

5

Building to 2050 and Beyond

PUTTING IT ALL TOGETHER

With all the ideas in the Future Land Use Plan and in the Plan Goals, Actions, and Strategies, we can take a step back to see how all those parts and pieces come together into a whole, laying the groundwork to build the Future Vision into real change for Norfolk's communities. With a strong implementation roadmap, we will work collaboratively with partners to ensure our ideas can become reality, with the potential to transform our neighborhoods and our city to benefit all who live here.

Implementing the Plan

Planning to Action

NFK2050 contains hundreds of actions and strategies to achieve the goals under each Pillar, as well as the overall vision of the Plan. These actions and strategies, built upon a foundation of extensive community engagement, provide guidance for City staff, external partners and agencies, local businesses, the development community, and the public to use as Norfolk continues to grow and thrive over the next 25 years.


A variety of tools can be used to implement the Plan – most notably, the Zoning Ordinance, the Capital Improvement Plan, and Subdivision Regulations, all of which should be developed or amended using NFK2050’s guidance.

Over time, zoning and development regulations should become fully consistent with the actions and recommendations of NFK2050, as they are primary tools used to implement the vision, goals, and actions defined by any Comprehensive Plan.

For Norfolk to succeed and thrive, collaboration between City departments and partnerships between City government and external groups must be built and sustained to fully realize the vision and goals of the Plan. NFK2050 should be used by City departments to help develop internal work plans and budget requests, as well as support grant applications that are consistent with the goals and actions of the Plan. External groups can also use NFK2050 to support their own efforts to align with the vision and goals of the Plan.

Although NFK2050 guides land use policy and growth within Norfolk city boundaries,

in reality these planning issues transcend jurisdictions. Frequent and collaborative consultation with our neighboring cities will be crucial to enhance the quality of life of all residents and stakeholders who live, work, and play across city lines.

 **BEST PRACTICES:**
UNIFIED DEVELOPMENT ORDINANCE (UDO), CHARLOTTE, NC

An emerging implementation tool Norfolk may consider is a Unified Development Ordinance (UDO), which merges various land use and development regulations into one – typically the zoning, subdivision, and stormwater ordinances – to create clearer and simpler land use regulations and review processes.

Charlotte, NC’s UDO was adopted in 2022 as a mechanism to enact the vision of Charlotte Future 2040 Comprehensive Plan policies. Charlotte combined 8 different land development ordinances, including the Zoning Ordinance, into one clear, illustrated, public-facing document.

Implementation Approach

Comprehensive Plans are a complex and multidimensional endeavor. Bringing these ideas to action will involve a wide range of partners and strategies. Additionally, the expansive scope of Comprehensive Plans can make them difficult to organize and execute; typically, an implementation matrix is used to keep all the goals and actions in one place and to help identify action types, time frames, and responsible departments or agencies.

NFK2050 utilizes an Implementation Matrix and includes a category called **Scale of Impact** to acknowledge the level of impact each action will have in achieving the overall Plan goals and how they can build on one another to achieve a truly transformative, long-term impact in the city.

SCALE OF IMPACT

- **Transformational:** Long-term, and as the name suggests, transformational actions that define the community’s vision for 2050. Achieving these will often require a foundation of both Foundational and Substantial actions.
- **Substantial:** Actions that significantly contribute to achieving the 2050 vision. While some may require preliminary Foundational actions, they are generally implemented within a medium-term timeframe.
- **Foundational:** Actions based on existing City efforts that should be expanded or continued. It also includes short-term and ongoing low-cost actions that lay the groundwork for Substantial and Transformational actions.



✦ For the full Implementation Matrix, including all the NFK2050 Goals, Actions, and Strategies, please see Appendix III.

Evaluating Alignment

Zoning and Land Use Applications:

Zoning and related land use ordinances are the City’s primary tools to implement NFK2050. Therefore, it is important for zoning and land use applications submitted to the City to be evaluated against NFK2050 to ensure consistency with its goals and actions.

The Department of City Planning and the City Planning Commission will follow the guidance of NFK2050 when reviewing new applications and in decision-making, or entitlement, processes, such as rezonings, Conditional Use Permits (CUPs), etc. Staff will also work towards the elimination of zoning non-conformities whenever development applications go through discretionary approval processes: these applications should meet the goals of the Pillars in NFK2050.

During the review of these applications, City Planning staff will utilize an evaluation report like the one opposite, taking into consideration the following elements:

FUTURE LAND USE MAP AND PLACE TYPE CONSISTENCY:

- Primary and Secondary Uses
- Character and Mobility guidance
- General Considerations (e.g., how the project complements the existing character of the area, how ground floors activate the street, how multimodal access is incorporated (pedestrians, bicyclists, transit, etc.).
- Form, massing, and density of a project and how they fit within the associated Place Type.

PLAN PILLARS, GOALS, ACTIONS, AND STRATEGIES:

Projects might not address all of NFK2050’s Pillars, goals, actions, and strategies; however, these provide context for the way City Planning staff will evaluate new projects or requests. Projects may also meet some

goals, actions, and strategies but fall short or, in some cases, directly oppose others. Staff will utilize all relevant goals, actions, and strategies when evaluating proposals and suggest improvements, if necessary, to better align with NFK2050.

