

THE PROJECT

The **Indian River Planning Area Study** will evaluate current conditions along the Indian River Road and Military Highway corridors, as well as surrounding areas to create a cohesive, strategic plan that will embrace the City's Comprehensive Plan and its three cornerstones: **responsible growth, infrastructure, and quality of life**. The plan will highlight the significance of both Indian River Road and Military Highway as important gateways that can help the City achieve its vision of being a place known for its well-connected communities and vibrant commercial areas. The City is interested in evaluating current land use patterns, land development regulations and infrastructure standards to **enhance the overall quality of life for the Indian River area neighborhoods**. At the same time the study will explore how to **accommodate a broad range of future mobility options** – including walking, bicycling, and driving --- that are focused on improving access to the City's employment centers, services and recreational opportunities.

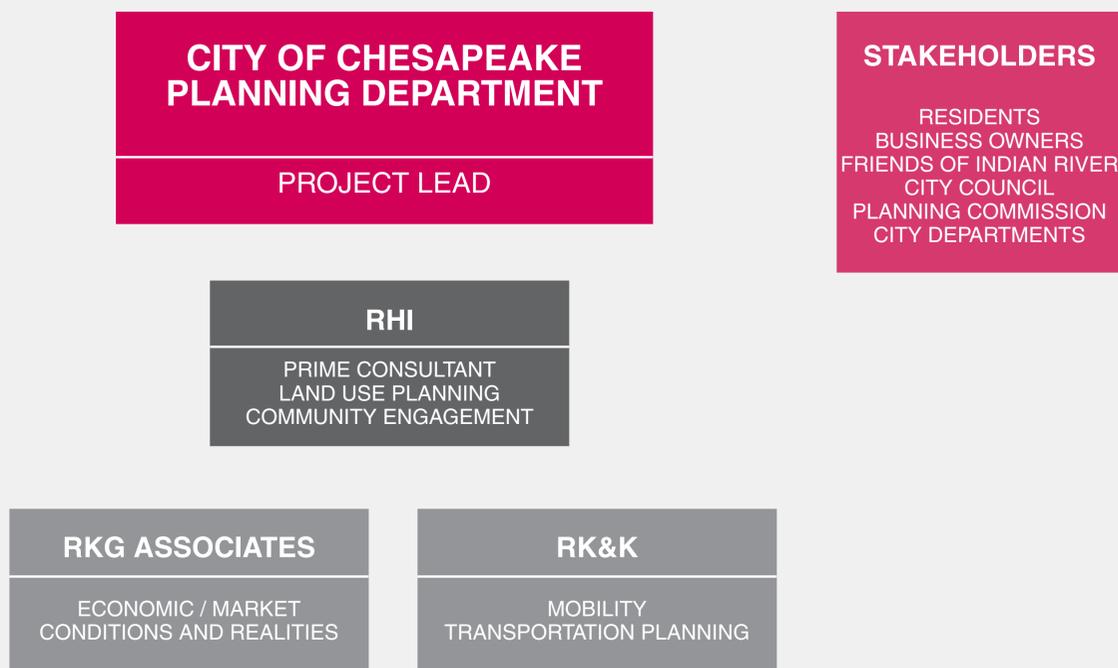
SCHEDULE

We Are Here!

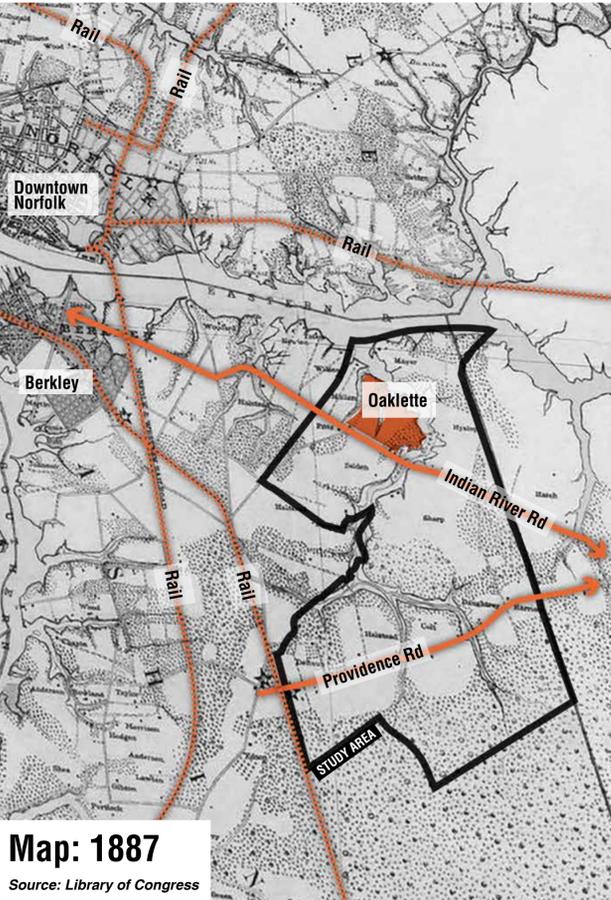
	2019		2020						
	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL
INITIATION & DATA COLLECTION	1								
EXISTING CONDITIONS ANALYSIS				2			3		
PLAN RECOMMENDATIONS							4		
IMPLEMENTATION PLAN									
PLAN DOCUMENT							5		

- 1** KICKOFF MEETING: TEAM AND STAFF MEETING
- 2** STAKEHOLDER MEETINGS
- 3** PUBLIC MEETING #1
This meeting is conducted virtually due to COVID-19's stay-at-home mandate. This virtual meeting will be open from May 11 to May 25, 2020.
- 4** PUBLIC MEETING #2
- 5** PUBLIC MEETING #3: CITY COUNCIL AND PLANNING COMMISSION PUBLIC HEARING

TEAM



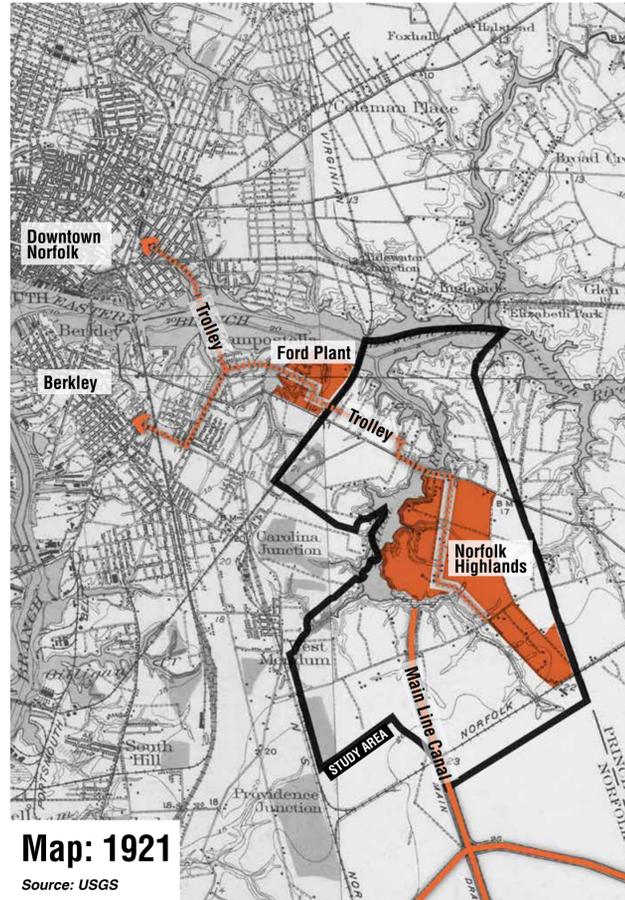
GROWTH THROUGH THE YEARS



Map: 1887
Source: Library of Congress

1 1870s - 1900

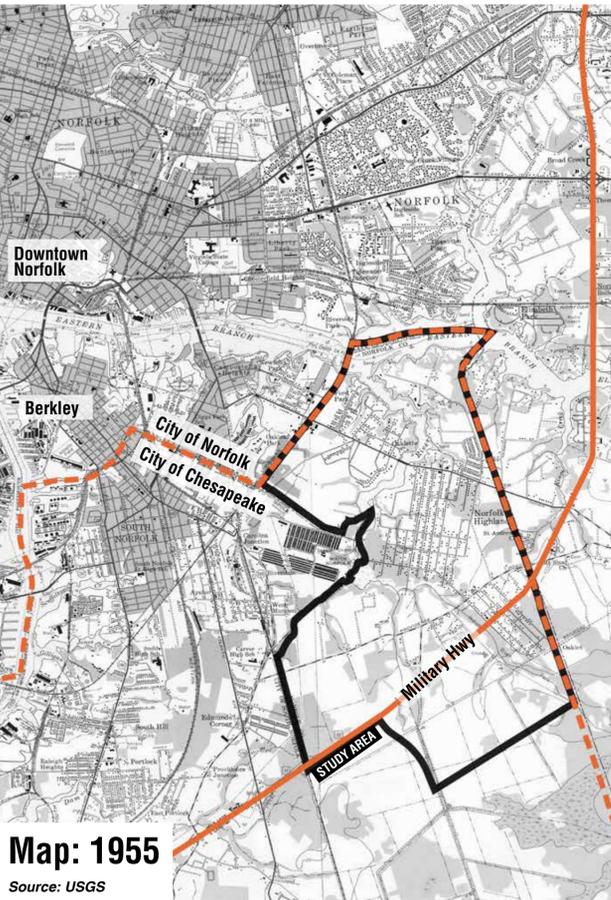
- **Late 1700s:** Providence Road established
- **1843:** Oaklette Community established
- **1850s-Early 1900s:** Railroads enter South Norfolk, Berkley, and Indian River area
- **1878:** Indian River Turnpike and Toll Bridge Company formed (Now Indian River Road)



