



## Section Two Plan Goals, Issues, and Strategies

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Section Two contains a synopsis of the Plan goals, issues, and strategies that are fully described and qualified in Section Three, the Plan. Section Two should not be considered to be complete and should only be used as an overview of Plan policies.

For a complete explanation of the policies of the Forward Chesapeake 2026 Comprehensive Plan, please see Section Three.

# Land Use and Design

## Goals

### *The City will:*

- Foster the development of visually attractive and physically safe residential neighborhoods and business centers.
- Create visually attractive and distinctive gateways into the City on major roadways.
- Create a land use pattern consisting of residential neighborhoods and mixed-use centers of employment and retail uses, all linked together by a multi-modal transportation system, as well as places planned with a sufficient mass of commercial development to achieve economies of scale and a balanced range of centers of various sizes.
- Foster the revitalization, preservation and redevelopment of older neighborhoods and commercial corridors.
- Maintain areas with rural character, natural areas and open spaces to protect quality of life.
- Preserve key portions of the waterfront areas in a natural state while developing other portions for compatible recreational and commercial activities.
- Preserve and maintain the visual quality and ecological functions of the open space system centered on waterways and other important natural resources.
- Achieve a pattern of land use and growth that is balanced between open space, housing, public facilities, industrial, agricultural and commercial uses.
- Ensure that all new development will be designed to have a minimum impact on natural areas.
- Integrate natural environmental areas and recreation areas into neighborhoods and mixed-use centers.
- Achieve a land use and development pattern that is economically stable and sustainable over the course of time.
- Coordinate development in the City with neighboring localities in the region through joint planning activities.

<b>Issue One: Land Use Compatibility</b>	<b>The Land Use component of the Comprehensive Plan shall create an orderly arrangement of appropriate land uses in a compatible relationship to one another, so as to establish desirable living, working and leisure environments.</b>
<i>Full policy begins on page 68.</i>	
<ul style="list-style-type: none"> <li>• Each land use should be located only on an appropriate site in terms of size, access, environmental conditions, community facilities, and compatibility with its neighbors.</li> <li>• Development patterns and trends should exhibit an orderly transition from urban uses in the northern part of the City to rural land uses in the southern part of the City along planned public sewer system and transportation corridors. Specific setback, landscaping and site arrangement requirements should be set out in the zoning and subdivision ordinances to ensure that there is an appropriate spatial arrangement of buildings and uses, and sufficient buffering between different uses to enhance the compatibility of neighboring uses and improve the relationship between different uses in the community. The City's services and infrastructure should be sufficient to support a proposed development of land.</li> </ul>	

- The 2026 Land Use Plan shall provide a guide to the desired future land use pattern for the City. Land use frequently becomes a focal point for comprehensive plans and is frequently the issue with which most people identify.

It can become convenient to rely exclusively upon the Land Use Plan element of the Comprehensive Plan because of the ease of reading a map for a recommendation; however, the Land Use Plan should not be used without consulting the policies of the Comprehensive Plan for any mitigating conditions. The Land Use Plan should be considered a general guide for land use decisions. It is not a binding commitment on the part of the City to guarantee that changes of zoning classification will be granted or denied on the sole basis of the Land Use Plan.

The implementation of these general land uses strategies will require some actions in addition to the adoption of the 2026 Land Use Plan. It is recommended that the following steps be taken:

- The City's Zoning Ordinance should be reviewed for necessary amendments. For example, the provisions for Planned Unit Developments (PUD's) may require revision to reflect changes in the distribution of uses within mixed use designated areas. Also, correlating passages to the Overlay Districts should be synchronized.
- The City's Subdivision Ordinance should be reviewed for potential inconsistencies with the provisions of this Plan.
- All other City ordinances and policies should be reviewed for potential amendment to reflect the intentions and policies of this Plan. Such ordinances and policies should include but not be limited to the City's Landscape Ordinance, Sign Ordinance, and Public Facilities Manual.

- **Overlay Districts**

As elements of the Land Use Plan are three distinct overlay districts: the Urban Overlay District, the Suburban Overlay District, and the Rural Overlay District. These districts correlate to those areas designated as compact, dispersed, and rural, respectively from the 2050 Development Scenario map. The purpose of the districts is to provide an orderly transition from the urban areas of the City to the suburban areas, to the rural areas and to allow for the grouping of land uses that are of compatible density and intensity.

- **Urban Overlay**

The purpose of the Urban Overlay District is to provide opportunities for infill development in areas of established infrastructure. It is advantageous to promote this type of development as it tends to reduce the propensity for inefficient, sprawling development patterns.

In order to promote infill development, it is recommended that opportunities for increased density be created in this overlay. The current zoning ordinance contains a maximum of 24 units to the acre for the R-MF2 zoning district. It is recommended through this plan that this maximum be increased to 30 units to the acre as an incentive to the redevelopment and revitalization of certain areas and as an incentive to increase housing affordability. Densities at the higher end of the range may be appropriate in designated village and major activity centers (see Design element of this Plan) in order to help solidify a sense of place. Special attention will be given to ensuring the compatibility of adjacent uses and for the provision of adequate buffering between uses in order to mitigate any potential negative impacts associated with increased densities.

It is anticipated that the transformation into an urban landscape will be gradual, over time and will not be fully realized within the 20 year window of this Plan. As the urban fabric of this overlay develops, special consideration will be given to enhancing pedestrian and mass transit opportunities as an increase in the urban development pattern should correlate with a decreased reliance on the personal automobile.

Development in this overlay should be consistent with the design guidelines of the Urban Character District (see the Design element of this Plan).

o **Suburban Overlay**

The purpose of the Suburban Overlay is to provide a transition area between the urban areas of the City and the outer lying rural area. This overlay provides some opportunity for diversity for persons not desiring either an urban or rural lifestyle.

Typical densities for Suburban Overlay zoning are 4 units to an acre for single family detached, 10 units per acre for single family attached, and 16 units per acre for multi-family. Densities less than or greater than these may be considered on an individual basis. Densities at the higher end of the range may be appropriate in designated village and major centers in order to help solidify a sense of place (see Design element of this Plan).

Development in this overlay should be consistent with the design guidelines of the Suburban Character District (see the Design element of this Plan).

o **Rural Overlay**

The purpose of the Rural Overlay District is to preserve and protect the rural character of the southern portion of the City. The current Zoning Ordinance provides for densities no greater than one unit per three acres. Development in this overlay should be consistent with the design guidelines of the Rural Character District (see the Design element of this Plan).

The City has advanced efforts in rural preservation such as the creation of the Open Space and Agriculture Preservation Program (OSAP), which is a development rights purchase program, and the creation of a clustering ordinance that may be used to minimize development impacts on the rural landscape. Other conflicting regulations and policies, however, have resulted in a gradual erosion of the rural character of the area. For example, subdivision regulations encourage the “stripping” of rural roadways which not only destroys the rural landscape, but creates land use compatibility problems with the adjacent agricultural uses and promotes and inefficient consumption of land resources.

As a follow upon to this Plan, a comprehensive strategy will be developed and implemented to synchronize the City’s rural preservation efforts. This strategy must address the coordination of the following ordinances, policies, and programs into a cohesive rural preservation strategy:

- Rural Design Guidelines
- Public Facilities Manual
- Open Space and Agriculture Preservation Program
- Subdivision Ordinance
- Zoning Ordinance
- Cluster Ordinance

**Issue Two:  
Timing of the Land Use  
Plan**

**Land use decisions will not be made solely upon consistency with the Land Use Plan map but will also include consideration for timing and other policies of the Comprehensive Plan.**

*Full policy begins on page 74.*

- The implementation of the Land Use Plan will be linked to, and integrated with, the growth management strategies, and other policies of the Comprehensive Plan.
- Desired land uses should be accommodated generally in accordance with anticipated market demands for each use; undesirable and incompatible land uses, or speculative development in excess of anticipated market demand should be discouraged. Even where market conditions may support the intensive location of certain similar uses which are economic competitors in a particular area, the saturation of an area with such uses may cause an overall deterioration in the quality of the environment, and in particular may have an adverse impact on the City’s economic development goals. Such uses may also have cumulative negative impacts on the character of the commercial area and neighboring residential communities. As a result, the placement of certain commercial or industrial activities should not only be a factor of market conditions, but should also consider particular land use impacts on surrounding properties.

<b>Issue Three: Plan Adaptability</b>	<b>Chesapeake will monitor changes in circumstance that will result in the need for a review of the Comprehensive Plan and subsequent Plan amendments if necessary.</b>
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*Full policy begins on page 74.*

- Military installations such as Fentress Airfield and St. Juliens Creek Naval Facility occupy important land resources for the City. In the event these facilities were to be closed and converted to public use, they would provide significant opportunities which would require special study.  
Should changes in circumstances provide an opportunity to acquire the St. Juliens Naval Facility, a study has been prepared that provides guidance for potential uses for the facility. This study is included as an appendix to this Plan.
- The comprehensive planning process has attempted to accommodate the probable timing of major infrastructure improvements; however, time schedules are often accelerated or decelerated depending upon funding availability and other factors. Significant changes in the anticipated timing for public infrastructure improvements and their impact on development patterns and timing may create a need for special study and subsequent Plan amendments.
- Intermediate reviews of the Comprehensive Plan will be conducted prior to the Virginia Code required 5 year review period.
- City Council may direct a plan review when it is believed that circumstances warrant such an action.

<b>Issue Four: Planning for Special Areas</b>	<b>Chesapeake will continue to provide for the special needs and considerations of unique areas and circumstances through the development of special area plans.</b>
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- Western Branch Land Study Area  
*Please see page 75 and Appendix J.*
- Poindexter Corridor Strategic Development Plan  
*Please see page 76 and Appendix G.*
- Great Bridge Battlefield Plan District  
*Please see page 76 and Appendix H.*
- Transportation Corridor Overlay District (TCOD)  
*Please see page 77 and Appendix F.*
- South Military Highway Corridor  
*Please see page 78 and Appendix I.*
- Route 17 Trail / Dismal Swamp Corridor Study  
*Please see page 80 and Appendix K.*
- Greenbrier Major Activity Center  
*Please see page 80.*
- Dominion Boulevard Major Activity Center  
*Please see page 81.*
- Gateways  
*Please see page 81.*
- Areas for Future Study  
*Please see page 82.*
  - Indian River Planning Area / Military Highway Corridor
  - The Southeastern Parkway Corridor
  - The Pleasant Grove Parkway Corridor
  - Community Revitalization Study
  - Kempsville Road Corridor
  - The Northwest River
  - The North Landing River

# Design

## City-Wide Character Districts

### Urban Character District – Design Principles

*Full policy begins on page 84.*

- The Urban Character District should continue as a mixture of stable older neighborhoods and districts that are enhanced over time with new landscaping, façade improvements, a revitalized streetscape and better multi-modal transportation and access.
- Infill development should be encouraged in this area, with new development enhancing the visual character of neighborhoods and allowing for a greater range of densities and mixtures of uses over time.
- A diversity of housing types and densities should be promoted, with a range of density types from urban high density to suburban density housing prototypes.
- Consideration should always be given the mitigation of any undesired impacts between adjacent uses; good design practices should be used to ensure land use compatibility.
- Residential neighborhoods should be designed for enhanced pedestrian access, street trees and landscaping and pedestrian-scaled front yards and house facades.
- Historic buildings should be preserved and their design used to inspire “place-making” and new development in the area.
- New housing should respect traditional patterns of development in the area. Houses with front porches, consistent setbacks that are close to the sidewalk and on-street or rear-access parking should be encouraged.
- Neighborhood-based schools, civic services and commercial centers should be preserved where they exist, and encouraged when new development proposals are being considered.