ADOPTED PLANS AND POLICIES:

City Planning staff will also consult applicable plans and policies that are adopted into NFK2050 for guidance (e.g., Vision2100, Green Infrastructure Plan, Complete Streets Policy, etc.). Community plans applicable to the location of the proposed development will also be used; see p.259 of this chapter for all adopted plans and policies.

Other City departments are encouraged to adopt a similar approach for projects within their respective work programs and budgets, and when submitting materials for approval in the annual Capital Improvement Plan. External groups are also encouraged to use a similar framework to ensure their own projects and initiatives are consistent with NFK2050.

SAMPLE PROJECT EVALUATION REPORT BASED ON NFK2050 GUIDANCE:



NFK2050 Evaluation Report

Request	Conditional Zoning REZONING: MF-NS (Multi-Family Neighborhood-Scale) to C-C (Community-Commercial)	Project Type Restaurant with a drive-through	Character District Traditional
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Alignment with NFK2050: Future Land Use Plan

Place Type	Corridor Mixed Use
Land Use	The proposed commercial use is considered a Primary Use in Corridor Mixed Use and is therefore consistent; however, the drive-through requires a Conditional Use Permit.
Character	<p>OVERVIEW: Corridor Mixed Use places are characterized by medium to higher density mixed use development in a walkable, urban environment. Active street presences are encouraged, as are pedestrian-friendly streetscapes.</p> <p>ASSESSMENT:</p> <ul style="list-style-type: none">•The proposed development is suburban in nature, with a one-story restaurant set back from the street with a drive-through located between the building and the street. To be more consistent with the Corridor Mixed Use place type, the proposed building should be moved up to the street to create an active street presence and should include an active storefront with functional street-level entrances.•The Future Land Use character guidance can be applied during the rezoning and Conditional Use Permit process to ensure the development meets the intent of the Corridor Mixed Use place type. The Commercial and Mixed-Use Pattern Book should also be consulted to further enhance the form and character of the building, ensuring it fits within the Traditional Character District.
Mobility	<p>OVERVIEW: Corridor Mixed Use place types have a strong focus on walkability and bikeability and these areas should connect residents to services, commercial areas, and employment opportunities. Streetscape improvements should prioritize pedestrian safety.</p> <p>ASSESSMENT:</p> <ul style="list-style-type: none">•While the restaurant use is generally appropriate within this place type, site improvements should be made to align with the mobility guidance. To be more consistent with the Corridor Mixed Use place type, the drive-through should be relocated to the rear of the building and appropriately buffered from view. Pedestrian connections should be made from the sidewalk to the building entrance to enhance safety and walkability for patrons and employees. Bike racks and other infrastructure should also be included to further the intent of the place type as one focused on multimodal access.

Alignment with NFK2050: Plan Pillars		
Pillar:	Relevant Goals:	Consistency:
Celebrating Our Community	Goal 2: Support Complete and Healthy Neighborhoods	<ul style="list-style-type: none">- Development should include more pedestrian, bicycle, and streetscape improvements - landscaping, outdoor seating, etc.- Development should be altered to better fit with the Corridor Mixed Use Place Type - form, character, mobility, etc.
Embracing Nature	Goal 2: Build and Maintain a Network of Green and Blue Infrastructure	<ul style="list-style-type: none">+ Preserves or increases tree canopy
Connecting the City	Goal 4: Enhance Multi-Modal Transportation throughout the City	<ul style="list-style-type: none">- Addition of bicycle infrastructure or amenities needed (bike racks, etc.), as site is along a strategic bicycle corridor
	Goal 3: Improve Intracity Travel and Connections	<ul style="list-style-type: none">+ New sidewalks are included that improve access from the neighborhood to the development
	Goal 4: Protect and Enhance Transportation and Utility Infrastructure	<ul style="list-style-type: none">+ EV charging stations are included in the development

+ project element positively contributes to NFK2050 Goal
- project needs adjustments to meet this NFK2050 Goal

ALIGNMENT WITH NFK2050: Y: ☐ Y WITH ADJUSTMENTS: ☒ N: ☐

Staff finds the project generally in alignment with NFK2050 Future Land Use and Pillar guidance, and is subject to approval with the suggested alterations.

COMMUNITY PLANNING

NFK2050 provides a citywide vision for future growth, change, and development. Sometimes, a more focused strategy is required to address the unique cultural, historical, social, economic, or physical factors within an individual community. **Community plans** offer a chance to explore these specifics in depth, creating tailored recommendations that best meet the needs of local residents, business owners, and visitors in these areas.

When considering the need for a new community plan or study, the following guidance should be used when determining the location of the study area:

- The Future Land Use Map, prioritizing the Planning Focus Areas followed by areas within and around the Community Mixed Use and Corridor Mixed Use Place Types.

- Whether an area is impacted by a significant capital or infrastructure project or expansion of a facility.
- Whether an area is experiencing development interests that are different from the prevalent development pattern.



(WRT)

THE FOLLOWING DOCUMENTS ARE ADOPTED AS PART OF THE COMPREHENSIVE PLAN:

All documents listed are hosted on the NFK2050 website.