Map: 1921
Source: USGS

2 1900 - 1940

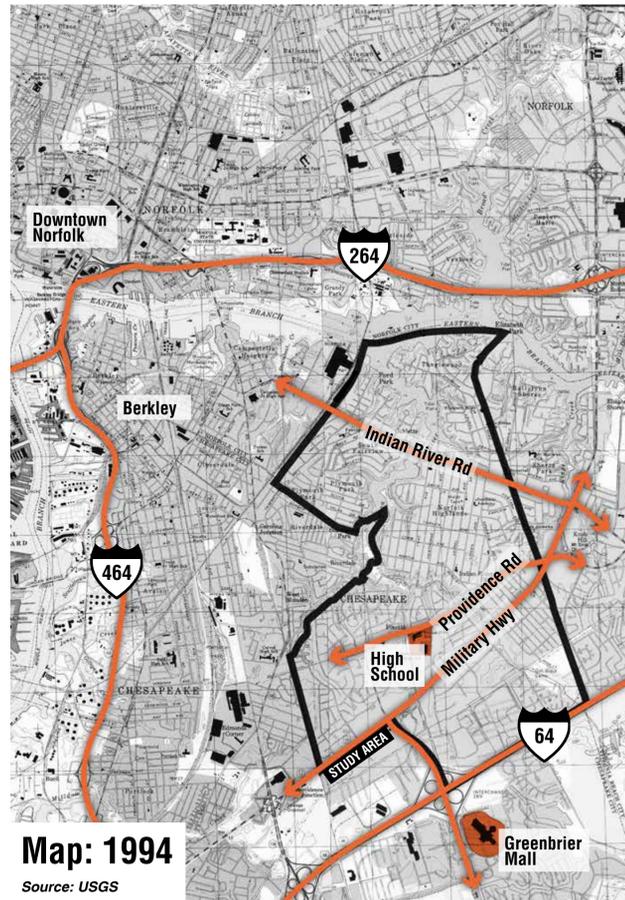
- **1904-13:** Norfolk Highlands and Indian River Estates begin to develop; Norfolk Highlands Primary School opens (1913); Trolley is extended into the Indian River Area to serve these new subdivisions; Trolley service ends a decade after its extension
- **1910s:** Main drainage canal constructed to drain swamp land in the Greenbrier area into Indian River
- **1925:** Norfolk Assembly Ford Plant opens



Map: 1955
Source: USGS

3 1940 - 1960

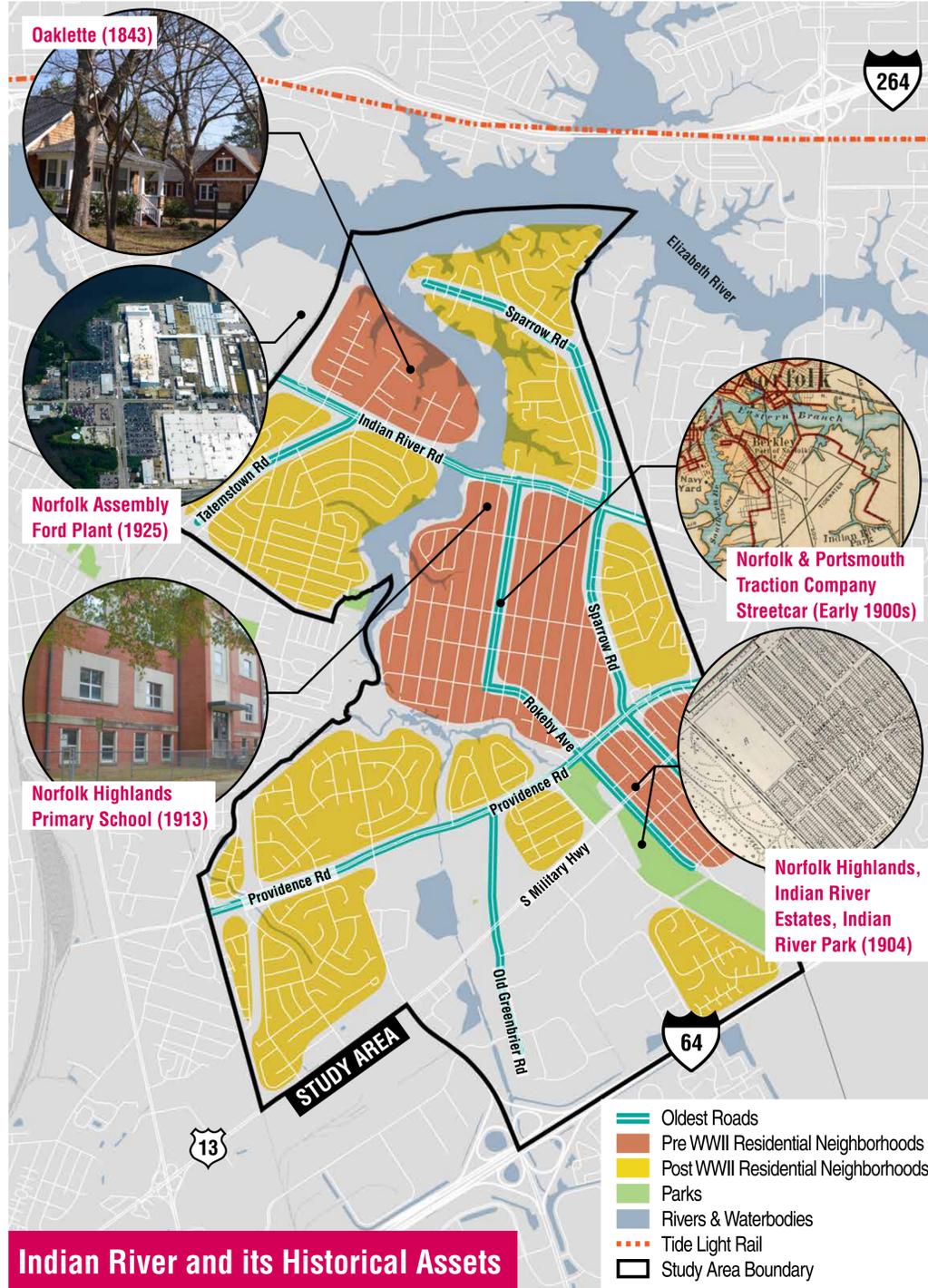
- **1943:** Military Highway opens
- **1963:** South Norfolk City and Norfolk County merge to become the City of Chesapeake



Map: 1994
Source: USGS

4 1960 - 2000

- **1967-69:** I-64, and the Virginia Beach-Norfolk Expressway (now I-264) open
- **1960s-70s:** Residential subdivisions develop (outside of Oaklette, Norfolk Highlands, and Indian River Estates)
- **1972:** Indian River High School opens
- **1970s-80s:** Indian River Road, Providence Road, Military Road, and Greenbrier Parkway widened; 6-lane bridge for Indian River Road built over Indian River
- **1981:** Greenbrier Mall opens
- **1987-89:** I-464 opens between I-64 and Downtown Norfolk