### Suburban Character District – Design Principles

*Full policy begins on page 85.*

- The Suburban Character District should be an area that maintains a basic suburban character, but enhances the livability and design quality of existing neighborhoods and new developments over time.
- Consideration should always be given the mitigation of any undesired impacts between adjacent uses; good design practices should be used to ensure land use compatibility.
- Street improvements in new suburban development should show improved vehicular connections between neighborhoods, increased pedestrian amenity and minimal pavement widths needed to meet functional and safety requirements. Street design should encourage slow vehicle speeds without reducing the connectivity of the overall network.
- Retail and service uses should be well connected to adjacent areas and neighborhoods. Neighborhood-based retail and service centers should, where possible, be within walking or biking distance of residential and employment areas.
- Where possible, encourage clustering residential and commercial development to preserve open space and reduce public expenditure for public services.
- Design roadways and buildings to preserve natural landforms and minimize impact on environmentally sensitive areas through:
  - Aligning roads to pass around, rather than through, sensitive areas.
  - Designing grade separation where applicable
  - Permitting flexibility in roadway width and geometry, to better preserve sensitive areas.
- Encourage the extensive and creative use of landscaping to create attractive streetscapes through:
  - Expanding and maintaining street tree programs in all public rights of way.
  - Developing special concentrations of landscaping in medians, at intersections and prominent focal points and gateway locations.
  - Creating attractive views of landscaped yards and street edges, rather than privacy fences and blank screen walls from major roadways.

## **Rural Character District – Design Principles**

*Full policy begins on page 86.*

- The Rural Character District should be an area of preserved farmland, natural areas and small-scale rural communities and compatible employment uses. It is designed to support the goals of protecting working farmland and providing an open, rural landscape as a relief to the built up and developed areas of the City.
- Farmland preservation, environmental protection and the maintenance of an open, rural landscape and community structure should be the priorities for this district.
- Consideration should always be given the mitigation of any undesired impacts between adjacent uses; good design practices should be used to ensure land use compatibility.
- New residential development should only be permitted if it is very low density, compatible with the rural design character and is clustered in such a way as to preserve meaningful areas of viable farmland or connected natural habitats.
- Public and institutional uses should be designed to blend harmoniously with the rural landscape and to support the traditional design character of the area.
- Existing rural settlements should be preserved and only small-scale, compatible new infill development should be permitted within them that doesn't change the traditional visual character of the community or surroundings.
- Farming, forestry and compatible rural economic development should be encouraged as a way to make the district economically self-sufficient and part of a "working rural landscape."
- Important natural features such as waterways and wooded corridors should be identified and preserved whenever possible and these areas should be a priority for future public and private land protection efforts. Priority should also be given to the areas and corridors identified in the region's Southern Watershed Area Management Plan (SWAMP).

## **Additional City-Wide Design Elements**

### **Gateways and Edges - Design Principles**

*Full policy begins on page 87.*

- Gateways should be established at key entry points into the City. Gateways should incorporate a combination of the following design elements:
  - Identity and welcome signage to reinforce Chesapeake's brand identity and promote its unique qualities
  - Unified graphic and architectural treatment of logos, color and construction materials
  - Distinctive landscaping treatments to reinforce the image of a superior design quality at each gateway
  - Gateway points need not be at the actual City boundaries – they should be sited for the best visual and design impact.
- A separate but harmoniously designed system of "community gateways" should be incorporated at key neighborhood or community locations to reinforce Chesapeake's multi-focal urban form and the distinctiveness of its individual communities.
- Major transportation routes should be attractively landscaped and should have appropriate unified signage to direct visitors and promote the city's attractions.
- Identifiable City edges should be reinforced to create a distinctive design character for Chesapeake. New development around City edges should incorporate extensive natural protection, high quality building design and attractive landscape treatments.

### **Open Space System - Design Principles**

*Full policy begins on page 87.*

- Open space design and maintenance should be an integral part of community design in Chesapeake. Residents should have convenient access to parks, public gathering and recreation spaces and natural areas at home and at work.
- An integrated open space framework should be developed throughout the City and open spaces and preserved natural areas should be used as connective elements to join different development areas in the City.

- Preserved open spaces should relate as much as possible to identified natural resources. They should meet the diverse needs for groundwater protection, flood control, human needs and habitat protection.
- A hierarchy of open space areas should be designed, from high-use urban parks and plazas to passive-use natural areas. Good access to all types of open space should be provided for all residents.
- Encourage walking and biking access to open space from all developed areas through the design of:
  - Small “pocket parks” in residential neighborhoods
  - Plazas and courtyards in core areas and denser urbanized districts
  - Landscaped gathering places along key pedestrian “main streets” in individual communities
  - Sensitively designed trails through connected open space systems such as stream valleys and greenways
- The rural landscape surrounding designated development areas should be preserved as a city-wide resource and key element in the overall design character of Chesapeake.

**Revitalization and Community Preservation - Design Principles**

*Full policy begins on page 88.*

- Recognized historic areas should be preserved and used as a guide for new development in and around them.
- Zoning in older commercial and industrial areas should be progressively restructured to allow mixed use development for greater market flexibility.
- Redevelopment / revitalization efforts should be coordinated with the Chesapeake Redevelopment and Housing Authority.
- Incentives such as more flexible density, subdivision & parking requirements should be incorporated to encourage development in priority infill/redevelopment sites.
- The use of community development corporations should be explored as a tool in redevelopment / revitalization efforts.
- Redevelopment and infill should generally follow compact development patterns and traditional urban forms rather than land-intensive suburban patterns.
- Design guideline for infill development should be developed.
- Primary redevelopment and revitalization areas should emphasize quality of life and pedestrian activity through:
  - Expanded transit access and multi-modal transportation flexibility to reduce automobile dependency
  - A mixture of residential retail and service uses for round-the-clock street life and activity
  - Buildings set close to street and wide sidewalks with pedestrian amenities
  - Ground floor facades & uses that emphasize pedestrian activity
  - On-street parking for shopping areas and a minimum of surface parking lots fronting on main streets

**Streetscapes and Circulation - Design Principles**

*Full policy begins on page 89.*

- Chesapeake should maintain an aesthetically pleasing street environment while meeting the needs of multiple transportation modes.
- Expressways should be designed to carefully channel traffic while minimizing impacts on adjacent neighborhoods.
- Landscaped urban boulevards should link neighborhoods with activity centers and be bordered by trails or sidewalks that connect to the overall open space trail system.
- Local transit should be expanded with the goal of connecting higher-density activity and employment centers along major routes supported by a demand-driven system of buses and shuttles serving areas of greatest access need.
- Traffic circulation needs should be balanced with the goal of creating neighborhoods that are designed with an orientation to pedestrian and bicycle needs.

- New development should be encouraged to create linkages to existing neighborhoods toward a flexible circulation network with multiple alternative routes.
- New neighborhoods should be developed with an integrated system of trails and pedestrian ways that link schools, shopping centers and other public facilities with residences. Bike paths are highly recommended to be included.
- Utilities should be located underground as matter of routine.

### **Village Design - Design Principles**

*Full policy begins on page 90.*

- Historic village cores and buildings should be preserved and used as a guide for new development.
- As they grow, villages should retain separate identities and distinctive design characteristics.
- Streets should be tree-lined with sidewalks – gaps in walks and trees should be filled in. Houses should have consistent setbacks & front porches where possible.
- Village centers should be developed as mixed use centers, denser than the surrounding area and should primarily serve local populations.
- Pedestrian access routes should be established to link community facilities with neighborhoods, transit routes, and with neighborhoods.
- Village Centers should be designed to encourage pedestrian activity with pedestrian-scaled streetscapes and strong pedestrian connections to surrounding neighborhoods.

#### **Transit Oriented Village Design**

- Village centers along potential transit lines should be developed with consideration for transit-oriented design.
- Increased density and a mixture of residential and commercial uses should be designed within walking distance of potential transit stations.
- Land uses and streetscape design should emphasize a pedestrian orientation with strong pedestrian linkages to potential transit station locations.
- Consideration should be given to bus and shuttle transit, in addition to rail transit, with bus shelters, benches and special pull out areas for buses incorporated into the streetscape design.

### **Major Activity Center Design - Design Principles**

*Full policy begins on page 92.*

- Major Activity Centers should be located where they are adequately served by major transportation routes and, where possible, by future transit lines.
- Major Activity Centers should have maximum connection with collector and arterial streets. Traffic improvements should minimize disruptions to existing neighborhoods.
- Land area for parking should be minimized through shared parking, structured parking and on-street parking, where appropriate. Parking lots should be enhanced with extensive perimeter and external landscaping and clearly marked multiple vehicular access ways.
- Bicycle lanes, pedestrian ways and crosswalks should be encouraged to enhance safety and expand access opportunities within the Center.
- Architectural treatment of buildings should be architecturally compatible in terms of materials, massing and roof forms. Loading and service areas should be screened from view and visual clutter on site areas should be reduced.
- Signage should be clustered and attractively designed with unified stylistic elements. Lighting should be harmoniously designed with brightness levels that do not exceed functional needs while minimizing impacts on adjacent properties.

### **Industrial Corridors and Centers - Design Principles**

*Full policy begins on page 94.*

- Industrial Centers and Corridors should be served by major rail, river or vehicular corridors. Multiple connections to Arterial and Collector roads and to local vehicular ways within industrial centers should be encouraged.
- Site development should include good design practices in order to insure compatibility of land uses.

- Land area for parking should be minimized through shared parking, structured parking and on-street parking, where appropriate. Large parking lots should be enhanced with landscaping and clearly marked multiple vehicular access ways.
- Street frontages should be attractively designed with appropriate façade treatments and landscaping to fit in with surrounding areas.
- Outdoor storage should be shielded from public view. Fences and screens should be attractively designed and fit with the building architecture.
- Special consideration should be given to character of industrial areas in terms of determining the appropriate degree of design requirements.

## Area-Specific Design Principles

### Western Branch - Design Principles

*Full policy begins on page 95.*

*See also the Western Branch Land Study, 1995 located in Appendix J.*

- Encourage the development of a distinctive development character for the relatively self-contained planning area of Western Branch. The design character of development in Western Branch should reflect the unique qualities of the surrounding area, in particular the open space, woods and water and marsh systems.
- Encourage the development of special “gateway” design features along existing and future entrances into the City, such as I-664 and Military Highway / Route 58. Gateway features could include both City and area-specific identity signage, landscaped entry features and architectural and landscape design guidelines for areas with visual prominence from the main roadway corridors in the area.
- Consider zoning and other incentives for the development of self-sufficient mixed-use communities that provide localized housing, shopping and employment opportunities in Western Branch, in order to reduce vehicular traffic to other areas in the City for basic needs.
- Encourage new residential communities to provide internal functional open spaces and gathering areas that are centrally located within the community such as “pocket parks” and small neighborhood parks (cf. Western Branch Area Plan, 1995, p.36)

### Great Bridge - Design Principles

*Full policy begins on page 95.*

*See also the Great Bridge Battlefield Study, 2004 located in Appendix H.*

- Encourage the development of a comprehensive and unified design character for the entire Great Bridge area, building upon the design recommendations in the Great Bridge Battlefield Master Plan, incorporating primary design themes for a historic and waterfront-oriented development character.
- Ensure that future commercial development on heavily traveled portions of Battlefield Boulevard incorporate traffic access management considerations, such as shared vehicular entrances, turn lanes and minimal curb cuts on Battlefield Boulevard.
- Incorporate pedestrian-friendly streetscape design features for all new commercial developments in the area, including extra width sidewalks, street trees, pedestrian plazas and crosswalks and decorative street furniture.
- For the City Hall complex, consider developing additional civic and pedestrian amenities and a more unified design theme as it grows over time. Envision the future of the City Hall complex as a pedestrian-oriented precinct with unified building designs set in a landscaped campus that is a showcase of civic architecture and a symbolic focal point for the whole City.
- Encourage both vehicular and pedestrian inter-parcel access and the linking of new and existing residential communities into a Great Bridge-wide trail and walkway system to foster a stronger sense of community for the area.
- Consider additional design guidelines and standards for site planning, signage and landscaping for the Battlefield Boulevard frontage to bring greater visual cohesiveness to the streetscape over time.