CITYWIDE PLANS AND POLICIES:
A Green Infrastructure Plan for Norfolk (2018)*
Bicycle and Pedestrian Strategic Plan (2015)*
City of Norfolk Chesapeake Bay Preservation Area Program Supplement (2003)*
Complete Streets Policy (2016)*
Sand Management Plan (2016)*
Vision2100 (2016)*

PATTERN BOOKS AND DESIGN GUIDELINES:
A Pattern Book for Norfolk Neighborhoods (2003)*
Coastal Character District Pattern Book (2017)*
Commercial and Mixed-Use Pattern Book (2018)*
Design Principles for Multifamily Development (2020)*
Missing Middle Pattern Book (2021)*
The Broad Creek Refresh: A Pattern Book (2021)*
Traditional Neighborhoods Plan Book (2016)*

* indicates a plan or policy that was adopted into plaNorfolk2030 and is carried forward into NFK2050.

COMMUNITY PLANS:
A Strategic Plan for Southside (2004)*
A Vision for the Next Decade: Downtown Norfolk 2030 (2020)*
A Vision for Wards Corner: Urban Development Area Plan (2019)*
Broad Creek Refresh Plan: Building a Community of Choice (2021)*
Central Hampton Boulevard Area Plan (2010)*
City of Norfolk Midtown Plan (2022)*
Comprehensive Plan for the Military Highway Corridor (2006)*
Fairmount Park Neighborhood Revitalization Implementation Plan (2004)*
Greater Wards Corner Comprehensive Plan (2004)*
Military Circle/Military Highway Urban Development Area: A Vision for the Future (2017)*

The following documents are not adopted as part of the Comprehensive Plan but serve as valuable references for the implementation of NFK2050:

CITYWIDE PLANS AND POLICIES:
An Inclusive Economic Development Strategy for the City of Norfolk (2019)
Climate Action Plan (2019)
Electric Vehicle Charging Plan (2024)
Multimodal Transportation Master Plan (2022)
Norfolk Comprehensive Housing Study and Strategic Plan (2023)
Norfolk Resilience Strategy (2015)
Parks and Recreation Master Plan Assessment (2022)
Stormwater Design and Construction Manual (2024)
PATTERN BOOKS AND DESIGN GUIDELINES:
Elevating Homes Pattern Book (2023)
Local Historic District Guidelines (2012)
Norfolk Outdoor Spaces Guidelines (2023)
REGIONAL PLANS AND STUDIES:
Comprehensive Economic Development Strategy for Hampton Roads (2022)
Hampton Roads Hazard Mitigation Plan (2022)
Hampton Roads Joint Land Use Study (2005)
Long-Range Transportation Plan (HRTPO)
Norfolk and Virginia Beach Joint Land Use Study (2019)
Virginia Coastal Resilience Master Plan (2021)

Measuring Success

ONGOING REVIEWS

The policies and recommendations outlined in NFK2050 serve as a practical framework for tracking the Plan’s progress. Each year, city staff should convene to identify which actions to prioritize in the coming year to advance the overall goals of each Pillar. This team of city staff (“champions” or “doers”) should be dedicated to assisting with the implementation of NFK2050. Simultaneously, the team should reflect on the previous year’s efforts to assess achievements and identify areas needing further attention. This annual review process will provide the flexibility to adjust priorities based on budget cycles and limitations and evolving community needs.

Per the Code of Virginia (§ 15.2-2230), the Comprehensive Plan must also be reviewed at least every five years to determine if there is a need for any of the following types of amendments:

- Adjustments to specific goals, actions, or metrics.
- Updates to entire chapters/Pillars or added sections or topics.
- Preparation of a new Plan.

METRICS

Implementation is an iterative process that requires ongoing monitoring, review, and adjustment as conditions change, and it’s important to develop metrics, or performance measures, that demonstrate both the progress in achieving the Plan goals while also accounting for the uncertainties of the future.

The metrics in NFK2050 are not tied to specific goals or actions in the Plan, which are often influenced by factors and trends outside of the City’s control, but rather are benchmarks to measure how the city is meeting the vision of each Pillar. This approach will help determine how effectively plan implementation is turning each Pillar’s community aspirations into reality.

REPORTING

At least every two years, City Planning staff should create a NFK2050 Implementation Report to evaluate the data defined in the metrics, including an outline of the obstacles to plan implementation, and recommendations for new or modified actions, strategies, or metrics. The Report should be posted on the NFK2050 website and be presented to the City Planning Commission and City Council. The Report may also include a summary of any other activities undertaken by City departments to advance any of the goals outlined in the Pillars but may not be specifically mentioned in the Plan’s actions. Ultimately, the Report will help communicate implementation progress with elected bodies, other City departments, and the general public.