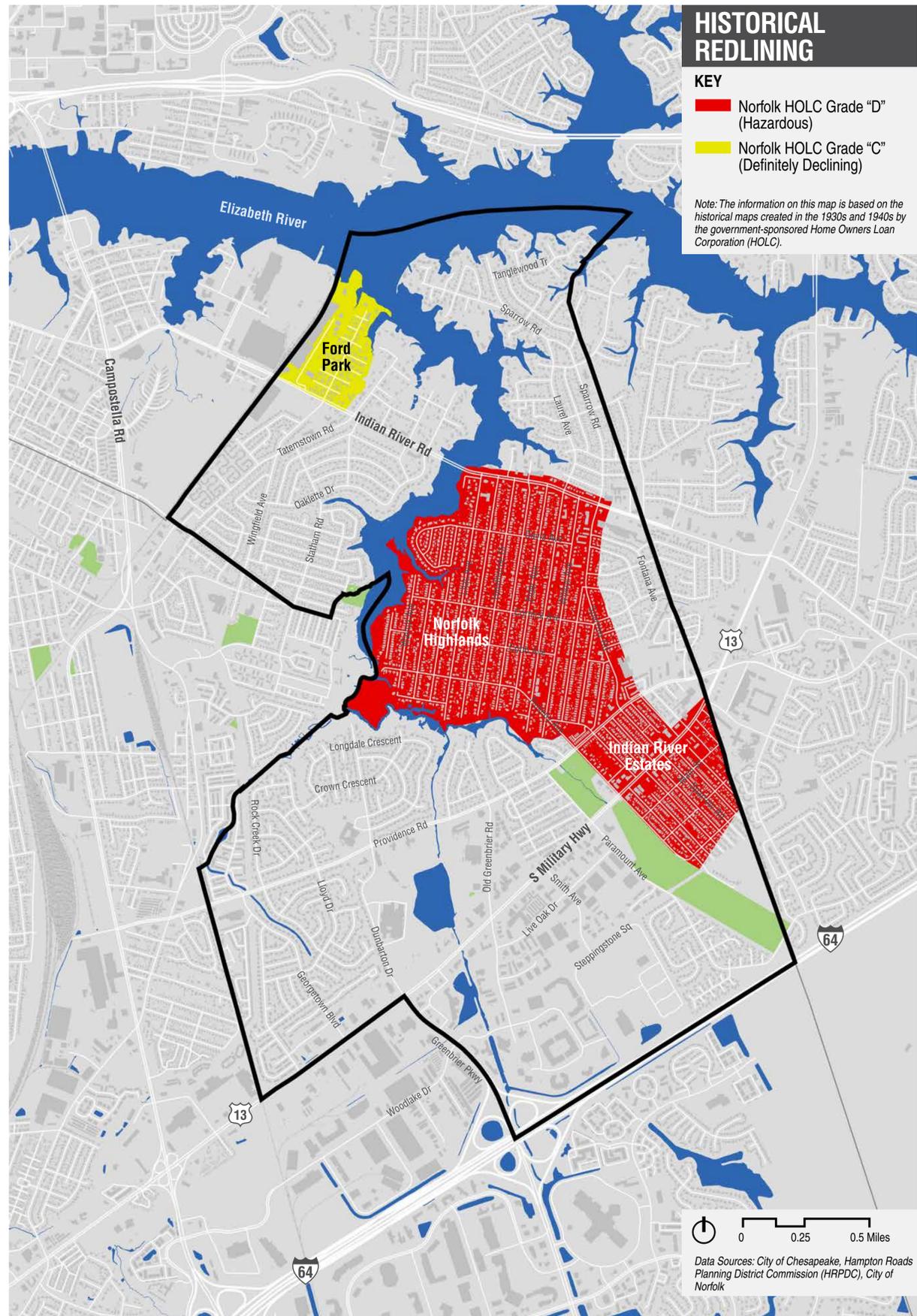
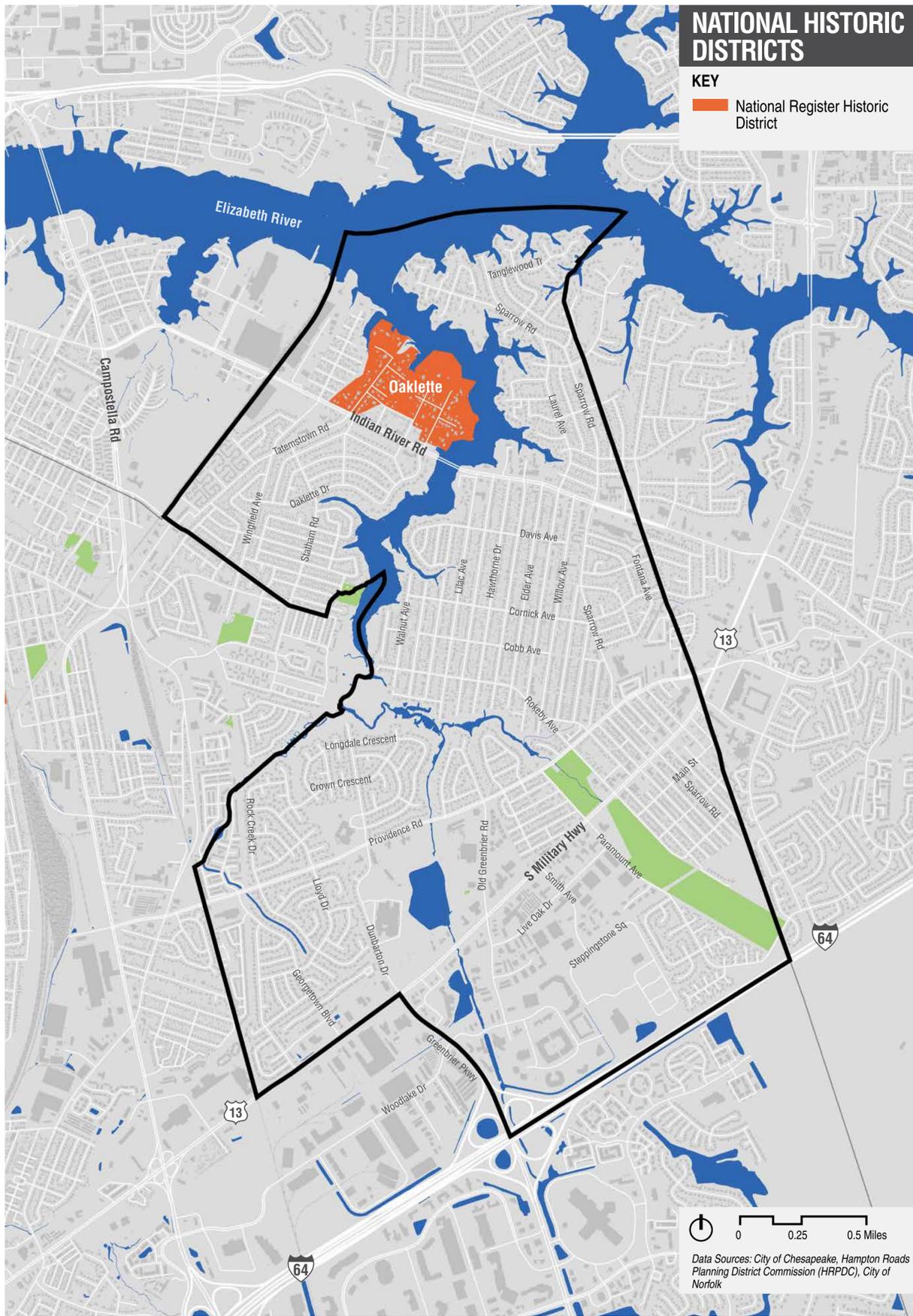


Indian River and its Historical Assets

- The Indian River area is a collection of neighborhoods stitched together by historic roads, rail lines, and waterways
- The area's 'oldest roads' remain the backbone of Indian River's internal roadway network
- Close proximity to Norfolk and its industries through faster transportation modes incrementally converted the area from agricultural land and wetlands into an urban place
- The Tide Light Rail begins to re-introduce rail transit to the Indian River along former railroad rights-of-way

Legend:

- Oldest Roads
- Pre WWII Residential Neighborhoods
- Post WWII Residential Neighborhoods
- Parks
- Rivers & Waterbodies
- Tide Light Rail
- Study Area Boundary