**South Norfolk - Design Principles**

*Full policy begins on page 96.*

*See also the Poindexter Corridor Strategic Development Plan 2004 located in Appendix G.*

- Ensure that new infill development and redevelopment in South Norfolk is compatible with the traditional architectural styles and urban fabric of the area, including the incorporation of a connective street grid system, pedestrian-oriented streetscapes, traditional neighborhood “shop front” commercial styles and compact single-family development where possible.
- Ensure that new residential development and redevelopment in South Norfolk preserves traditional and historic design features, such as fencing, front porches, sidewalks and street trees and garages set back from the main front of the house or served by alleys at the rear of lots where possible.
- Encourage the redevelopment of the Jordan Bridge / Elizabeth River area as a waterfront mixed use focal point for the City, with residential waterfront multi-family residential lofts, ground floor retail and compatible commercial and employment uses where possible (see Poindexter Street Strategic Development Plan).
- Reinforce the redevelopment of a South Norfolk “downtown” of urban-scale mixed uses, in conformance with the Poindexter Street Strategic Development Plan design plans, at the key Poindexter Road, Bainbridge Boulevard and Campostella Road intersection where possible.

**Growth Management**

**Goals**

***The City will:***

- Plan with the assumption that growth will occur in the City.
- Foster the revitalization and preservation of older areas of the City as well as develop newer areas.
- Preserve as much of the existing natural areas as practical while recognizing that future growth will require some conversion of natural areas to developed land.
- Ensure that adequate public services, adequate schools, and utilities will be available to support the expected growth rates of people and jobs in accord with its Comprehensive Plan.
- The City will work closely with the school system to ensure school facilities match growth.
- Plan for density and intensity of land development to generally be highest in areas with public water and sewer service and good road and transit access, and thus the City will use the location and design of its future utility and transportation facilities to guide the location, pattern, character and timing of growth.

<b>Issue One: The Timing of Development</b>	<b>To the maximum extent possible under Virginia law, the City of Chesapeake will manage the pace of growth in order to ensure the demands of growth do not outpace the capacity to provide the necessary services and infrastructure.</b>
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*Full policy begins on page 99.*

- **Level of Service Standards (LOS)**
- **Infrastructure Expansion and Phasing**
  - Utilities
  - Roads and other Transportation Improvements

- **Rate of Growth**
- **Capital Improvement Budget (CIB)**
- **Zoning Map Amendments (Rezoning)**
- Major utility and transportation infrastructure improvements and other public improvements, proposed by the local, state or federal government, or the private sector, will be evaluated for conformity with the land use policies of the Comprehensive Plan in accordance with Section 15.2-2232 of the Code of Virginia.
- The City will establish service standards or benchmarks for other City services as appropriate.
- An intermediate review of the Comprehensive Plan will be conducted prior the Virginia Code required five year review to determine the magnitude of required Plan changes.
- The City will consider proposals to mitigate the impact of new development as part of its decision to approve or deny rezoning applications. The applicant may propose to mitigate the impacts of development including voluntary proffers of cash, site dedication, in-kind improvements, as permitted by City policy or through the conditional zoning provisions of the Code of Virginia, development phasing schedules, and other mechanisms permitted by the Code of Virginia now or in the future.

<b>Issue Two: Funding Public Facilities and the Costs of Growth</b>	<b>The City will target a coordinated and balanced policy of funding and construction of public facilities.</b>
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*Full policy begins on page 106.*

- Infill development that complements existing communities will be encouraged in developed areas to maximize the use of existing public facilities, utilities, buildings and services, provided that there is capacity for such additional development.
- To increase fiscal stability and mitigate tax burdens on City residents, the City will seek a balance of residential and non-residential land uses designed to provide a diversified and steady revenue stream.
- Public facilities and infrastructure may be funded by either public sources, or private sources or a combination thereof.
- Projects proposed for the City's CIB will be evaluated for conformity with the Comprehensive Plan. In addition, the City will integrate its fiscal management policies and growth management policies by developing tools to project public facilities needs and expenditures beyond the five-year horizon of the CIB.
- A proffer policy has been adopted by City Council in December 2004 which is included as a component of this Plan. The Proffer Policy is contained in Appendix E and is incorporated herein. This policy will create an opportunity for developers to offset impacts created by their development proposals.
- The City will seek to ensure that an equitable and proportionate share of public facility and infrastructure improvements that are attributable, in whole or part, to a proposed development project will be financed by the owners, developers, users or beneficiaries.

<b>Issue Three: Form of Development – Urban, Suburban, and Rural</b>	<b>The City will evaluate all proposed land uses and development densities and intensities for conformance with the policies of the Comprehensive Plan and other applicable policies, ordinances, and regulations.</b>
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*Full policy begins on page 107.*

- The City will direct growth to areas as designated on the 2026 Land Use Plan. Orderly expansions of utilities will be encouraged to avoid leapfrog development.
- The City will ask that the Benefit Interceptor be removed from Hampton Roads Sanitation District's (HRSD) master sewer plans in order to contain the limits of non-rural development.

- The City will amend its Zoning Ordinance provisions to reflect necessary changes to the Overlay District standards to be consistent with this Plan.
- The Design element of this Plan will be used to provide additional guidance to the compatibility of development proposals with the overall desired form for the City.
- The conditional zoning process may be used to provide assurance that the design and layout of the proposed development meets the design principles of this plan.
- The location, design and construction of City-owned facilities should conform to the design principles of this plan.
- The City will implement a land acquisition and stabilization (purchase or lease of conservation easements such as the Open Space and Agriculture Preservation Program) program.
- Economic development of agricultural and rural enterprises should be fostered and promoted including the development of agricultural markets, alternative products, agri-tourism, and eco-tourism.
- Design of development (clustered housing development with residual open space, "conservation design" for rural subdivisions) should be used as a tool to develop a desirable form for the City.
- Density or intensity of development should be considered when assessing the appropriateness of development proposals.

## Economy

### Goals

#### *The City will:*

- Retain the existing businesses and attract new businesses, with a focus on industries that maintain or raise the income level of residents, expand the tax base and enhance the quality of life.
- Pro-actively facilitate compatible, clean future economic development opportunities.
- Enhance the City's economic base through the expansion of progressive business initiatives such as history, nature and recreation-based tourism industries and telecommuting options.
- Maintain a moderate and reasonable tax rate to support an optimum level of city services.
- Capitalize on water-related commerce and the yachting market by providing or encouraging support services.
- Maintain and enhance the strength of the local agricultural industry.

<b>Issue One: Increasing the Inventory of Commercial Properties</b>	<b>The City will identify opportunities to expand its inventory of commercially-zoned property.</b>
<i>Full policy begins on page 110.</i>	
<ul style="list-style-type: none"> <li>• The City will proactively work with the private development community to create new office, industrial and logistics parks, as well as mixed-use developments. The City will place high priority on identifying opportunities for the creation of large business and/or mixed use developments. The City will also work closely with the private sector to ensure these opportunities are maximized to maintain an adequate inventory of available commercial property.</li> </ul>	

- The City will proactively support appropriate redevelopment and infill development opportunities.
- The City will identify ways to creatively overcome environmental obstacles to the development and redevelopment of commercial properties.
- The City will promote the creation of necessary infrastructure support systems for new and existing business developments.
- The South Norfolk Enterprise Zone program will be continued beyond initial enabling legislation and the Zone will be encouraged for full use by eligible businesses.
- Opportunities for additional Enterprise Zone designations will be sought.
- The Economic Development Department and the Chesapeake Redevelopment and Housing Authority will work cooperatively to identify innovative ways to maximize redevelopment opportunities in the City.

<b>Issue Two: Providing Infrastructure Support for Commercial Development</b>	<b>The City will identify opportunities to meet the technology needs of its businesses and citizens.</b>
<i>Full policy begins on page 112.</i>	
<ul style="list-style-type: none"> <li>• Chesapeake will promote and build technology transfer opportunities for the local business community.</li> <li>• The City will actively partner with regional technology organizations to expand the area's technology-intensive and innovative business base.</li> <li>• The City will partner with local, regional and national medical service and research facilities to expand local medical technology capabilities.</li> <li>• The City will promote the creation of a wireless communications system for its business districts and residential neighborhoods.</li> </ul>	

<b>Issue Three: Maintaining a Qualified and Available Workforce</b>	<b>The City will strive to provide an available and qualified workforce for its businesses.</b>
<i>Full policy begins on page 113.</i>	
<ul style="list-style-type: none"> <li>• Public and higher education systems will be integrated into business and workforce development activities</li> <li>• The City will partner with local educational institutions and workforce development organizations to expand educational and training opportunities to meet the needs of the business community and the City's residents.</li> <li>• The City will strive to maintain an adequately sized workforce, both locally and regionally, to meet the employment needs of its businesses. It will also strive to ensure that the workforce can effectively commute between work and home.</li> </ul>	

<b>Issue Four: The Attraction of New Companies to the City</b>	<b>The City will continue to expand the diversity of its economic base.</b>
<i>Full policy begins on page 114.</i>	
<ul style="list-style-type: none"> <li>• An aggressive marketing and business attraction strategy will continue to be used to augment state and regional economic development organization efforts.</li> <li>• The City of Chesapeake will continue to create a business environment that is attractive to the global business community.</li> <li>• The City will continue to support and encourage the growth of businesses owned and operated by women and minorities.</li> </ul>	

- The City will partner with the business community to create and maintain safe working and living environments.
- The City will promote the creation of innovative business assistance programs for new and existing companies.
- The City will continue to support the growth of its small business community.
- Opportunities for retail trade will be increased within the city for residents, business employees, and visitors by creating major regional destination centers in Chesapeake (entertainment, retail, and/or recreational) that increase the retail and entertainment dollars spent in the City by residents, employees, and visitors;
- Tourism opportunities will be identified and promoted within the City as a means to support Chesapeake's retail sector.

<b>Issue Five: Creating Opportunities for Businesses to Grow</b>	<b>The City will create and implement a proactive business retention program.</b>
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- Full policy begins on page 114.*
- The image of Chesapeake as a business friendly city will be promoted by advocating the continuous review and improvement of the City's development review process.
  - The City will commit to strengthening its image as a dynamic, progressive home for businesses.
  - The City will integrate the needs and realities of the business market into its lifestyle enhancement, development review and environmental conservation decision-making processes.
  - The City will identify and maximize opportunities to partner with its business community in elevating Chesapeake's status as a great place to live, learn, work, and play.
  - Partnerships among the City, its businesses and the community will continue to be encouraged.

## Natural Resources

### Goals

***The City will:***

- Balance land development with environmental preservation so that unique or essential natural resources are preserved in a pristine condition while citizens and businesses are also able to use and enjoy the benefits of high quality natural areas.
- Maintain and improve the quality of the natural environmental systems - air, water, natural habitats and wetlands.
- The City will require the minimization of the impact of development on natural resources to include buffering and screening where appropriate.

<b>Issue One: Soils</b>	<b>The City should direct incompatible development away from areas which are characterized by poor soils and toward areas where the extension of public sewer lines is planned.</b>
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- Full policy begins on page 119.*
- Soil data review will be coordinated with the local Soil and Water Conservation District or other professional with the required expertise. Areas with poor soils should be identified and mapped, including highly permeable and hydric soils.

- Development review will be coordinated with the Chesapeake Department of Health who will ensure soil suitability for on-site septic systems for new residential development.
- Soil borings should be considered for areas identified as having marginally suitable or unsuitable soils in order to confirm their suitability prior to development.