Celebrating Our Community	METRIC	DESIRED TREND	BASELINE STATISTIC	BASELINE YEAR	DATA SOURCE
	# of public art installations	Increase	149	2022	Public Art
	# of active neighborhood identification signs	Increase	145	2025	Neighborhood Services
	# of surveyed resources	Increase	7,844	2025	City Planning
	# of designated historic resources and districts	Increase	66	2025	City Planning
	# of documented trails connecting to historical points of interest	Increase	2	2025	Parks and Recreation, City Planning
	# of pattern books, plan books, and design guidelines	Increase	11	2025	City Planning
	Acres of public parks and open spaces	Increase	1,302	2024	Parks and Recreation
	Park Score ranking	Increase	53	2025	Trust for Public Land
	Walk Score	Increase	46	2025	WalkScore
	% population living within a 10-minute walk of a park	Increase	78	2025	Trust for Public Land
	# of public recreation amenities	Increase	1,369	2022	Parks and Recreation
	# of people with low access to healthy food (within 1 mile)	Decrease	76,784	2019	County Health Rankings & Roadmaps, Public Health
	Premature mortality rate (death rate of residents under age 75)	Decrease	11,600	2025	County Health Rankings & Roadmaps, Public Health

Growing Equitably	Metric	Desired Trend	Baseline Statistic	Baseline Year	Data Source
	% population in labor force	Increase	70.2	2023	Census Data DP03 (ACS 2023)
	% unemployment rate	Decrease	6.1	2023	Census Data S2301 (ACS 2023)
	% population below poverty level	Decrease	17.3	2023	Census Data S1701 (ACS 2023)
	% population with a high school diploma or equivalent	Increase	33.5	2023	Census Data S1501 (ACS 2023)
	% population with a bachelor's degree or higher	Increase	20.4	2023	Census Data S1501 (ACS 2023)
	Median income (\$)	Increase	62,382	2023	Census Data S1901 (ACS 2023)
	% population that is cost burdened (housing cost ≥ 30% of income)	Decrease	37	2021	Department of Housing and Urban Development (HUD)
	% population in poverty that is housing cost burdened	Decrease	18	2021	HUD
	# of census tracts with a high poverty rate (20% or more)	Decrease	43	2023	Census Data S1701 (ACS 2023)
	% homes occupied by homeowner	Increase	45.7	2023	Census Data DP04 (ACS 2023)
	Total housing units	Increase	102,542	2023	Census Data DP04 (ACS 2023)
	# of building permits issued for new housing units (total)	Increase	499	2024	2024 CPC Annual Report
	# of building permits issued for new middle housing units (2-12 units)	Increase	52	2024	2024 CPC Annual Report
	Acres of brownfields remediated or under remediation on publicly owned sites	Increase	39	2025	Virginia Department of Environmental Quality (VDEQ)
Embracing Nature	Metric	Desired Trend	Baseline Statistic	Baseline Year	Data Source
	Acres of wetlands restored (tidal and freshwater)	Increase	25.05	2025	Resilience
	# of impaired waterbodies	Decrease	22	2024	VDEQ
	# of city-owned trees installed	Increase	93,732	2025	Parks & Recreation, Parks & Forestry Operations
	% overall tree canopy	Increase	21.89	2025	i-Tree
	Acres of vegetation area	Increase	17,787.8	2025	Trees at Work
	Tree Equity Score	Increase	84	2025	American Forests
	# of major flood reduction infrastructure projects completed	Increase	18	2025	Stormwater, Resilience
	Site energy use in municipal buildings (units)	Decrease	86,212.5	2024	General Services, Civic Lab
	Energy burden (% of gross household income spent on energy costs)	Decrease	3	2025	US Department of Energy
	% total impervious area	Decrease	49	2025	NatureQuant
	Urban Heat Index (average)	Decrease	4	2025	NatureQuant

Connecting the City	Metric	Desired Trend	Baseline Statistic	Baseline Year	Data Source
	# of traffic fatalities and severe injuries on city roads	Decrease	151	2024	Virginia Department of Transportation
	Miles of dedicated bike lanes	Increase	29.6	2025	Transportation
	Miles of sidewalks	Increase	919.1	2025	Transportation
	Miles of high-capacity mass transit	Increase	7.4	2025	Hampton Roads Transit (HRT)
	Miles of high-frequency bus routes	Increase	9.36	2025	HRT
	Transit ridership	Increase	3,724,738	2024	HRT
	Bicycle trip counts on city roads	Increase	67,098	2024	Transportation
	Elizabeth River Trail (ERT) bicycle and pedestrian count	Increase	201,772	2024	ERT
	Transit Score	Increase	36	2025	Walk Score
	Bike Score	Increase	47	2025	Walk Score
	% population living within ½ mile of a high-frequency transit stop	Increase	17.2	2023	HRT, Census
	% jobs within ½ mile of a high-frequency transit stop	Increase	52.3	2023	HRT, Census
	% network miles outside of recurrent flood zones	Increase	43.4	2025	Transportation, City Planning
	# of Norfolk residents who bike, walk, carpool, or take transit to work	Increase	22,459	2023	Census Data B08006 (ACS 2023)
	# of shelters installed at bus stops	Increase	137	2025	HRT
	# of households with broadband access	Increase	83,456	2023	Census Data S2801 (ACS 2023)
	# of blocked railroad crossing incident reports	Decrease	1,028	2024	Federal Railroad Administration
	# of bicycle racks at public facilities	Increase	182	2025	Transportation
	# of e-scooter/ e-bicycle corrals	Increase	23	2025	Transportation
	# of electric vehicle charging stations	Increase	55	2025	CivicLab, Transportation

Norfolk By 2050

When we look at how to cross-reference our most transformational Goals and Actions (Ch. 4) with the specific place types on our Future Land Use Map (Ch. 3), we can understand what kind of development and infrastructure we need to build where.