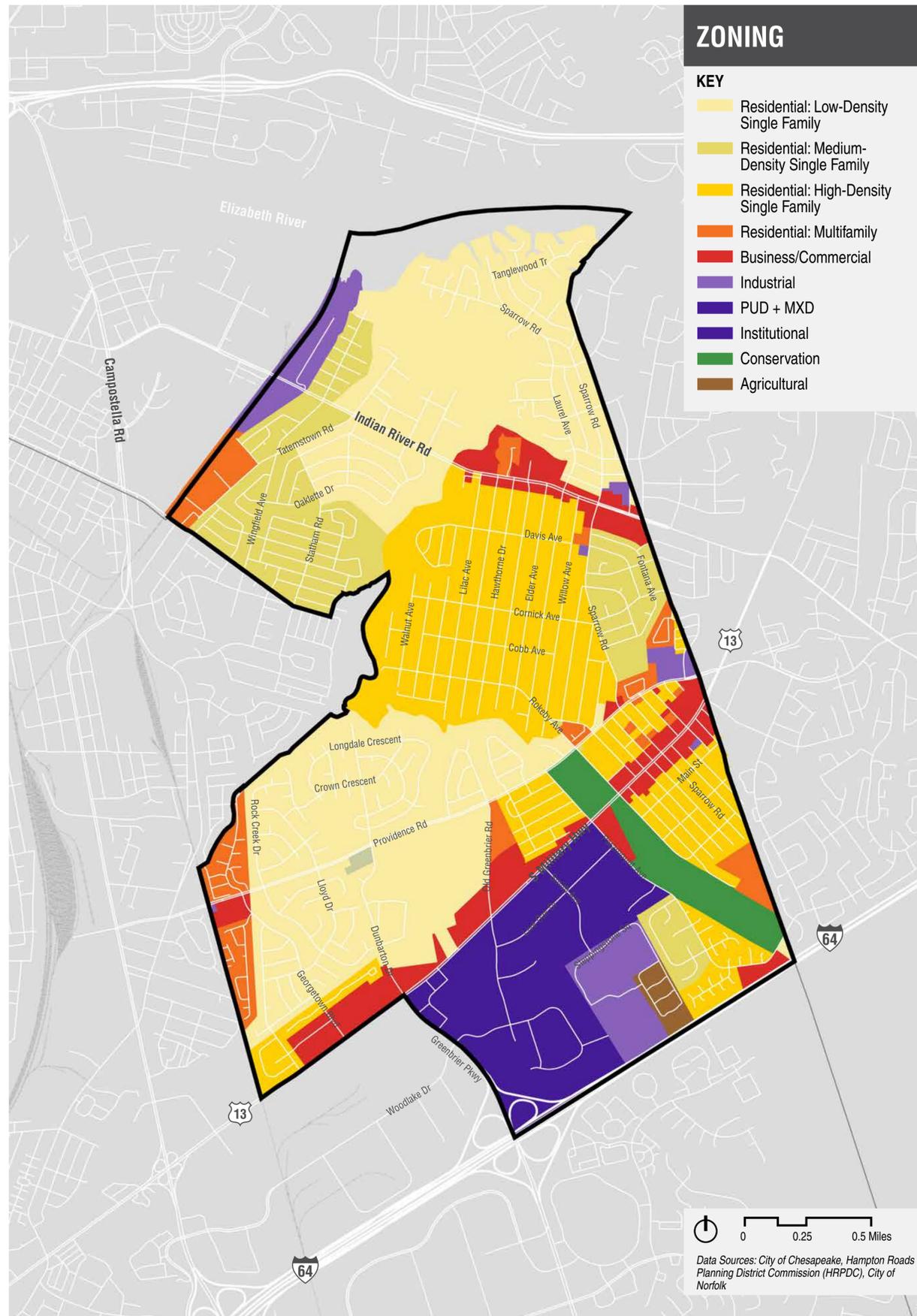
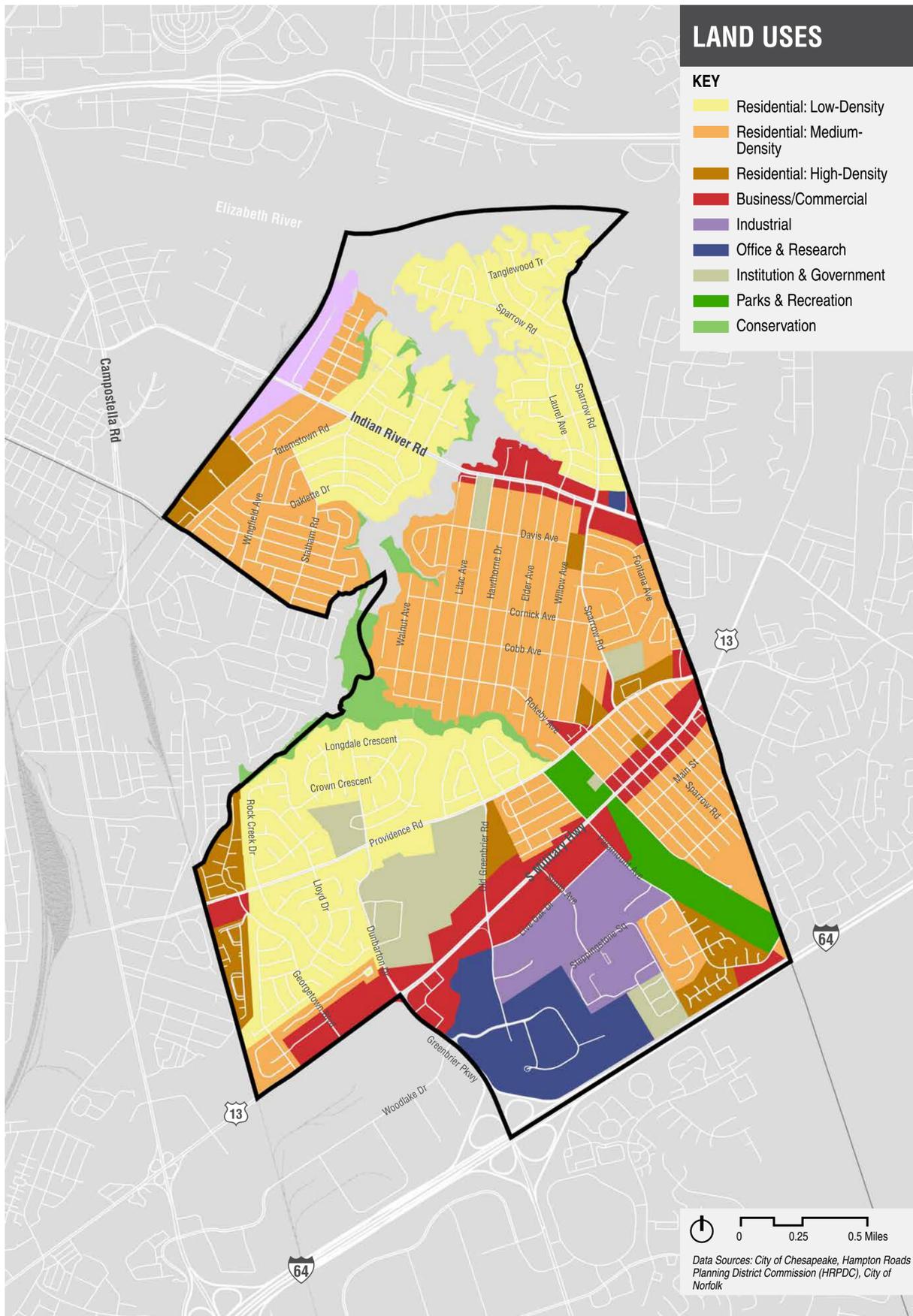


HISTORY

MAJOR TAKEAWAYS

- Established in the late 1800s, **Oaklette is considered the oldest existing neighborhood within the Indian River area** by historical accounts; it's also the only nationally designated historic district within the study area.
- The **Norfolk Highlands, Indian River Estates, and Ford Park neighborhoods were subdivided in the early 1900s** but developed gradually over the following decades.
- Between 1935-1940, the Home Owners' Loan Corporation (HOLC) made maps for the federal government that graded neighborhoods based on perceived "mortgage security" - A (Best) through D (Hazardous). **These maps promoted federally insured mortgages or "FHA loans" for white buyers purchasing new houses in wealthy white suburbs, and "redlined" or barred FHA loans for any buyer purchasing any house in a more racially integrated, working-class neighborhood.**
- According to Norfolk's 1940 HOLC map, **Norfolk Highlands and Indian River Estates were redlined neighborhoods.**