<b>Issue Two: Water Resources</b>	<b>The City will take a proactive approach to water quality protection by continuing to implement its existing protection program as well as seeking new solutions as additional information and technology become available.</b>
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*Full policy begins on page 124.*

- The City Planning and Public Works Departments will cooperatively undertake a comprehensive assessment of each of the City's sub-watersheds and formulate individual watershed action plans. A schedule for these plans should be developed.
- The City should continue to lend technical and financial support to regional water quality improvement efforts, such as cleaning up contaminated sediments to improve real estate marketability, improve recreational utility, and reduce the potential for transfer of harmful contaminants to humans from edible fish and shellfish. The City should continue to support regional stormwater and nonpoint source pollution public education programs.
- The City will identify opportunities for the creation of wetlands in order to restore some of the Elizabeth River watershed's natural pollutant buffering and flood control capacity.
- The City will identify development techniques which reduce the impact of land use on water quality, including incorporating sound low impact development techniques, such as reducing impervious levels, creation of community water access facilities in lieu of private facilities, and preservation of open space in environmentally sensitive areas, such as CBPA Resource Protection Areas (RPAs). Stormwater best management practices will continue to be required for new development and redevelopment to address runoff.
- The City should encourage the establishment of vegetated riparian buffer areas over time by creating incentives for redevelopment and infill development in the City's highly urbanized areas. The City will pursue funding for purchasing and establishing riparian corridors, in order to provide passive recreational opportunities for City residents, as well as enhance the area's water quality through preservation of floodplains, wetlands, and adjacent buffer areas.
- The City will pursue grants and other funding to undertake a comprehensive study of the City's Elizabeth River waterfront to create a future vision for the area. This study should explore redevelopment opportunities along its waterfront by utilizing DEQ's Brownfields Land Renewal program

<b>Issue Three: Floodplains</b>	<b>The City will protect its citizens by reducing the risk of flood damage and protecting the natural functions of its floodplains by controlling development in its flood hazard areas.</b>
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*Full policy begins on page 136.*

- Explore funding mechanisms for purchasing floodplain areas to provide flood water storage as well as community open space and passive recreational opportunities.
- Incorporate the recommended ordinance changes included in the City's 2003 Hazard Mitigation Plan as it pertains to development in flood hazard areas.

<b>Issue Four: Groundwater</b>	<b>The City will assess and protect its groundwater supplies.</b>
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*Full policy begins on page 137.*

- The City Planning Department will coordinate the development of a water supply watershed management program, such as that found in the Hampton Roads Planning District's report titled "Water Supply Watershed Management in Hampton Roads."
- The City Planning Department, in conjunction with the Public Utilities Department, will coordinate a comprehensive assessment of the extent of the City's groundwater resources, the scope of any existing and potential threats, existing local, state and federal protective measures, as well as any opportunities to further these protection efforts.

<b>Issue Five: Wetland Resources</b>	<b>The City will create site-specific data for its wetland areas and incorporate development design criteria to enhance its wetland protection efforts.</b>
<i>Full policy begins on page 139.</i>	
<ul style="list-style-type: none"> <li>• As recommended in its 1990 Comprehensive Plan, the City Planning Department should map the City's wetland areas as on-site delineations become available, either through the local development review process or through the State or federal permitting process. Information on wetland type, size and location should be tracked and maintained on an annual basis.</li> <li>• The use of nonstructural shoreline stabilization methods to preserve and facilitate the growth of wetland areas will be encouraged through the City's Wetland Board review process. In areas of low to moderate shoreline recession problems, the Board and City staff should encourage the use of nonstructural shoreline stabilization methods, such as establishing a marsh fringe, to improve water quality and preserve wetland areas. City Planning and Wetland Board staff will track the use of structural shoreline stabilization methods to gauge the extent of shoreline hardening.</li> <li>• The City will support the creation of conservation corridors for wetland compensation and restoration as recommended in the Multiple Benefits Conservation Plan Information Sharing Memorandum of Agreement.</li> </ul>	

<b>Issue Six: Commercial and Recreational Fisheries</b>	<b>The City will develop local fishery protection measures.</b>
<i>Full policy begins on page 144.</i>	
<ul style="list-style-type: none"> <li>• The City Planning Department should create a map which shows condemned shellfish beds and important spawning areas for use in future development review. In addition, information on revenues from recreational and commercial fishing within City limits should be collected by the Planning Department on an annual basis to gauge the true economic impact as well as the health of these industries.</li> <li>• Criteria should be incorporated in the development review process in order to avoid or minimize impacts to these areas.</li> </ul>	

<b>Issue Seven: Public and Private Waterfront Access</b>	<b>The City will make it a priority to identify and facilitate the provision of future public waterfront access areas.</b>
<i>Full policy begins on page 145.</i>	
<ul style="list-style-type: none"> <li>• The acquisition of new public waterfront access sites, such as those identified in the City's 1990 Comprehensive Plan and the Private and Public Waterfront Access Study, will be pursued including:</li> <li>• Waterfront development along the Southern Branch of the Elizabeth River includes the potential for joint ventures with industrial uses, perhaps through the City's Intensely Developed Areas (IDAs) program, for additional water access. Depending on the location and nature of the site, there is the potential for boat ramps, fishing and nature study. <ul style="list-style-type: none"> <li>○ Pocaty Creek and St. Julian Creek offer potential access areas.</li> <li>○ The abandoned Route 168 bridge over the Northwest River could be used to provide an additional boat ramp.</li> <li>○ Increase shoreline pedestrian and boating access to the Albemarle and Chesapeake Canal through a proposed hiking trail on the northeast side of the Canal.</li> <li>○ Institute a hiking trail along the Dismal Swamp Canal.</li> <li>○ The Western Branch area of the City should be further explored for future access points. Possible sites include Western Branch Park and the former Lake Ahoy site.</li> </ul> </li> </ul>	

	<p><b>The City will take into consideration the suitability of different water access types in relation to physical constraints, water quality conditions, fish breeding and spawning areas, and oceanographic characteristics as well as its own plans and policies.</b></p>
<ul style="list-style-type: none"> <li>• New development should be required to be clustered away from shorelines and the waterfront area be retained as community open space. Community piers, docks and waterfront access facilities will be encouraged in lieu of private facilities.</li> <li>• The City Planning Department will track both private and public waterfront access facilities for use in future planning efforts and fulfilling reporting requirements.</li> <li>• Consideration of adjacent or nearby documented natural areas or environmentally sensitive areas will be incorporated into site plan assessments and impacts to these areas minimized.</li> <li>• Procedures and guidance will be developed for reviewing marina proposals by City staff and the Wetlands Board that incorporate the marina siting and design criteria developed by the Virginia Marine Resources Commission. Existing and new marinas will be encouraged to adopt pollution prevention practices through participation in the Virginia Clean Marina Program during the development review process.</li> <li>• Existing City programs, such as its Open Space and Agriculture Preservation Program and the cluster development ordinances, will be used to acquire future water access. Acquisition and development of such property should be coordinated with the City's Parks and Recreation Department.</li> </ul>	

<p><b>Issue Eight: Air Quality and Climate Protection</b></p>	<p><b>The City will identify realistic, cost-effective measures that would provide tangible benefits to local air quality as well as long-term quality of life and economic benefits.</b></p>
<p><i>Full policy begins on page 149.</i></p>	
<ul style="list-style-type: none"> <li>• Increase energy efficiency and use of renewable energy sources, except residential wood burning which can exacerbate air quality problems. Such renewable energy sources could include the wind or solar energy and offer utility customers more options as well as reduce emissions.</li> <li>• Promote waste reduction activities, such as recycling, in order to reduce reliance on local landfill space to decrease the production of methane gases which add to poor air quality.</li> <li>• Support alternative modes of transportation, such as mass transit, walking and biking, which help to reduce the combustion of fossil fuels and lower local pollution levels.</li> <li>• Explore techniques to promote energy efficient housing which improve housing affordability and reduce emissions.</li> <li>• Promote mixed-use development in order to promote pedestrian activity, which reduces reliance on car travel, thus cutting air emissions.</li> </ul>	

- Evaluate local air quality issues, such as local ozone levels, and develop a prioritized list of reduction activities. Assess the City's benefits to be gained from its investment in these reduction activities to provide reasonable cost estimates prior to undertaking these activities. Initial measures could include "no and low-cost" initiatives. Develop a reasonable implementation schedule for each reduction activity to provide progress benchmarks and assessing budget needs. Reduction activities should include, but are not limited to the following:
  - Seal air leaks in existing municipal buildings to reduce energy use and provide cost savings;
  - Retrofit existing lights in municipal building to reduce energy use and provide cost savings;
  - Convert traffic signals from incandescent bulbs to energy-efficient light emitting diode technology (LEDs), which last longer and can save the City millions of dollars over time;
  - Continue the City's partnership with the Southeastern Public Service Authority (SPSA) in its "green waste" recycling program which turns yard waste, such as leaves, tree trimmings, weeds, grass, and other organic material, into horticultural compost or mulch. This mulch is then returned to the City for use at City facilities or resold to the community through local retailers;
  - Continue City support for its local recycling program to reduce the need for additional landfill space;
  - Research the implementation of energy-efficient building codes to promote health indoor air, resource efficiency and energy efficiency;
  - Incorporate requirements for pedestrian and biking trail connections between different areas of the City in local ordinances and plans to reduce combustion of fossil fuels; and
  - Explore the feasibility of implementing a "green building" program.

<b>Issue Nine: Habitat</b>	<b>The City will pursue a multi-faceted habitat implementation strategy to provide both sustainable habitat as well as a sustainable development pattern for the City's future growth needs.</b>
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*Full policy begins on page 150.*

Conservation corridors will be preserved based on the recommended conservation corridors contained in the City's Southern Watershed Conservation Plan and Chesapeake Bay Preservation Area program. This action would provide a logical, scientifically-based approach to conservation corridor design, because these programs have identified the most environmentally sensitive areas.

- City's Open Space and Agriculture Preservation (OSAP) Program should be funded and target potential conservation corridor areas for participation in the OSAP program.
- Conservation design requirements should be incorporated in the City's zoning and subdivision ordinances which require preservation of areas within the potential conservation corridors in the development design process.
- A master forestry plan should be developed and adopted in conjunction with the City Arborist.

<b>Issue Ten: Noise</b>	<b>The City will continue to manage detrimental impacts from noise.</b>
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*Full policy begins on page 154.*

- The City will maintain its working relationships with representatives of the US Naval Airfield Fentress Station, Chesapeake Municipal Airport, and the Hampton Roads Airport to mitigate the noise generated by air traffic and to update, if appropriate, and enforce land use controls within the adopted Fentress Airfield Overlay District.
- The City will continue to implement the recommendations of the Chesapeake Jet Noise Task Force, as contained in their final report, dated May 2, 2001.

- The City will actively participate in the Joint Land Use Study with the Cities of Virginia Beach and Norfolk, the Commonwealth of Virginia, and the US Department of the Navy, which seeks to address land use issues associated with the operation of Naval Air Station (NAS) Oceana, Naval Auxiliary Landing Field (NALF) Fentress and Chambers Field (formally Naval Air Station Norfolk).
- Off-site impacts of noise associated with certain land uses and transportation facilities will be minimized by combining careful selection of alignment, buffers, landscaping, and sound barriers which provide the most cost-effective noise mitigation benefits.
- Consideration will be given to minimum distances of separation between various incompatible land uses, such as between industrial and manufacturing processes and residential uses, during development review.

## Historic Resources

### Goals

#### *The City will:*

- Foster the preservation and rehabilitation of significant historic sites and structures.
- Ensure that historic sites and structures are integrated into new development during the land development process.
- Incorporate the City's historic resources and cultural heritage into the creation of a unique identity and image for Chesapeake.