The central idea of NFK2050's land use is that **future growth should be targeted in lower-risk, higher-ground areas of the city** that are or will be well-connected to transit or other modes of transportation. These are the areas to focus development strategies ranging from “gentle density” to mixed-use walkable development and community gathering places. **More housing for all ends of the income spectrum is needed citywide, but we should be thoughtful to add that housing primarily in places that will be safer from climate risks.**

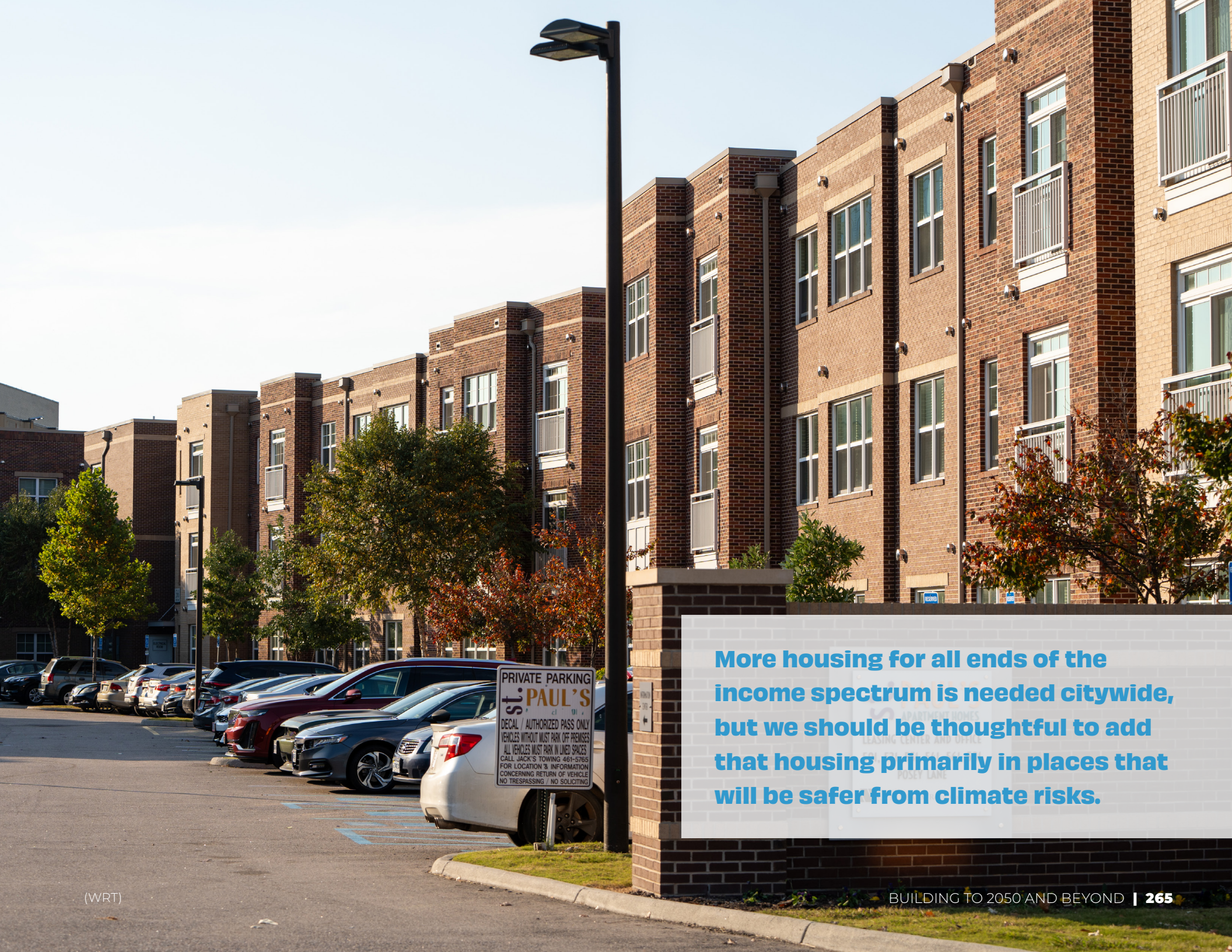
Meanwhile, the **higher-risk areas of the city will need increasing protection** from rising floodwaters. This protective infrastructure is likely to cost the city, as all large projects do; however, it is imperative to protect our people, particularly our most vulnerable neighbors. Small- and large-scale mobility projects also need to be developed in tandem to better connect all corners of our city.

Broadly speaking, costs for infrastructure are generally offset through policy to do the following:

- Increase the incomes of our current residents;
- Improve the property value of existing owners; or
- Add new residents and their ensuing property taxes.

Ideally we employ all three strategies, without compromising the unique character of Norfolk’s neighborhoods.

As we plan for the city’s growth, development must be guided by environmental realities and strategic investment. Topography, sea level rise, and the distribution of existing and future assets form the foundation for determining where and how we grow.



More housing for all ends of the income spectrum is needed citywide, but we should be thoughtful to add that housing primarily in places that will be safer from climate risks.