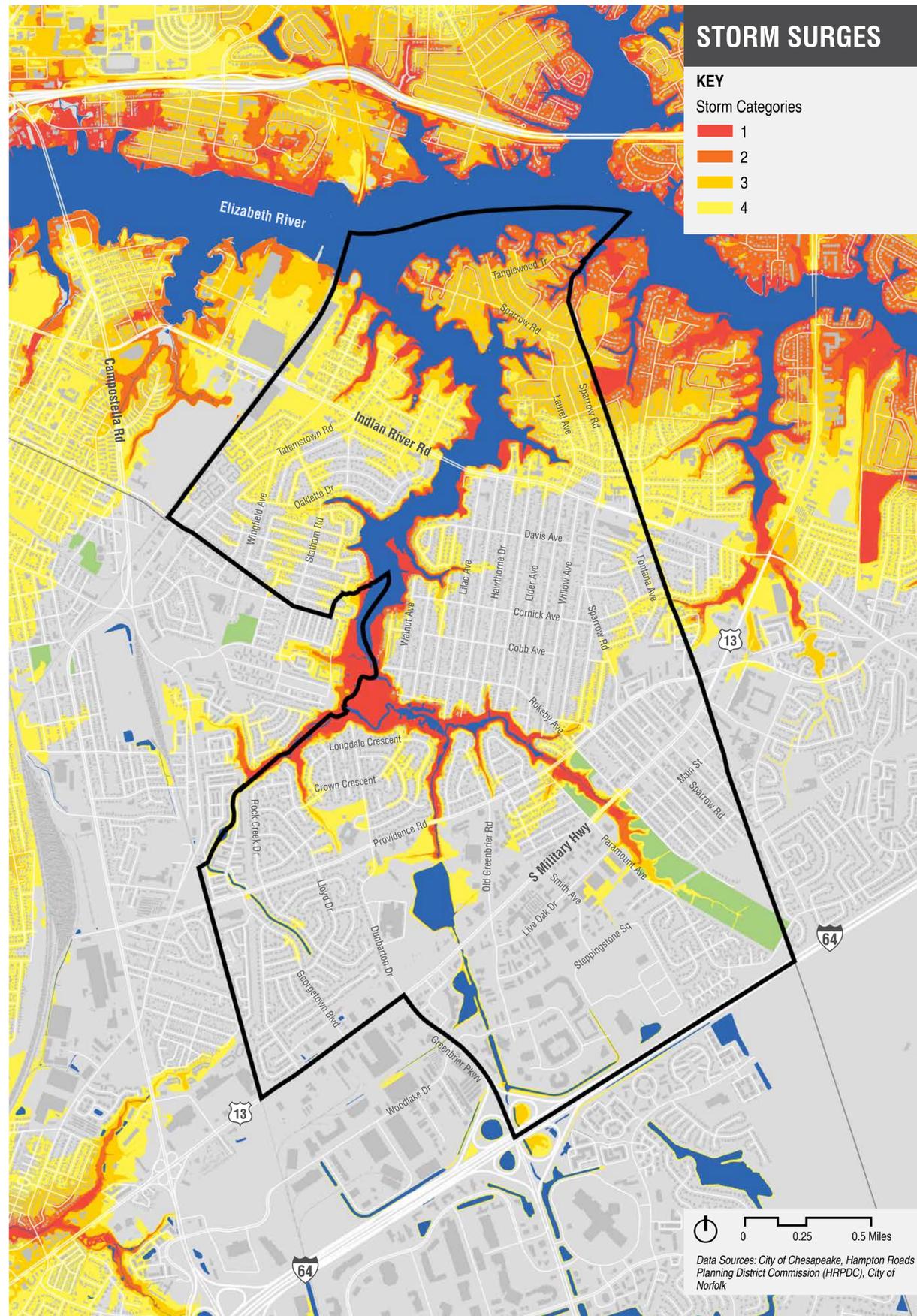
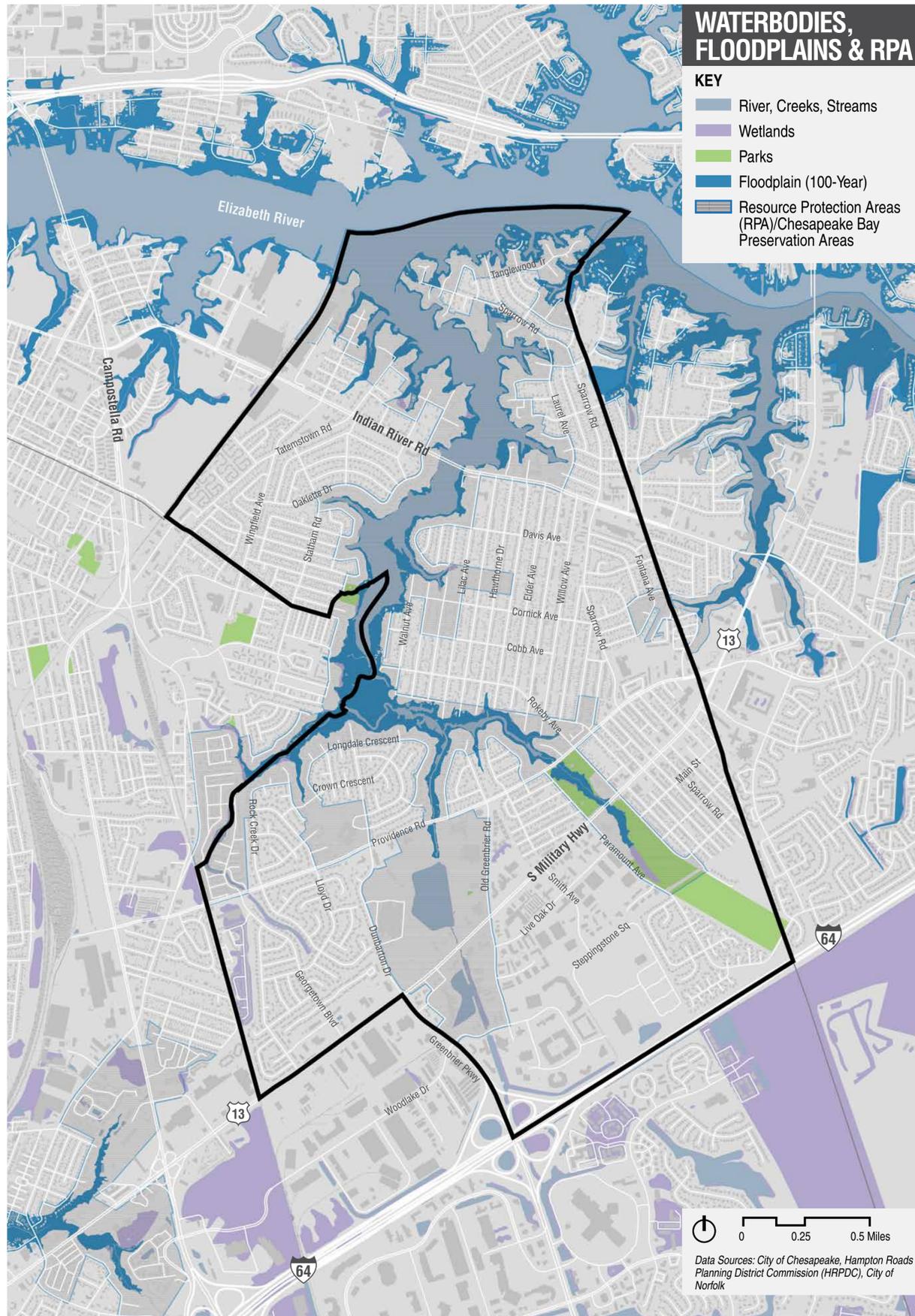
Visit <https://dsl.richmond.edu/panorama/redlining/#loc=5/39.1/-94.58> for more information about the history of redlining in the United States. Please note that redlining practices were curbed through the passage of Fair Housing Act of 1968 and subsequently by Community Reinvestment Act of 1977, both legislations passed by Federal government.