<b>Issue One: Loss of Historic Resources</b>	<b>In order to curb the loss of important historic resources, the City should locate, designate, and protect the City's most important historic sites.</b>
<i>Full policy begins on page 161.</i>	
<ul style="list-style-type: none"> <li>• The City will continue to update its survey of historic resources and nominate new properties to the National Register and Virginia Landmarks Register. This can be achieved through continued use of cost-share grants between the Virginia Department of Historic Resources and the City of Chesapeake.</li> <li>• Additional local historic districts will be created, as community support warrants, ensuring that the character of significant communities are preserved. To help residents/business owners comply with the design standards, local funding programs need to be established.</li> <li>• The Historic Preservation Commission will provide assistance to homeowners/citizens with preservation-related issues. The City's Historic Preservation Commission and the City's Board of Historic and Architectural Review membership composition includes individuals with demonstrated knowledge, competence, and interest in preservation and architecture. The Virginia Department of Historic Resources (DHR) operates a Regional Office in Portsmouth and offers many valuable services, including administration of the State and Federal tax credit programs. The State Tax Credits allow owners of historic structures up to a 25% tax credit on renovations that follow the Secretary of the Interior standards for renovation. Owners must spend a total of 25% of the building's assessed value to qualify. The Federal Tax Credit allows income producing property to up to an additional 25% tax credit.</li> <li>• A Real Estate tax abatement program similar to the City's Enterprise zone should be developed for historic districts/sites.</li> </ul>	

- The advice of the Historic Preservation Commission will be sought in regards to impacts brought on by development activity and major governmental projects such as road construction.
- City-owned historic properties will be identified and used as examples of stewardship for historic resources.

<b>Issue Two: Public Education</b>	<b>Efforts should continue to educate the public about the importance and significance of the City's historic resources.</b>
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*Full policy begins on page 162.*

- A central depository for historic information should be created. Currently, this role is being met by the Wallace Room in the Central Library. The Great Bridge Battlefield and Waterways Visitor Center should also be considered.
- Continue to support the work of the Great Bridge Battlefield and Waterways History Foundation.
- Organize programs to inform citizens about the history of Chesapeake and historic preservation activities. A good example is the City's current participation in the planning for the Jamestown 2007 celebration.

<b>Issue Three: Community Character and Vitality</b>	<b>The City should utilize historic districts where possible to foster community vitality.</b>
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*Full policy begins on page 162.*

- The City should pursue nomination of new properties/districts to the National Register and Virginia Landmarks Register. This can be achieved through continued use of cost-share grants between the Virginia Department of Historic Resources and the City of Chesapeake.
- The creation of additional local historic districts can be used to help ensure that the character of significant communities is preserved. Strong local support will be necessary for this implementation. To help residents/business owners comply with the design standards, local funding programs need to be established.

	<b>All municipal actions should recognize the importance of historic preservation in the City of Chesapeake.</b>
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- A designated full-time City staff person responsible for historic preservation activities should be created and funded. To make this program more effective it will require a full-time staff person to spear-head and oversee the plan.
- Communication between public/private parties regarding decisions affecting historic resources should be improved.
- The Historic Preservation Commission through City staff should continue to make recommendations regarding development applications that impact historic structures and land. The City's Cluster Ordinance can be utilized as a tool for preserving historic sites while allowing appropriate development.

<b>Issue Four: Heritage Tourism</b>	<b>The City should promote Economic Development through the promotion of historic resources and thus, encourage tourists to visit Chesapeake.</b>
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*Full policy begins on page 163.*

- The City should prepare a historic tourism package. This promotional program can be developed through the coordination of the City's new Tourism Office, the Historic Preservation Commission, and various other public/private groups.
- Support should continue for special projects capitalizing on the City's heritage like the Dismal Swamp Corridor Study, the plans for the Battle of Great Bridge and Waterways Visitor Center and planning activities of the Great Dismal Swamp Wildlife Refuge.
- The City will continue to coordinate the creation of history trails, greenways, and driving tours that connect historic resources.

# Housing

## Goals

### *The City will:*

- In all parts of Chesapeake, the City will foster the development and maintenance of a diverse, safe and high quality housing stock for people of all ages, ethnic groups, races, special needs and incomes, including housing that is affordable to all people who live or work in the City.
- Locate new housing so that it provides safe and convenient access to employment, shopping, recreation and educational facilities.
- Foster the development and maintenance of stable and vibrant communities with strong, distinct identities.
- The following issues relating to the provision of affordable housing were identified by the Affordable Housing Focus Team through their research and deliberations. The City's affordable housing policies are designed to address these issues to the greatest possible extent.

<p><b>Issue One: Affordable Housing Supply Versus Demand</b></p>	<p><b>The City will foster the development of a strategy to address affordable housing and the maintenance of a diverse, safe and high quality housing stock for people of all ages, ethnic groups, races, special needs and incomes, including housing that is affordable to all people who live or work in Chesapeake.</b></p>
<p><i>Full policy begins on page 164.</i></p>	
<ul style="list-style-type: none"> <li>• The City will include existing housing as an important element of its affordable housing supply. The City will foster the revitalization, preservation, and redevelopment of older neighborhoods and commercial corridors, as well as promote a variety of affordable housing development techniques for new construction. The adaptation of existing non-residential buildings for residential use should be encouraged where appropriate. The City will maintain the condition of the existing supply of affordable housing by proactively enforcing zoning and building codes.</li> <li>• The City will coordinate with the Chesapeake Redevelopment &amp; Housing Authority and other appropriate agencies to designate areas and implement measures for the construction, rehabilitation and maintenance of affordable housing, both renter and owner-occupied. The City will encourage the use of comprehensive neighborhood revitalization plans for targeted areas of the City to ensure the most efficient and leveraged use of public and private resources rather than a piecemeal, parcel-by-parcel approach.</li> <li>• The City's will reinforce its commitment to protect existing neighborhoods from decline and encourage revitalization by fostering a strong working relationship between the Chesapeake Redevelopment Authority and the Economic Development Department.</li> <li>• The City should establish a review committee to examine zoning and development-related regulations for opportunities to increase opportunities to increase affordable housing.</li> <li>• The City will foster the creation of incentive programs to increase the supply of affordable housing. Such programs may include land use planning policies to promote a variety of innovative affordable housing options such as mixed-income housing developments, inclusionary zoning, mixed-housing style developments and planned unit developments; and taxing policies to encourage the rehabilitation of housing for affordable housing purposes.</li> <li>• The City, through the Chesapeake Redevelopment and Housing Authority (CRHA), will continue to participate in the Hampton Roads Community Housing Resources Board (HRCHRB), a regional organization devoted to affirmatively furthering fair housing.</li> <li>• Where public funds are invested in affordable housing development or redevelopment projects, the City should consider policies aimed at ensuring the long-term or permanent affordable status of these units. Such policies could include: deed-restricted owner-occupied housing; non-profit rental housing; and publicly owned rental housing.</li> </ul>	

- The City will appoint a committee to study affordable housing issues and to develop and recommend specific strategies to increase the City's supply of affordable housing. This study, upon completion, will be submitted for adoption by the City Council as an amendment and appendix to the Comprehensive Plan.

**Issue Two:  
Lack of Funding for  
Affordable Housing  
Programs**

**Alternative funding options will be explored to improve the condition, availability, and accessibility of the City's housing stock.**

*Full policy begins on page 166.*

- The City will continue to support the development of housing funded through the Low-Income Housing Tax Credit (LIHTC) Program, to the extent that such developments are compatible with the City's land use policies and strategies.
- The City will continue to support efforts by CRHA and community-based housing development organizations to develop and/or redevelop affordable housing, as well as promoting homeownership opportunities for first-time homebuyers, utilizing funding from both public and private sources, such as the Virginia Housing Development Authority.
- Creation of a local affordable housing trust fund and/ or community reinvestment fund should be explored by CRHA, as well as other public-private relationships and mechanisms that increase private investment in affordable housing.
- Developers of residential and mixed-use housing projects are encouraged to address affordable housing through voluntary proffers and the residential cluster ordinance.

**Issue Three:  
Housing Diversity**

**The City will strive to adopt a balanced approach to providing housing for all segments of Chesapeake's population.**

*Full policy begins on page 166.*

- The City, through the Chesapeake Community Services Board and other appropriate agencies, will strive to increase awareness of and responsiveness to housing needs of the special needs populations, particularly the desire for community-based settings and integration.
- The City will encourage the development and preservation of housing that serves a range of household income levels at locations near public transit and employment.
- The City will encourage the production of a range of housing types for the elderly and people with disabilities, including, but not limited to, group homes, independent living, assisted living, and skilled nursing facilities.
- Special consideration should be given to the special needs of the population targeted by specific housing developments such as the need for access to public transit and /or access to emergency medical services.
- The City will encourage a range of housing types and tenures within mixed-use neighborhoods and discourage the concentration of low-income households in any one area.

**Issue Four:  
Provision of Housing  
for an Aging Population**

**The City will strive to provide a variety of senior housing options to meet the needs of an aging population.**

*Full policy begins on page 167.*

- Housing options for seniors will be located throughout the City and will include all types of existing and new housing units.
- Housing options for seniors will include a wide array of housing and tenure types.

- Housing designated exclusively for seniors must be designed for the specific needs of this population. Such designs should include residents' potentially impaired sight, hearing, and mobility. Design features should include the following:
  - Elevators in multi-story housing
  - Grab bars in bathrooms
  - Fire suppression and notification systems
  - Shower stalls with handheld showerheads
  - Lever hardware in place of doorknobs
  - Benches and/or chairs in long corridors
  - Corridor handrails
  - Increased lighting in public areas
  - Wheelchair accessibility options
  - Specialized fire warning systems
  - Back up emergency power supplies
- Senior housing is frequently proposed at higher densities. Housing that is of a greater density than the surrounding uses must incorporate measures to ensure compatibility between development types. Such measures may include increased buffering and design considerations.
- Convenient access to needed facilities and services such as public transportation, medical services, and shopping must be a location consideration for senior housing.
- Independent and assisted living communities should include common facilities for recreation, entertainment, and community socialization. These facilities should include design features similar to those provided in the homes. In addition, walking paths, doorways, and entrance halls should be well-lighted and evenly graded.

## Transportation

### Goals

#### *The City will:*

- Achieve a safe, efficient, economical and multi-modal transportation system, including non-motor vehicle modes and public transportation, while recognizing that pressures for increased motor vehicle travel will continue.
- Provide adequate transportation facilities and services that meet the City's adopted service standards.
- Balance the priorities of motor vehicles with those of bicycles and pedestrians in the design of roadways and land use patterns so that most residents have the choice to walk and bicycle conveniently to shopping, schools and recreation.
- Provide adequate transportation access to the City's waterways.
- Coordinate land use and public facilities development with the transportation system in order to ensure safety, efficiency and convenience.
- Coordinate the City's transportation system with the regional transportation network to promote commerce and emergency evacuation routes.

## Roadways

<b>Issue One: Impact of Increased Demand</b>	
<b>Issue Two: Network Integrity</b>	
<b>Issue Three: Impact of Technology</b>	
<b>Issue Four: Access Management</b>	
<b>Issue Five: Connectivity</b>	
<b>Issue Six: Impact on Neighborhoods</b>	
<b>Issue Seven: Right of Way Preservation</b>	
<i>Full policy begins on page 176.</i>	
<ul style="list-style-type: none"> <li>• The roadway needs identified on the Master Transportation Map should serve as the basis for future roadway improvements.</li> <li>• The City's Level of Service (LOS) study will be updated every three to five years to ensure that level of service data is available and accurate.</li> <li>• The City should continue to utilize ITS technologies to improve traffic signal efficiency, enhance mobility, and improve safety and security. Design and construction of the next phases of the Smart Traffic Center should commence as soon as funding permits.</li> <li>• An Access Management Policy should be adopted with particular emphasis on arterial roadways.</li> <li>• A Connectivity Policy should be adopted. Design guidelines should recognize connectivity as an integral component of the City's roadway system.</li> <li>• A Traffic Calming Policy should be adopted. Traffic calming is a program designed to slow speeds on residential streets. Program elements include: education, data collection, speed monitoring and enforcement, and physical devices.</li> </ul>	

## Funding

<b>Issue Eight: Needs Exceed Funding</b>	<b>The City will aggressively pursue funding for needed transportation improvements.</b>
<i>Full policy begins on page 178..</i>	
<ul style="list-style-type: none"> <li>• The City should continue to lobby Federal and State legislative bodies for additional funding for roadway improvements.</li> <li>• Recognizing current budget difficulties, innovative financing alternatives such as Public-Private Transportation Agreements (PPTA) and Tax Increment Financing Districts (TIFD) should be evaluated and implemented where feasible.</li> <li>• A roads pro-rata program should be evaluated and implemented if feasible.</li> <li>• The City should continue to seek dedicated bridge funding to replace drawbridges, as well as State reimbursement for drawbridge operations and maintenance commensurate with actual costs.</li> </ul>	

- A dedicated funding stream should be set aside for advanced right-of-way acquisition to preserve roadway corridors. The FY 2004-08 Capital Improvement Budget (CIB) includes a project that would provide \$6,000,000 for this effort. However, the project is currently unfunded.
- The City should seek private funding of some improvements such as pedestrian and bikeway facilities.