PROJECTING GROWTH

Vision 2100 outlines a long-term framework that designates areas with relatively low flood risk as **Neighborhoods of the Future** and **New Urban Centers**. These zones, anchored around existing high-value assets, are envisioned as hubs for redevelopment into vibrant, transit-oriented communities that can accommodate population growth while minimizing climate vulnerability.

Building on this foundation, NFK2050’s Future Land Use Plan envisions how that growth could take shape by prioritizing policies that:

- Increase housing production at different densities.
- Direct development away from flood-prone areas.
- Transform vacant and underutilized parcels into productive, resilient land uses.
- Double down on transit-oriented development.
- Reconnect historically redlined communities through equitable investment and integration.
- Increase the city’s tax base through strategic growth and redevelopment.

By inserting a mix of small-scale infill, “gentle densities,” and transit-oriented mixed-use development patterns, we find that **Norfolk has a lot more room to grow than one might think — without compromising neighborhood character.**

TESTING SCENARIOS

To test what impacts these development actions may have in different parts of Norfolk, we can select several typical neighborhoods in the city and apply this methodology for growth, combining development ideas with larger actions about mobility, resilience, amenities, urban design, and all the other transformative ideas from the rest of NFK2050.

For the purposes of this planning study, two different neighborhoods — **Little Creek** and **Berkley**—have been selected as “prototype sites” to study the projected benefits of how these transformative policies might be applied.

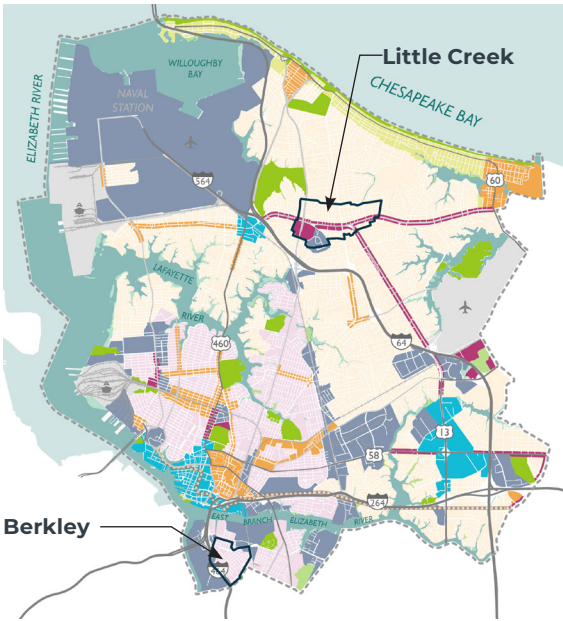


Figure 1: Testing Sites for projected growth

TEST SCENARIO: LITTLE CREEK TODAY

The Little Creek node exhibits the characteristics of a **prototypical node for corridor-based, mixed-use redevelopment**. Situated at the intersection of Military Highway, East Little Creek Road, Chesapeake Boulevard, and Tidewater Drive, the area reflects a conventional car-oriented commercial district with significant potential for transformation.

The site’s wide rights-of-way, underutilized parcels, and location within a network of residential neighborhoods position it well for reimagining as a vibrant, transit-oriented community. As of Spring 2025 East Little Creek Rd is also currently undergoing a Corridor Study for physical and economic improvements.



East Little Creek Rd and Halprin Dr intersection



East Little Creek Rd

TEST SCENARIO: BERKLEY TODAY

Berkley exhibits characteristics of a prototypical traditional residential neighborhood, characterized by lower-density housing, institutional anchors, and a strong historical identity.

A future scenario for Berkley could focus on envisioning the neighborhood as a

node of resilience—both socially and environmentally. As a historically Black community and a formerly redlined area, Berkley has experienced decades of disinvestment, yet it remains rich in community assets that provide a foundation for meaningful transformation.



Main Street and Berkley Ave Intersection



Main Street

LITTLE CREEK BY 2050

The transformation of areas like Little Creek could meaningfully improve quality of life for residents.

Prioritizing Transit-Oriented Development with higher density commercial and residential development along the corridor, active ground-floor uses with high transparency, and a diverse mix of retail and community services will foster

a lively, pedestrian-friendly environment. Anchored by a central mobility hub and supported by first- and last-mile connections to surrounding neighborhoods, our Little Creek vision promotes walkability, equitable access, and neighborhood resilience—laying the groundwork for a more inclusive and connected future.