PROPERTY

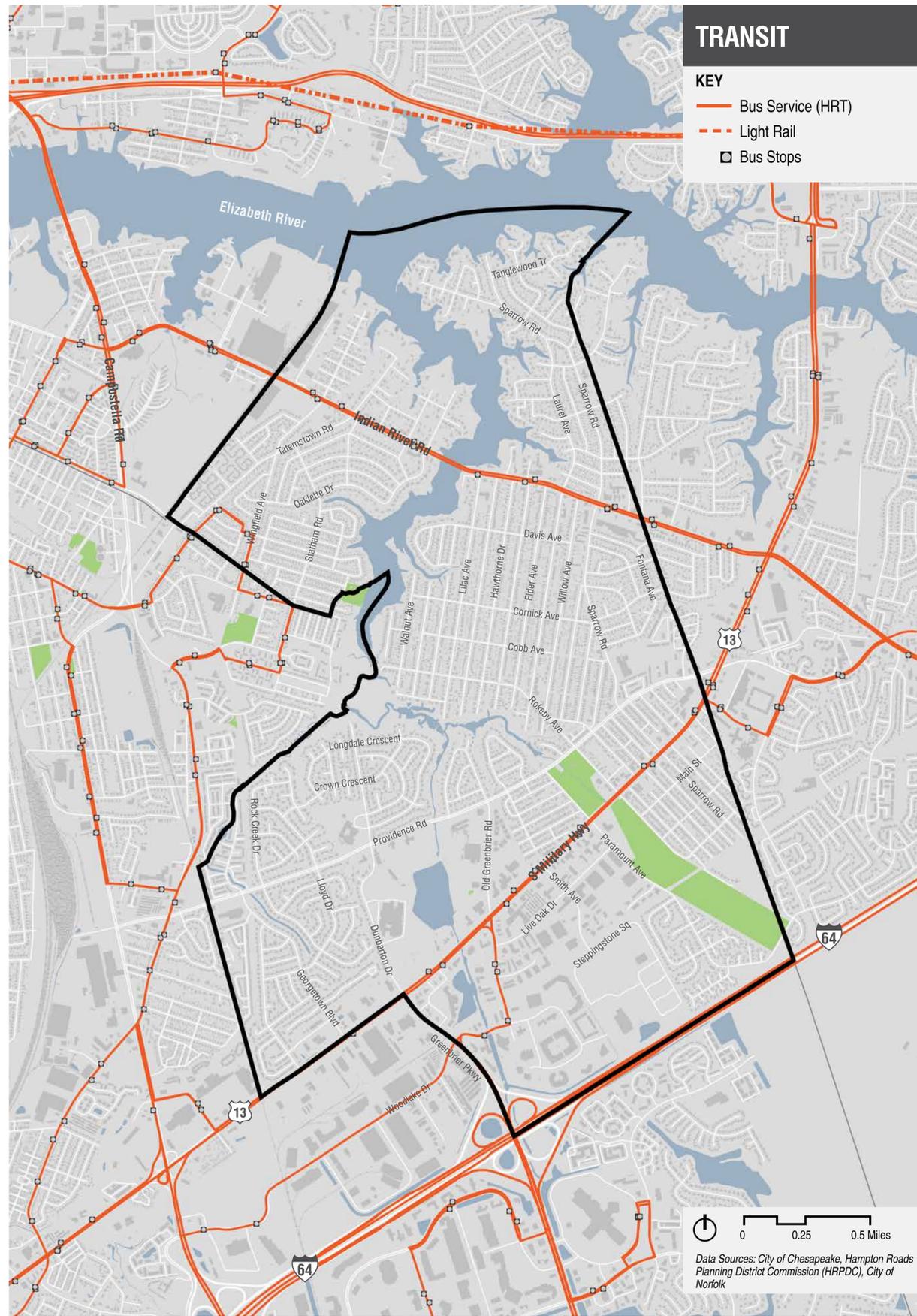
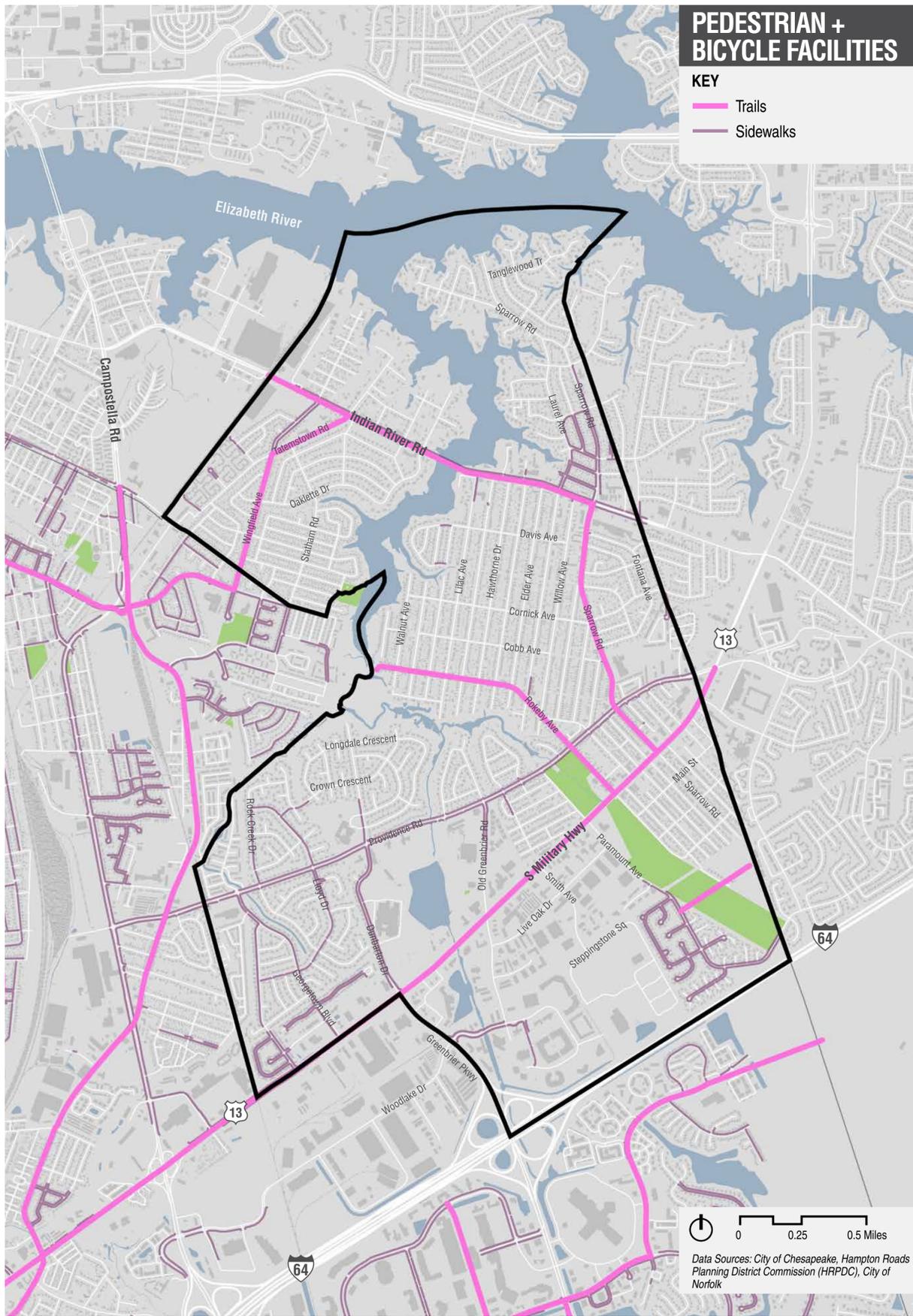
MAJOR TAKEAWAYS

- ▶ “Land use” and “zoning” are the City of Chesapeake’s legal tools to define how a piece of property can be used as well as types and sizes of structures, and location of such structures/buildings within a property.
- ▶ **Most of the study area is zoned for residential uses** with the lowest densities designated within the Tanglewood, Oaklette, and Georgetown neighborhoods.
- ▶ **Most commercial uses are concentrated along Indian River Road and Military Highway.**
- ▶ **Industrial uses tend to be focused between Military Highway and I-64 or near the former Ford Plant.**



MAJOR TAKEAWAYS

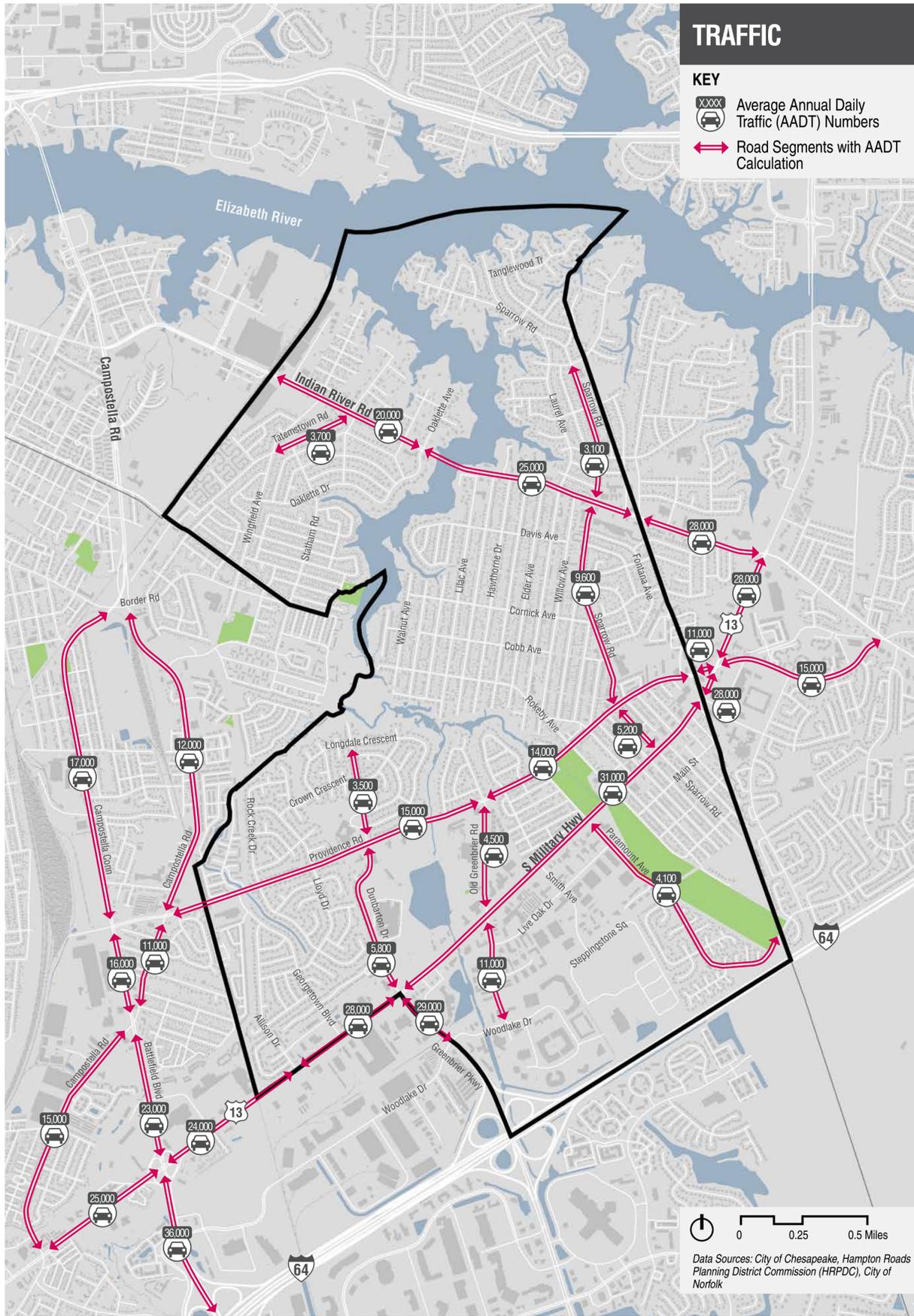
- ▶ The study area is vulnerable to flooding during extreme weather events.
- ▶ Most recent flood data from local, state, and federal entities show that the Tanglewood, Oaklette, Ford Park, and Fairview neighborhoods are the most at risk of storm surge flooding during category 3 and 4 hurricanes.
- ▶ While not always prone to flooding, the Chesapeake Bay Resource Protection Area (CBPA) or “RPA” extends into many properties near the Indian River within the Tanglewood, Oaklette, Ford Park, Norfolk Highlands, and Georgetown neighborhoods. For more information on CBPA, please visit City’s webpage: <http://www.cityofchesapeake.net/government/Boards-Commissions/full-listing/cbpa.htm>.
- ▶ Many important institutions like Indian River High School, Indian River Library, Indian River Middle School, and Georgetown Primary School are located within the RPA.



