



Executive Summary

The Forward Chesapeake 2026 Comprehensive Plan represents the first comprehensive review of Chesapeake's City-wide comprehensive plan since 1990. This Plan includes this policy document as well as a 2026 Land Use Plan and a 2050 Master Transportation Plan. The Plan is the culmination of over three years of dialogue and analysis and has included a wide array of participants including the City Council, Planning Commission, the community at large, a Plan Advisory Team, a Technical Advisory Committee, City staff, and a team of consultants. Also, the City Council's established goals and objectives helped greatly to form the basis of this Plan. The Plan was adopted by Chesapeake City Council on March 9, 2005.

The policy document is organized in three sections plus supporting appendices:

- Section One: overview of the City's future in context with its past and present-- provides the Plan's overarching vision statement and plan goals
- Section Two: synopsis of Plan's goals, issues, strategies and implementation steps
- Section Three: the Plan itself with background and supporting information

The Plan focuses on the preservation and development of strong communities through issues such as better community design, community connectivity through trail, greenways, and blueways, and an increased focus on natural amenities. The Plan also seeks to strengthen City policies regarding growth management while providing guidance for the ultimate form of the City. The organization and policies contained in this document have been developed with these concepts in mind.

The Forward Chesapeake 2026 Comprehensive Plan builds upon existing policies which have proven to be successful for the City of Chesapeake. These include:

- Continuation of the Urban, Suburban, and Rural Overlay concept. Design guidelines for each are provided with this Plan, along with guidelines for villages and major activity centers.
- A multi-faceted growth management strategy which places a strong emphasis on timing and includes the Planning and Land Use Policy, a new proffer policy, and a utility extension strategy.

In addition to building upon existing foundations, some new concepts have been introduced.

Policy Document Highlights

- Enhanced growth management, housing, community design components
- Inclusion of human services and cultural facilities

- Incorporation of recommendations from various initiatives including the Western Branch Land Study, the Poindexter Corridor Strategic Development Plan, the Great Bridge Battlefield Plan, the South Military Highway Task Force, and the Jet Noise Task Force.

Land Use Plan Highlights

- Urban areas of the City, generally north of the Albemarle and Chesapeake Canal, have been designated for infill development at higher densities. Higher concentrations are targeted for the areas adjacent to future mass transit corridors which generally follow the existing north – south corridors of the City.
- Suburban areas have been designated for portions of Western Branch, Deep Creek, Great Bridge, and eastern Greenbrier.
- The southern portion of the City is preserved for rural development.
- Additional employment center opportunities have been created in Western Branch, the area adjacent to the Chesapeake Municipal Airport, and eastern Greenbrier. The Dominion Boulevard and Hillcrest Target Areas from the Transportation Corridor Overlay District have been incorporated into the Land Use Plan.
- Redevelopment and revitalization have been encouraged in existing urban areas by increasing densities while minimizing impacts on existing neighborhoods, and limiting the expansion of suburban areas.
- The Conservation land use designation have been modified from the previous Comprehensive Plan to be related directly to environmentally sensitive features.
- A series of new mixed use land use designations have been added.
- The Poindexter Corridor Strategic Development Plan and Great Bridge Battlefield Plan District have been incorporated into the land use designations.

Master Transportation Plan Highlights

- The Master Transportation Plan is based on a 50 year planning horizon.
- The Master Transportation Plan is directly linked to the Land Use Plan.
- The Pleasant Grove Parkway and Southeastern Parkway have been included in the Plan.
- Alternative modes of transportation such as mass transit and trails have been included as components of the Plan.