Before: East Little Creek Road

Solar technology in residential areas

Complete streets with streetscape improvements, bus stops & bike parking

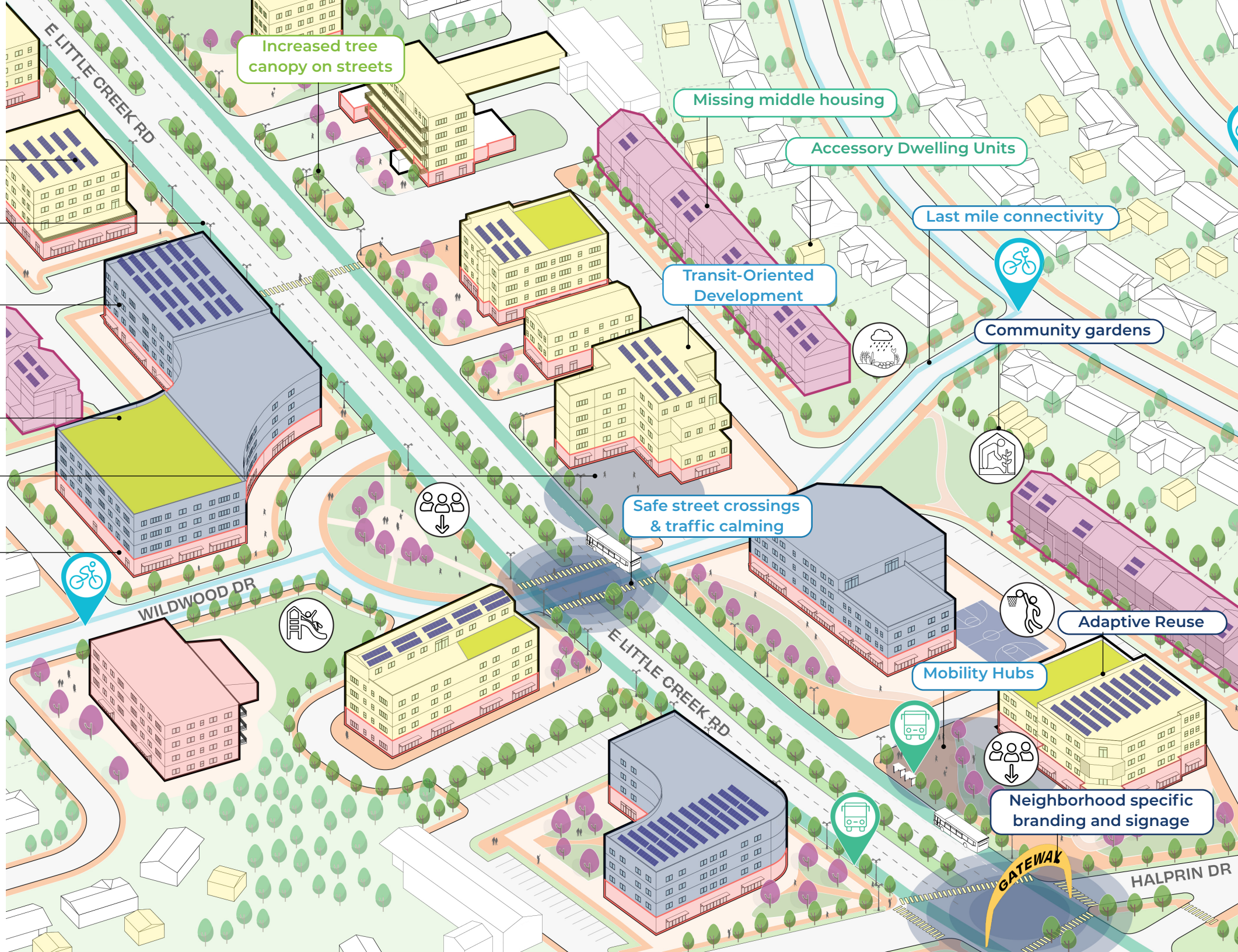
Transformed underutilized parcel into mixed-use buildings

Green and blue roofs for stormwater management

Pop-up plazas, outdoor seating and streeteries

Active ground floors & pedestrian oriented storefronts

After: If key NFK2050 policies were all applied to the Little Creek Node, here is one vision for what it might look like by 2050.



BERKLEY BY 2050

By leveraging its existing assets, neighborhoods like Berkley can lead by example — demonstrating how targeted infrastructure investments in a historically underserved neighborhood can deliver resilience, equity and improved quality of life without large scale redevelopment.

With key institutions such as the Sentara Community Care Center, local schools and

educational programs, historic churches, a National Register district, and the Berkley Community Center, the neighborhood is well positioned to become a resilient community of the future. These institutions serve as anchors for social infrastructure and, together with Berkley's expansive parks and open spaces, create meaningful opportunities for implementing green infrastructure and

stormwater management solutions—such as rain gardens, permeable surfaces, and expanded tree canopies. These interventions can be applied at the scale of individual parcels or households, addressing both flooding and heat vulnerability while also fostering a more attractive, walkable, and healthier environment.