## Transit

<b>Issue Nine: Increased Cost</b>	<b>Public transit will be an increasingly important component of Chesapeake's overall transportation network.</b>
<b>Issue Ten: Ridership</b>	
<b>Issue Eleven: Limited Service Area</b>	
<i>Full policy begins on page 181.</i>	
<ul style="list-style-type: none"> <li>• Public transit service should be provided throughout built-up portions of the City to serve special target groups, and to reduce dependency on automobile usage. Specifically, public transportation should be provided from residential areas to major activity centers within the City.</li> <li>• Special transit service should be available for the handicapped community throughout the City.</li> <li>• The City, residential and commercial developments, and major employers should be encouraged to support para-transit service, vanpools, ride sharing, and other transportation alternatives to the single-occupant vehicle.</li> <li>• The City should continue to seek increased federal and state funding for transit systems without the reduction of funding for other transportation modes. A larger, dedicated source of federal and state funding for transit - including funds for existing operating and capital needs as well as start-ups – should be a top priority, particularly as requests for local participation continue to increase.</li> <li>• Bus service frequencies should be increased where necessary and when funding allows. Current frequencies are one hour. The industry standard for bus service frequency at a given bus stop is a maximum of 30 minutes, with 15 minute frequencies recommended.</li> <li>• The recommendations of the <i>Chesapeake Corridor Alternatives Analysis Report</i> should be implemented to keep light rail transit a feasible option in the future.</li> <li>• Safe pedestrian connections should be available from public transit lines to community facilities, such as schools, libraries, social service facilities.</li> </ul>	

## Railroads

<b>Issue Twelve: Highway and Rail Crossings</b>	<b>Chesapeake's rail facilities are an important element of the City's commerce and will be enhanced as practical and compatible with the surrounding land uses and transportation system.</b>
<b>Issue Thirteen: Compatibility</b>	
<i>Full policy begins on page 182.</i>	
<ul style="list-style-type: none"> <li>• Railroad service should be maintained and enhanced where appropriate in conjunction with major industrial parks and intermodal transfer points.</li> <li>• The number of highway/rail grade crossings in the City should be minimized to reduce train/automobile interference. In regard to industrial areas, ideal designs would include a combination of railroad spur lines and dead</li> <li>• The City should ensure railroad companies maintain their facilities and safety devices in satisfactory condition. They should also be encouraged to work cooperatively with the City to identify needed improvements and funding opportunities through various Federal and State safety programs.</li> </ul>	

- Residential developments should not be constructed immediately adjacent to railroad facilities and vice versa. In locations where adequate separation between dwelling units and rail lines cannot be maintained, a buffer should be provided.
- Where demand for railroad service has lessened or ceased, consideration should be given to the conversion of the rail line to some other use compatible with its surroundings. Specifically, opportunities under the federal “Rails to Trails” program should be evaluated.
- The City should preserve railroad right-of-way along corridors where passenger rail may be a future consideration.

## Trucking

<b>Issue Fourteen: Increased Truck Traffic</b>	<b>The Trucking industry will be a component of the overall commercial traffic system within the City and will be fostered in a manner that will minimize its impact to the community.</b>
<b>Issue Fifteen: Impact of Waterways, Surrounding Uses, and Infrastructure</b>	
<i>Full policy begins on page 184.</i>	
<ul style="list-style-type: none"> <li>• The City should support the U.S. Route 460 Improvements as a primary route from South Hampton Roads to I-95, the major truck route of the southeast.</li> <li>• The City should encourage and assist the trucking industry to establish and maintain modern and attractive facilities at appropriate locations in the City in close proximity to freeways or major arterials and, if necessary, rail yards or ports.</li> <li>• The City should regulate the use of certain roadways by trucks in order to maintain safety, preserve capacity, and protect the structural integrity of its transportation infrastructure.</li> <li>• Arterial roadway design, particularly intersections, should reflect truck accommodation requirements.</li> <li>• Traffic Engineering, City police, and State police should work closely to monitor and enforce the regulations regarding oversized and overweight vehicles. The use of portable scale crews and weigh in motion technologies should be encouraged.</li> </ul>	

## Trails

<b>Issue Sixteen: Increased Public Interest in Bicycling and Walking</b>	<b>The City will integrate a comprehensive Bikeway and Trail strategy to enhance the City's quality of life, recreational opportunities, and overall transportation network.</b>
<b>Issue Seventeen: Need for the Development of a Network of Trails</b>	
<i>Full policy begins on page 186.</i>	
<ul style="list-style-type: none"> <li>• Bicycle facilities should be modeled on the American Association of State Highway and Transportation Officials (AASHTO) standard classifications for facility type.</li> <li>• Bike facilities should be designed with the intended user in mind. Off-road paths may be more appropriate for recreational users, while bike lanes adjacent to the roadway may be more appropriate for the avid cyclist.</li> <li>• Bike facilities should be considered with all future transportation projects.</li> <li>• New developments should be required to provide bicycle/pedestrian facilities in accordance with the approved Master Trails Plan.</li> <li>• Opportunities to provide various trail types that accommodate bicyclists, equestrians, and pedestrians should be pursued.</li> </ul>	

- The City should adopt a connectivity policy that addresses both motor vehicle and bicycle/pedestrian needs.
- Priority should be given to the improvement of bicycle/pedestrian facilities adjacent to schools and within activity centers.
- The City should continue to pursue funding options for bicycle/pedestrian improvements through state and federal grant programs.
- Employers should be encouraged to make bicycling/walking more acceptable modes of commuting to work. Examples of such initiatives include on-site showers and bicycle lockers.

## Airports

<b>Issue Eighteen: Potential for Growth in Air Traffic</b>	<b>Chesapeake’s airport facilities will be an integral part of the City’s overall transportation strategy.</b>
<b>Issue Nineteen: Potential for Related Development</b>	
<b>Issue Twenty: Compatibility with Adjacent Land Uses</b>	
<b>Issue Twenty-One: Integration with Other Modes of Transit</b>	
<i>Full policy begins on page 189.</i>	
<ul style="list-style-type: none"> <li>• The City should continue to work with regional agencies and airport owners to enhance air transportation in the region.</li> <li>• The City should support the Hampton Roads Executive Airport’s expansion plans.</li> <li>• The City should continue dialogue with property owners and VDOT regarding the construction of an airport access road to serve the Chesapeake Regional Airport. Airport Access/Industrial Access funds should be pursued for this effort.</li> <li>• City officials should participate fully in the planning process for the Route 460 improvements, including the high speed rail proposal. If a rail station is feasible in the Bowers Hill area, connectivity with the HREA should be considered in the planning and design process.</li> </ul>	
	<b>Compatibility issues with airport facilities will be a primary consideration when locating new developments.</b>
<ul style="list-style-type: none"> <li>• The City should work closely with the Department of Defense and operators of other airport facilities regarding future plans.</li> <li>• The city should participate in Joint Land Use Study with neighboring jurisdictions and the Department of Navy and Defense and implement its recommendations as appropriate at the completion of the study.</li> </ul>	

## Ports/Maritime Industry

<b>Issue Twenty-Two: Regional Port Expansion</b>	<b>Port and maritime - related industry that has a positive impact on the community will be fostered as a means of enhancing Chesapeake’s economic base.</b>
<i>Full policy begins on page 192.</i>	
<ul style="list-style-type: none"> <li>• Surface transportation should be improved to enhance freight movement in and through the region.</li> <li>• The City should continue to work with the U.S. Army Corps of Engineers and other appropriate public agencies to maintain our waterways for maritime commerce.</li> <li>• Future improvements to Interstate 64 should consider a non-constraining bridge alternative for the crossing of the Southern Branch of the Elizabeth River.</li> </ul>	

- Related inter-modal connections to transfer goods between different modes of transportation should be located in a reasonable manner to accommodate the transfer.
- Future regional port expansions should be reviewed closely to assess the potential impact on the City of Chesapeake.

## Waterways and Blueways

<b>Issue Twenty-Three: Waterways are an Underutilized Recreation Source</b>	<b>The City should treat the City’s waterway system as an integral part of its overall recreational system and should maximize its opportunities to both utilize and protect these waterways.</b>
<i>Full policy begins on page 193.</i>	
<ul style="list-style-type: none"> <li>• Access to the City’s waterways should be improved and expanded. Consideration should be given to both motorized and non-motorized vessels.</li> <li>• Support facilities such as parking areas and restroom facilities should be developed where feasible.</li> <li>• The City should work with the Great Dismal Swamp Wildlife Refuge and other public and private agencies to promote ecotourism in and around the Great Dismal Swamp.</li> <li>• Wayfinding signage to and along the City’s waterway system should be improved and expanded.</li> <li>• The Chesapeake Scenic Waterways Plan should be updated and expanded if feasible.</li> <li>• Environmental impacts on the City’s waterways should be closely monitored to ensure water quality is not degraded. This is particularly important with the Northwest River as it is the primary source of the City’s drinking water.</li> </ul>	

## Air Quality

<b>Issue Twenty-Four: Conformity of Transportation Projects with Air Quality Standards</b>	<b>City transportation officials should participate fully in the air quality planning process.</b>
<i>Full policy begins on page 194.</i>	
<ul style="list-style-type: none"> <li>• The most up to date and accurate transportation data should be used and interpreted correctly.</li> <li>• The emissions inventories and transportation control measures used should be appropriate and consistent with the transportation vision of the City and the region.</li> <li>• State and local air quality agencies should keep State Implementation Plans and measures current and on schedule.</li> <li>• Decisions should reflect community priorities, including mobility.</li> </ul>	

# Water and Sewer

## Goals

### *The City will:*

- Provide adequate public facilities and services for all services which the City provides.
- Coordinate the location and design of all City public facilities with the goals and policies of the Comprehensive Plan.

