordinarily saturated with water; or where the dominant plant community is one or more of those species designated by the U. S. Army Corps of Engineers as identifying wetlands or the transitional zone of wetlands; or there exist “vegetated wetlands” or “nonvegetated wetlands.” Wetlands can be classified as:

Tidal: An area largely composed of coastal marshes, mudflats, and mangrove swamps that are subject to periodic flooding by ocean-driven tides.

Nontidal: An area inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances does support vegetation typically adapted for life in saturated soil conditions.

Nonvegetated: All land laying next to mean low water and mean high water not otherwise included in the term vegetated and those areas subject to flooding by normal tides including wind tides, but not including hurricanes or tropical storm tides.

Vegetated: Land lying between and next to mean low water and an elevation above mean low water equal to one and half times the mean tide and has certain vegetation growing on it.

ZONING: The classification of a municipality into districts with regulations governing the use, placement, spacing and size of land and buildings.

DISCLAIMER

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