MOBILITY

MAJOR TAKEAWAYS

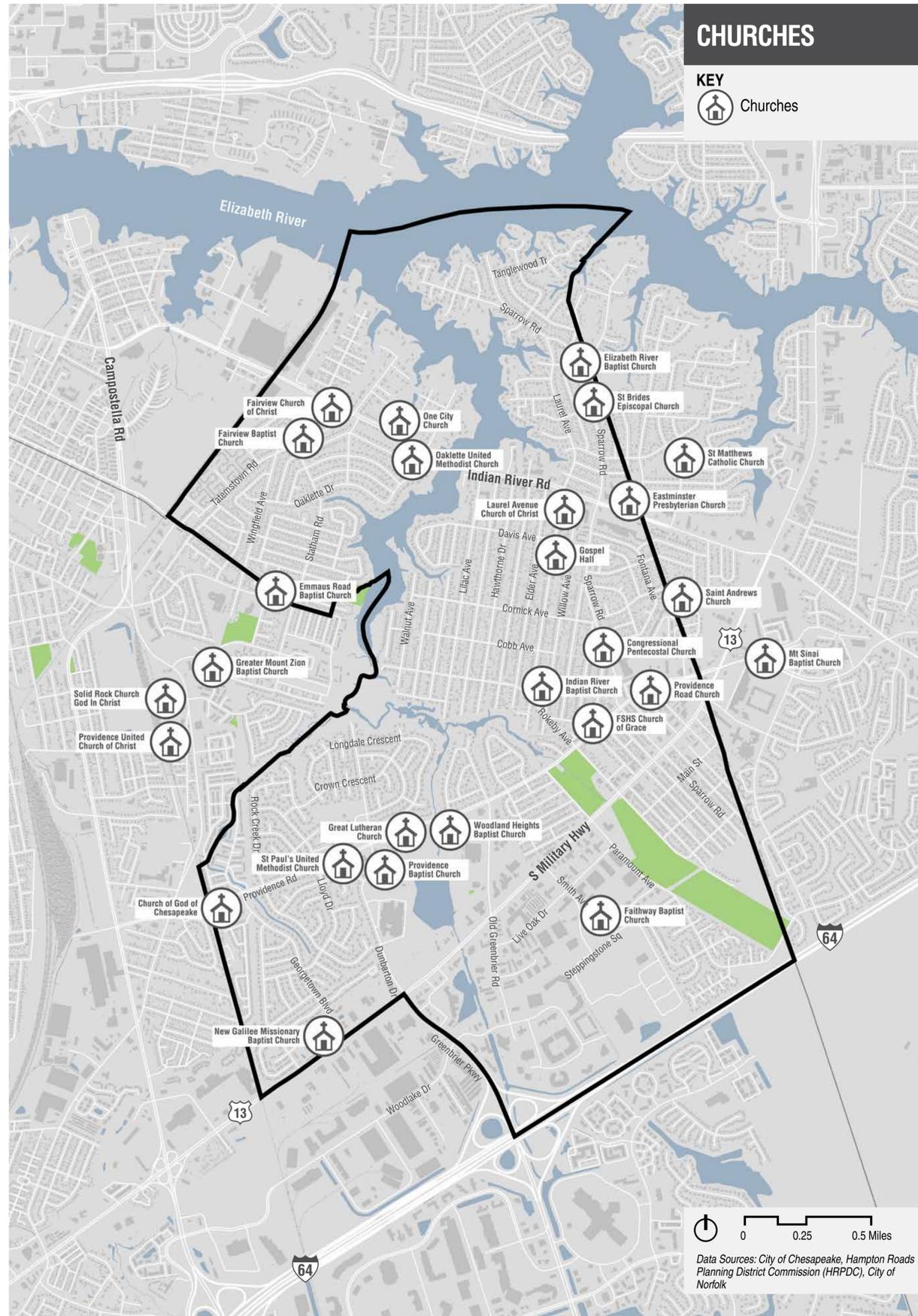
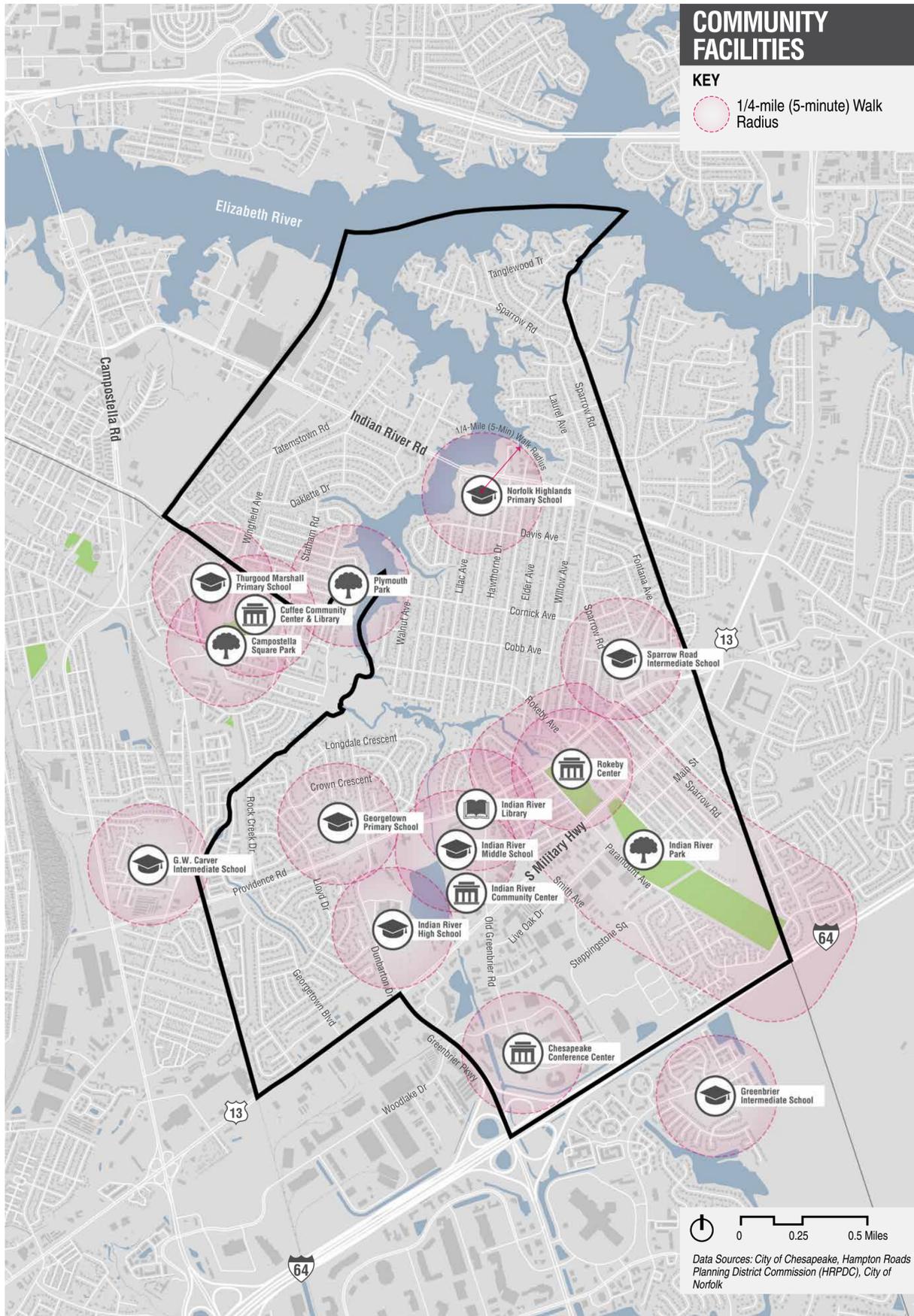
- ▶ Aside from some newer subdivisions, **only major roadways have sidewalks or trails for pedestrians and bicyclists.**
- ▶ **Where sidewalks do exist, most are narrow and lack the amenities that make sidewalks safe to use** including: Americans with Disabilities Act (ADA) compliant curb ramps, marked crosswalks, street trees, sidewalk lighting, and adequate protection from moving cars.
- ▶ While The Tide light rail is located north of Elizabeth River and the study area, **public transit within the study area is limited to buses** on Indian River Road, Military Highway, Old Greenbrier Road, and Woodlake Drive.
- ▶ **The few bus routes that serve the study area are not frequent (up to 1-hour headways).**
- ▶ **Most bus stops lack bus shelters and some lack sidewalk access.**
- ▶ **Minimal pedestrian, bicycle, and transit infrastructure forces most people, who have the means, to depend on automobile trips.**