## Water

<b>Issue One: Water Supply</b>	<b>The City of Chesapeake should become more self-sufficient in its ability to supply fresh, potable water to its residents, business and industry.</b>
<i>Full policy begins on page 197.</i>	
<ul style="list-style-type: none"> <li>• The City will maintain a proactive approach to identifying future water sources and continue to update its strategy to provide for future needs.</li> <li>• A program of water conservation has been established and is implemented to varying degrees as circumstances require, beginning with standard practices suggested by good stewardship to more substantial practices required during times of stress, and in a manner that minimizes adverse impacts on economic activity and existing residences.</li> <li>• Continued study should be given to all feasible long-term supply alternatives until the most cost-effective system or combination of systems for Chesapeake is determined.</li> <li>• Water resources should be diversified in order to reduce the reliance on any particular source.</li> </ul>	
<b>Issue Two: Safe Drinking Water</b>	<b>The City will continue to maintain a strong position against the potential contamination of its water supply.</b>
<i>Full policy begins on page 198.</i>	
<ul style="list-style-type: none"> <li>• An adequate buffer should be established around all drinking water supplies in which no development should occur. The magnitude of this buffer will be impacted in part by the proposed adjacent development.</li> <li>• The creation of additional impervious surfaces on lands directly draining into the water supply should be carefully considered and protections to prevent contamination implemented. Part of the consideration will include the type of water source impacted.</li> <li>• Development proposals for activities that have traditionally affected hydrology, such as borrow pits or drainage facilities, should be carefully considered for their potential impact on the water supply.</li> <li>• The City will continue to meet or exceed all water quality standards.</li> <li>• The City Planning Department will coordinate the development of a water supply watershed management program, such as that found in the Hampton Roads Planning District's report titled "Water Supply Watershed Management in Hampton Roads."</li> </ul>	
<b>Issue Three: Water Supply Infrastructure</b>	<b>The provision and maintenance of water service distribution facilities to existing development within the City's Utility Franchise Area should be considered prior to the construction of new facilities.</b>
<i>Full policy begins on page 199.</i>	
<ul style="list-style-type: none"> <li>• As part of the capital improvement program Public Utilities has identified areas where upgrades or replacements are needed within the water system. These improvements take into account improved fire and domestic service for the areas identified.</li> </ul>	

- When planning for water supply infrastructure, consideration to water storage and distribution facilities must be included.
- It is recommended that the City's Department of Utilities consider undertaking an engineering review of both the Year 2026 Plan and supporting data to determine its impacts on the existing water and wastewater infrastructure, in addition to new public infrastructure required to support the Plan's recommendations. Engineering cost estimates and construction schedules are logical outcomes of these studies. They will serve to support an updated capital improvements program and to refine the planning estimates that resulted from the development of the Plan.

<b>Issue Four: The Provision of Public Water Service</b>	<b>Public water service may be provided to those areas within the Public Utility Franchise Area or to the 2026 Public Utility Franchise Area, at a time that is consistent with the City's overall growth management strategy.</b>
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*Full policy begins on page 200. As amended 06/19/07-- CP-07-03.*

- Water distribution systems and new hookups should be provided only in areas that can be served cost-effectively by a complete range of urban services, or in those cases where private groundwater supplies to existing residents are a threat to public health.
- Water service may be provided to individual lots outside an existing or future Public Utility Franchise Area under certain conditions detailed on page 200.
- The provision of public water service to areas of existing development within the Public Utility Franchise Area will take precedence over the extension of public water service into new undeveloped areas.
- The Public Utilities Department will prepare a strategy to provide public water service to existing neighborhoods not served within the Public Utility Franchise Area.
- Water supply infrastructure constructed by developers must be installed consistent with the provisions of the Comprehensive Plan.
- Water supply infrastructure includes facilities beyond the actual distribution lines, such as necessary storage facilities and transmission lines.
- The installation of new water distribution facilities should be sequenced in such a way as to provide a logical progression from existing service areas to new service areas.
- Private water treatment and distribution systems should be discouraged, except for individual residences in rural areas where groundwater supplies meet health standards.
- Expansions to the Public Utility Franchise Area will require approval by the Chesapeake City Council. This process is outlined in the Growth Management element.
- Funding to extend water service to serve new development areas will be borne by land owners / developers.

## Sewer

<b>Issue Five: The Provision of Public Waste Water Treatment</b>	<b>Public water service will only be provided to those areas within the Public Utility Franchise Area or to the 2026 Public Utility Franchise Area, and only at a time that is consistent with the City's overall growth management strategy.</b>
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*Full policy begins on page 202.*

- The decision to extend new public sewer service to new development areas must consider the timeliness of the new development and the City's ability to provide other required City services to the new area.
- The extension of new sewer interceptor facilities will be subject to review under the provisions of Title 15.2, Section 2232 of the Code of Virginia for consistency with all provisions of Chesapeake's Comprehensive Plan.

<b>Issue Six: Funding Public Sewer Service</b>	<b>The use of public funds for sewer facilities and infrastructure will be prioritized and distributed according to substantiated need. A variety of funding options will be considered when funding these improvements.</b>
<i>Full policy begins on page 202.</i>	
<ul style="list-style-type: none"> <li>• Existing areas will take priority over service for new areas for the use of public funds.</li> <li>• The Public Utilities Department will prepare a strategy to provide public sewer services to existing neighborhoods located within the Public Utility Franchise Area but not currently served with public sewer.</li> <li>• All options should be considered when identifying funding for sewer improvements. Some sources for funding could include: Community Development Block Grants, Economic Development funds if business development is benefited, or special taxing districts.</li> <li>• Special consideration will be given to planning for the potential impact of new legislation or regulation which will influence the cost of providing public sewer service.</li> <li>• Funding to extend sewer service to serve new development areas will be borne by land owners / developers.</li> </ul>	
<b>Issue Seven: The Provision of Private Wastewater Treatment</b>	<b>It shall be the policy of Chesapeake to discourage private wastewater treatment facilities.</b>
<i>Full policy begins on page 204.</i>	
<ul style="list-style-type: none"> <li>• Private wastewater collection and treatment systems should be discouraged, except on individual lots in rural areas where soil and groundwater conditions are suitable.</li> <li>• Private wastewater collection and treatment facilities designed to serve more than a single residence will require a review under Section 15.2-2232 of the Code of Virginia for consistency with the Comprehensive Plan.</li> <li>• The City of Chesapeake Health Department and Department of Planning should review existing on-site standards with the U.S. Soil and Water Conservation Service, Virginia Department of Environmental Quality, Virginia Department of Health and the U.S. Environmental Protection Agency to determine whether or not such standards and procedures should be amended in the future.</li> <li>• Sewer collection systems should be maintained and provided to all existing developed, developing, or underutilized urban/suburban areas for which on-site septic systems are unsuitable; however, extension of such systems to presently undeveloped areas should be limited only to those areas which meet comprehensive planning criteria, and can be served cost-effectively.</li> </ul>	

## Stormwater Management

### Goals

#### *The City will:*

- Provide adequate public facilities and services for all services which the City provides.
- Coordinate the location and design of all City public facilities with the goals and policies of the Comprehensive Plan.

<b>Issue One: Stormwater Management</b>	<b>The City will continue to implement a stormwater management program to protect the health, safety, and welfare of Chesapeake residents and to ensure that public drainage facilities are of adequate capacity to handle future runoff requirements.</b>
<i>Full policy begins on page 207.</i>	
<ul style="list-style-type: none"> <li>• The City will revise its Master Drainage Plan to reflect the City's changing land use characteristics as well as any future land use patterns set out in the Comprehensive Plan.</li> <li>• Alternative means of managing stormwater will be considered when developing stormwater management plan such as wetland preservation and low impact design techniques.</li> <li>• Regional stormwater management facilities will be incorporated into community design as prominent landmark features and will be treated as multi-use facilities with such uses as hiking trails, parks, fishing areas, wildlife habitat, or other passive recreational uses.</li> <li>• In order to provide passive recreational opportunities for City residents as well as enhance the area's water quality benefits through preservation of floodplains, wetlands, and adjacent buffer areas, funding for purchasing and establishing riparian corridors will be considered when available. One implementation strategy could include nominating one or more corridors for acquisition by the City's open space preservation program or non-profit conservation organization.</li> <li>• A periodic progress report on these efforts should be included as a component of an environmental report to City Council.</li> <li>• Strategies to provide enhanced stormwater management to older neighborhoods, especially those with chronic drainage problems, will be developed by the Public Works Department and funded in the Capital Improvement Budget.</li> </ul>	

## Solid Waste Management

### Goals

*The City will:*

- Provide adequate public facilities and services for all services which the City provides.
- Coordinate the location and design of all City public facilities with the goals and policies of the Comprehensive Plan.

<b>Issue One: Provision for Long Term Waste Management Needs</b>	<b>The City of Chesapeake shall ensure an environmentally sound and efficient solid waste management system that utilizes recycling and source reduction.</b>
<i>Full policy begins on page 210.</i>	
<ul style="list-style-type: none"> <li>• The City of Chesapeake should continue to cooperate with the Southeastern Public Service Authority on regional solid waste disposal facilities outside the City, and shall continue to provide a collection system and a transfer point within the City.</li> <li>• The City should continue to study and implement long-term solutions to solid waste disposal in order to avoid future problems of service, capacity, environmental impact or cost.</li> <li>• The City will maintain or improve the existing efficiency of the solid waste management system.</li> </ul>	

- The City shall encourage activities which educate the citizenry in the values, methods and techniques of recycling, resource recovery, and waste reduction. The City shall continue its efforts to educate and encourage citizens to recycle and to avoid products that do not lend themselves to recycling through City sponsored programs or other initiatives such as HRCLEAN.
- Solid waste facilities that are to be operated in the City of Chesapeake shall be designed and operated in conformance with all applicable federal, state, and local regulations.
- Public participation in the decision making process shall be encouraged through ample notice of meetings where major solid waste management and planning issues are being considered.
- The City of Chesapeake should continue to work within the regional framework for solutions for solid waste management problems.

## Schools

### Goals

#### *The City will:*

- Provide adequate public facilities and services for all services which the City provides.
- Provide excellent educational services that exceed state standards.
- Ensure that new school facilities are designed and located to reinforce and support the goals and policies of the City's Comprehensive Plan.

### Public Schools

<b>Issue One: Overcrowded Conditions in Schools</b>	<b>The City will seek to create a positive relationship between school construction and school capital needs.</b>
<i>Full policy begins on page 216.</i>	
<ul style="list-style-type: none"> <li>• A direct linkage should be established between the timing of new development and the ability to fund needed capital improvements. This linkage should be incorporated into an overall growth management strategy for the City.</li> <li>• The guidelines developed by the Chesapeake School Administration regarding philosophy, building, sites, and planning should be used to provide guidance in school construction decisions. The guidelines should not be used to excessively constrain site selection, but to provide general guidance.</li> <li>• The City will work with School Administration to develop methods to monitor impending impacts to the school system created by changes in demographics, and new development.</li> </ul>	
<b>Issue Two: Funding Limitations</b>	<b>The City will continue to seek funding alternatives for schools that are fair to all citizens and that will adequately fund school capital needs.</b>
<i>Full policy begins on page 216.</i>	
<ul style="list-style-type: none"> <li>• The City will continue to seek enabling legislation from the Virginia General Assembly to administer impact fees and adequate public facility programs.</li> <li>• The City will continue to seek enabling legislation from the Virginia General Assembly to administer a real estate transfer fee to fund public infrastructure, including school construction.</li> </ul>	

- The City will continue to support the creation of new and enhancement of existing state funding sources.
- The City will continue to request that state and federal mandates be accompanied with the necessary funding for their implementation.
- The City will continue to identify both one-time and recurring funding for school capital facility needs.
- The City will accept, where appropriate, voluntary land dedication and contributions for the construction of new school facilities, or expansion of existing facilities, from landowners and developers impacting school facilities.

**The City will continue to encourage the efficient use of capital funds.**

- Opportunities to co-locate school and municipal facilities should be identified as a means to control land and infrastructure costs when practical.
- School sites should be located within existing utility service areas. Sites acquired in advance of need should be located within planned utility service areas with the intention of developing only after such services are available. All sites will be subject of a review for consistency with the City's Comprehensive Plan, as required by the Code of Virginia (Title 15.2, Section 2232).
- New school facilities should not be located in such a manner as to provide a catalyst for new development activity in undesired areas for development.
- To the extent possible, new school facilities will be located in such a manner that they do not conflict with efforts to manage service levels in other public facilities. For example, schools should not be located in such a manner that they create the need for school zones on arterial roadways. Such zones create adverse impacts to the roadway service levels usually during periods of high demand as well as creating an unnecessarily dangerous condition for the students. New school facilities should also not be located where they would exceed the capacity of sewer or water facilities which would service the school.

**Issue Three:  
Maintenance Required  
for Existing Schools**

**When determining overall school capital facility needs, consideration will be given to major maintenance issues as well as new construction needs.**

*Full policy begins on page 218.*

- When prioritizing future school capital needs, equal consideration should be given to the maintenance of existing facilities.