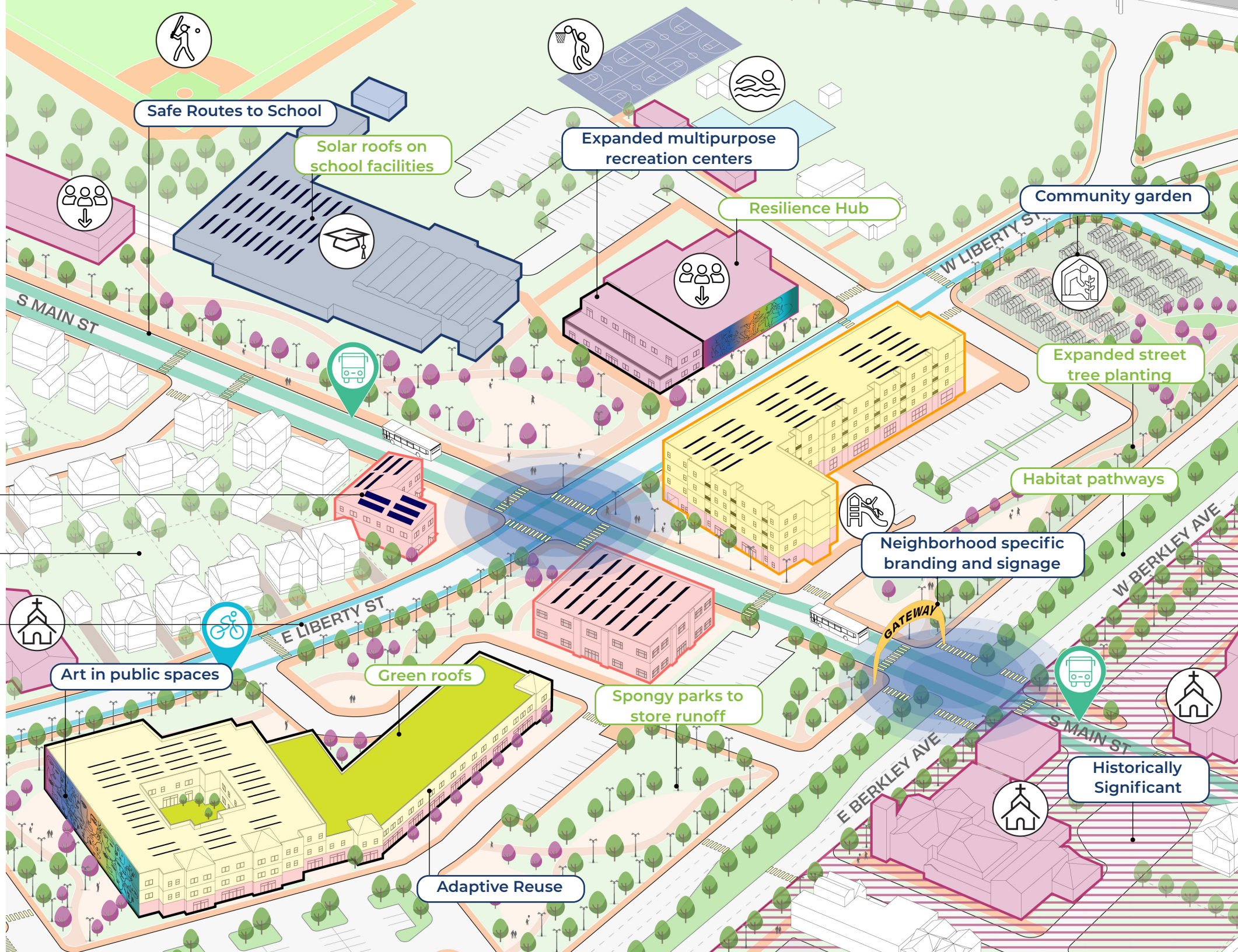
Before: Berkley neighborhood along Main Street

Neighborhood One-Stop-Shop

Household stormwater reuse and grey water recycling with rain gardens

Expanded bike network to residential neighborhoods

After: If key NFK2050 policies were all applied to the Berkley node, here is one vision for what it might look like by 2050



Call to Action

MAKING NFK2050 WORK FOR YOU

BIG, BOLD IDEAS

As demonstrated in a consolidated vision for the future, NFK2050's actions, taken together, can stack up to make meaningful positive change in neighborhoods all over the city.

As a Comprehensive Plan, NFK2050 has many interrelated recommendations that may all require incremental work to get there. Moving from here into implementation, **timing is imperative**. The development of new, high-quality, attractive housing options for residents of all incomes on higher ground needs to happen in the near-term, so residents who may choose to relocate can do so without leaving the city where they're rooted. This housing cannot be built in isolation, but in coordination with community amenities, public realm improvements, and — crucially — multimodal mobility options for new residents to be able to safely and seamlessly get around their neighborhoods and their cities, connected to where they need to go everyday.

By encouraging contextual, sensitive development in existing lower-density districts, Norfolk can continue to grow and prosper.

CIVIC RESPONSIBILITY

As we move into the future and begin to apply some of NFK2050's land use, regulatory, and community-based policy ideas in the neighborhoods around our city, it's easy to feel like the work of planning for 25 years from now doesn't have a meaningful impact on a Norfolk resident's everyday life. How will all of this actually benefit you and your family, starting now? What can you do to help make it happen?

Long-range planning can feel abstract. City-led documents can feel very top-down. Large-scale funding sources may be volatile in the coming years. But in reality, **there's much that an average Norfolk citizen can do, in their own neighborhood, to take some of these ideas into action.**

Neighbors can reach out to other neighbors to build social ties, property owners can work to build sustainability and resilience on their buildings and sites, entrepreneurs can seek to launch businesses that will serve their local communities, and prospective workers, both young and old, can learn new skills to be ready for evolving industrial opportunities. We can all work together, top-down and bottom-up, to create the culture shift that Norfolk needs in order to become more resilient, equitable, and prosperous by 2050.

Norfolk can't do this alone, and neither can City Hall. But if our residents, stakeholders, and partners all row in the same direction, we can set course towards achieving a brighter, more connected, and more equitable city for our children to call home in 2050 and beyond.





THE CITY OF
NORFOLK

www.nfk2050.com