MOBILITY

MAJOR TAKEAWAYS

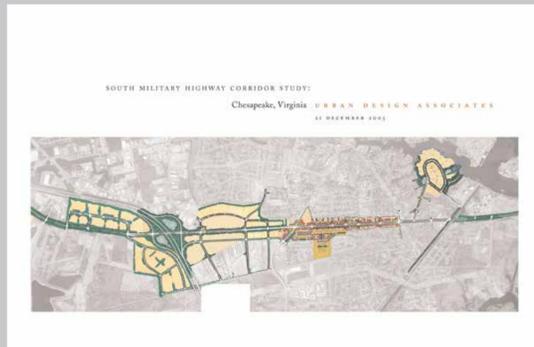
- ▶ **Car traffic is heaviest along the study area's largest roadways.**
- ▶ **On a daily basis, Military Highway carries the most car traffic** followed by Greenbrier Parkway, Indian River Road, Providence Road, and Sparrow Road.



COMMUNITY FACILITIES

- MAJOR TAKEAWAYS**
- ▶ Plymouth Park and Indian River Park are the only public parks within the study area.
 - ▶ Aside from schools, most public indoor community facilities are concentrated south of Providence Road.
 - ▶ Many churches serve the study area, with the highest concentrations located in the Norfolk Highlands, Georgetown, Fairview, and Tanglewood neighborhoods.

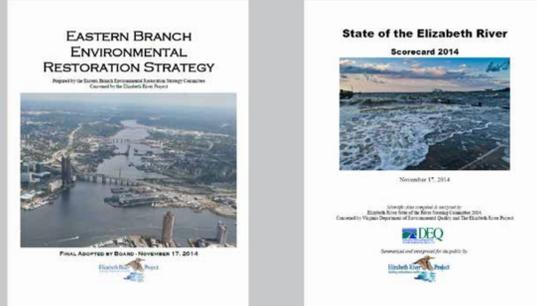
CITY OF CHESAPEAKE



SOUTH MILITARY HIGHWAY CORRIDOR STUDY

2005

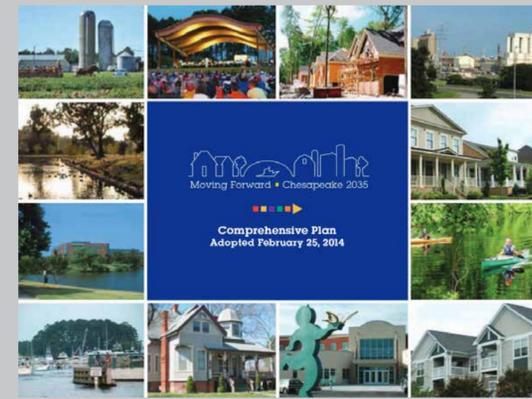
Recommends re-designing Military Highway as a boulevard with wide sidewalks and high-quality streetscapes to promote the redevelopment of adjoining commercial and industrial properties into more walkable mixed-use neighborhoods.



- **EASTERN BRANCH ENVIRONMENTAL RESTORATION STRATEGY**
- **STATE OF THE ELIZABETH RIVER SCORECARD**

2014

Indicate that the Eastern Branch River requires urgent efforts to improve the river's water quality. They recommend reducing polluted stormwater runoff into the Indian River and completing the Elizabeth River Trail extension.



FORWARD CHESAPEAKE COMPREHENSIVE PLAN 2035

2014

Emphasizes the importance of creating unique character for the study areas and encouraging community reinvestment through streetscape beautification and visual gateways, high quality infill development, more architectural variety, and minimizing environmental impacts.

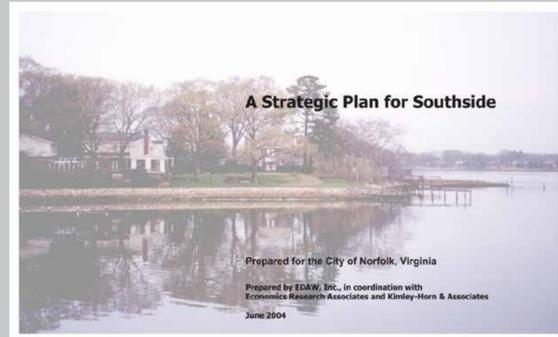


MAYOR'S ADVISORY COMMITTEE ON COMPREHENSIVE PLAN STRATEGIES

2018

Encourages more "Traditional Neighborhood Development" (TND) in the Indian River study area and to better connect communities with their "Main Streets" through infill mixed-use development and better bicycle and pedestrian infrastructure.

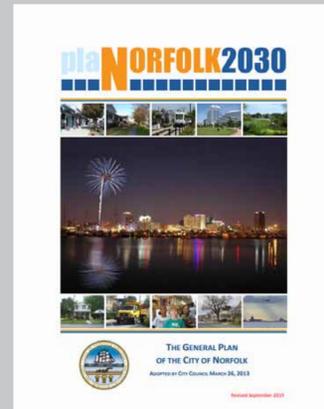
ADJACENT MUNICIPALITIES



A STRATEGIC PLAN FOR SOUTHSIDE (CITY OF NORFOLK)

2004

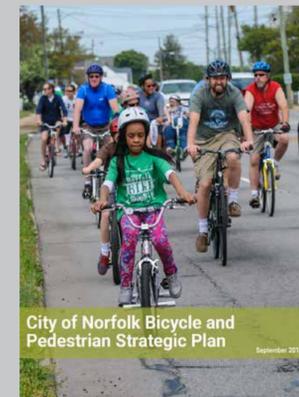
Recommends creating a stronger residential boulevard along the Wilson Road corridor by improving streetscape and encouraging development of residential uses while maintaining the street width.



PLANORFOLK 2035 IMPLEMENTATION PLAN

2015

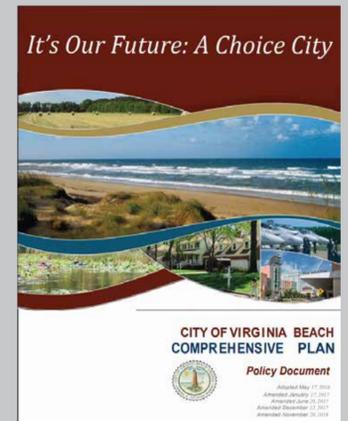
Studies the feasibility of creating a walking trail linking East Indian River Road to the Indian River Creek and creating a streetscape plan for the Compostella Road and Wilson Road corridors.



CITY OF NORFOLK BICYCLE AND PEDESTRIAN PLAN

2015

Recommends converting East Indian River Road from a 6-lane roadway with no bike lanes to a 4-lane roadway with buffered bike lanes.



CITY OF VIRGINIA BEACH COMPREHENSIVE PLAN

2018

Recommends re-designing Military Road with less access points and promoting more medium-density residential, office, hotel, and institutional redevelopment along adjoining industrial properties.