**Issue Four:  
Quality Educational  
System is an Integral  
Part of Overall  
Community Quality of  
Life**

**The City will continue to foster the integration of school facilities into the overall fabric of the community.**

*Full policy begins on page 219.*

- Schools should be located in such a way to be a centrally accessible and identifiable component of the community.
- Schools should not be segregated from the communities they serve by extreme barriers or great distance.
- High Schools and Middle Schools should be designed so that they may also serve the community as primary emergency shelters and should be built to meet American Red Cross standards wherever practicable.
- School Administration and City Administration should collaborate on school site selection with selected sites being mutually agreeable between the two entities.
- Opportunities to engage businesses, community groups and individual citizens as partners in the education of our youth should continue to be identified and expanded.
- The community should work to enhance the capacity of schools to maintain high student achievement.

- Opportunities to create public use campuses should be identified and developed where feasible. Co-location of schools with other important community facilities such as libraries and recreation centers help to solidify these resources as important elements of the community. In these efforts, the safety and security of students should be maintained.

## Private Schools

	<b>While private schools are not subject to the same building and site requirements of public schools, they should be held to similar standards for community compatibility.</b>
<i>Full policy begins on page 219.</i>	
<ul style="list-style-type: none"> <li>• Private schools will be examined prior to approval for its impact on the adjacent community. Only schools that can demonstrate that they will not create an undue negative impact should be approved. These impacts may be addressed through a conditional use permit process.</li> </ul>	

## Higher Education

	<b>The City of Chesapeake will seek and nurture opportunities to increase higher learning.</b>
<i>Full policy begins on page 220.</i>	
<ul style="list-style-type: none"> <li>• Tidewater Community College should be encouraged to prosper and grow at its current location on Cedar Road. Other off-site facilities should be developed as appropriate and compatible with adjacent communities.</li> <li>• The City should look for opportunities to partner with TCC and other higher learning institutions to help to enhance the facilities and opportunities afforded to Chesapeake residents.</li> <li>• The use of public/ private partnerships should be explored as a means of facilitating more opportunities for higher learning.</li> <li>• The attraction of other public and private colleges and universities, or extensions thereof, should be strongly encouraged and aggressively pursued.</li> </ul>	

## Police

### Goals

#### *The City will:*

- Provide adequate public facilities and services for all services which the City provides.
- Coordinate the location and design of all City public facilities with the goals and policies of the Comprehensive Plan.

<b>Issue One: Population Growth</b>	<b>The City will strive to maintain its excellent public safety record and will develop strategies to maintain this high level of service.</b>
<i>Full policy begins on page 225.</i>	
<ul style="list-style-type: none"> <li>• The City will continually evaluate its police stations and precincts to ensure that they are aligned for maximum efficiency.</li> <li>• Where enhanced service is warranted, the City will develop an implementation strategy to provide new, expanded, or relocated stations.</li> <li>• In order to reduce costs, opportunities to co-locate police stations with other public facilities should be explored.</li> <li>• When considering possible funding sources for police services, opportunities for creative funding sources should be sought including possible public/private partnership options.</li> </ul>	

# Fire and Emergency Management

## Goals

### *The City will:*

- Provide adequate public facilities and services for all services which the City provides.
- Coordinate the location and design of all City public facilities with the goals and policies of the Comprehensive Plan.

<b>Issue One: Growth Strains Fire and EMS Response Capabilities</b>	<b>The City shall strive to balance future growth with its ability to provide adequate Fire and EMS services.</b>
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*Full policy begins on page 228.*

- Guidelines and standards, including NFPA 1710 Standard for Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, should be followed to determine services needed to provide adequate emergency coverage for the City's population.
- The City should develop methods to monitor impending impacts to its emergency services created by changes in demographics and new development.

<b>Issue Two: Need for Adequate Fire and EMS Capital Facilities and Equipment</b>	<b>The City will find an efficient and effective means of providing the necessary facilities and equipment to provide quality Fire and Emergency Management Services.</b>
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*Full policy begins on page 228.*

- The City will continually evaluate its Fire and EMS stations to ensure that they are aligned for maximum efficiency.
- Where enhanced service is warranted, the City will develop an implementation strategy to provide new, expanded, or relocated stations.
- The City will continue to integrate and improve the technology used to deliver Fire and Emergency Management Services in order to improve service delivery.
- In order to reduce costs, opportunities to co-locate fire stations with other public facilities should be explored.

<b>Issue Three: Need for More Comprehensive Emergency Planning</b>	<b>Chesapeake will strive to maintain a proactive approach to planning for emergencies.</b>
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*Full policy begins on page 230.*

- The City will enhance the safety of residents and businesses by protecting new and existing development from the effects of hazards. The City will endeavor to protect new and existing public and private infrastructure and facilities from the effects of hazards.
- The City will increase its floodplain management activities and participation in the National Flood Insurance Program. The Departments of Fire, Neighborhood Services and Planning will work together to improve the City's existing floodplain management program.
- The City will institute hazard awareness and risk reduction principles into the City's daily activities, processes, and functions. The City will enhance community-wide understanding and awareness of community hazards. The City will publicize mitigation activities to reduce the City's vulnerability to the identified hazards.

- The City will discourage development in floodplains in order to protect the public health and welfare and prevent property damage.
- The creation of a new Emergency Operations Center (EOC) with appropriate staffing will be pursued.
- The City should explore federal and state grant opportunities as they relate to homeland security and all hazards preparedness.

<b>Issue Four: Regional Cooperation Needs</b>	<b>The City should continue to work cooperatively with neighboring jurisdictions to provide needed emergency services.</b>
<i>Full policy begins on page 231.</i>	
<ul style="list-style-type: none"> <li>• The City will continue to participate in regional endeavors such as the Southside Hazardous Materials Team, Tidewater Technical Rescue Team, Maritime Incident Response Team, Local Emergency Planning Committee, and the Metropolitan Medical Response System.</li> <li>• Opportunities to work cooperatively with neighboring jurisdictions in the provision of training facilities should be considered.</li> </ul>	

## Parks and Recreation

### Goals

**The City will:**

- Ensure that new parks and recreation facilities are designed and located to reinforce and support the goals and policies of the City's Comprehensive Plan.
- Provide parks that meet the needs of special needs citizens and youth.
- Create more recreational facilities sufficient to meet the City's adopted service standards.
- Develop parks and open space on existing city lands.
- Provide trails and bikeways to link parks and neighborhoods.

<b>Issue One: Impact on Quality of Life</b>	<b>Chesapeake will provide a parks and recreation system that will serve all segments of its population with a variety of facilities and programs necessary to meet expressed needs.</b>
<i>Full policy begins on page 235.</i>	
<ul style="list-style-type: none"> <li>• The City will develop a phased program to provide additional park facilities to meet park standards as demand increases. <ul style="list-style-type: none"> <li>◦ Continue efforts to develop existing park sites.</li> <li>◦ Prioritize the neighborhood park sites obtained through the Open Space and Recreation Ordinance for development based on the funds provided by the ordinance along with neighborhood needs.</li> <li>◦ Continue efforts to purchase land of sufficient size to develop regional and district parks including the following types of amenities: <ul style="list-style-type: none"> <li>- Regional community centers</li> <li>- Multi-purpose fields</li> <li>- Nature Trails (walking/biking/canoe)</li> <li>- Equestrian facilities</li> <li>- Passive activities</li> </ul> </li> <li>◦ Other types of recreational facilities, such as athletic fields and recreation facilities, must also be built as demand increases.</li> <li>◦ The City will explore all possible funding options for district and community parks including opportunities for public-private partnerships.</li> </ul> </li> </ul>	

- The location of local parks to serve residents should be consistent with sound neighborhood planning principles.
  - Opportunities to co-locate parks and other recreational facilities with other public facilities should be pursued where practical.
  - Park facilities should be designed as an integral component of the community and should be accessible to the residents.
  - Opportunities to link park facilities to the community through sidewalks, bikeways, and trails should be sought.
  - New park sites that are a part of new developments which are surrounded by existing development, should be located in such a manner that the park site is accessible to and convenient to those living in the surrounding neighborhoods.
- The City or developers should provide a variety of recreational amenities to address the needs of a diverse population.
  - The City should consider including municipal swimming pools, teen centers, and equestrian facilities as alternative forms of recreational amenities.
  - A Feasibility and Program Development Study should be conducted as a prelude to developing a plan to construct mega-recreation centers. These centers could include a variety of amenities such as game rooms, swimming pools, fitness facilities, conference rooms, basketball courts, and day care facilities and could be incorporated as elements of the larger recreational complexes.
  - Citywide senior, therapeutic, and prevention programs should be developed to accommodate special population needs.
  - Construct a comprehensive “connected” multi-purpose trail system by continuing to work with Planning and Public Works to implement the City’s Trails Plan as an element of the Master Transportation Plan (see also Transportation section of this Plan).
  - Construct athletic facilities (softball, baseball, soccer fields, field hockey, etc.) in conjunction with park development plans to meet minimum athletic facility standards for Chesapeake.
- Existing parks and recreation facilities must be maintained as an integral part of the overall recreational network, and existing facilities should be enhanced as possible.
- Chesapeake’s unique environmental features and extensive waterways should be considered for their vast recreational opportunities (see also ‘Waterways’ in the Transportation element of this Plan).
  - A Scenic Waterway designation should be sought for certain key recreational waterways such as the Northwest River and the North Landing River.
  - Develop public waterway properties for boat ramps and canoe launch areas.
- As a means of enhancing economic development while providing for the recreational needs of Chesapeake citizens, the City should endeavor to develop world class sports facilities which may include multi-use playing fields built to tournament standards for local and regional tournaments.

# Libraries

## Goals

### *The City will:*

- Provide adequate public facilities and services for all services which the City provides.
- Coordinate the location and design of all City public facilities with the goals and policies of the Comprehensive Plan.

<b>Issue One: Impact of Growth on Services</b>	<b>The City of Chesapeake will endeavor to develop a Library System that is sized adequately to serve a growing population, and that is accessible to the all citizens of Chesapeake regardless of age, handicap, location, or socio-economic status.</b>
<i>Full policy begins on page 240.</i>	
<ul style="list-style-type: none"> <li>• Planned future development will be considered when determining the future location of library facilities.</li> <li>• The impact on libraries will be evaluated as a component of new development requests.</li> <li>• Public-private partnerships will continue to be pursued.</li> <li>• Libraries should be considered for co-location with other municipal facilities in order to increase their accessibility and functionality.</li> <li>• The Library System should continue to develop multi-year capital project plans in anticipation of future growth.</li> </ul>	
<b>Issue Two: Technological Advancements</b>	<b>The City of Chesapeake will endeavor to utilize advancements in technology to improve the quality and availability of library resources wherever practical.</b>
<i>Full policy begins on page 241.</i>	
<ul style="list-style-type: none"> <li>• The Library System will continue to position itself to be a preferred location for conducting community surveys and forums.</li> <li>• The Library System will increase its use of online services.</li> <li>• The Library System will continue to explore new trends for reaching the community with its programs and services, such as online kiosks in malls and mini-branch libraries in shopping centers.</li> </ul>	
<b>Issue Three: Library Funding</b>	<b>The City of Chesapeake will pursue alternative funding opportunities to provide funding for the construction and maintenance of Library facilities.</b>
<i>Full policy begins on page 242.</i>	
<ul style="list-style-type: none"> <li>• When considering possible funding sources for public libraries, opportunities for creative funding sources should be sought including possible public/private partnership options.</li> <li>• In order to reduce costs, opportunities to co-locate library facilities with other public facilities should be considered when determining future library locations.</li> </ul>	

# Human Services

## Goals

**The City will:**

- Provide adequate public facilities and services for all services which the City provides.

<b>Issue One: Department Facilities Needs</b>	<b>The Human Services Department will work with other human services providers, including non-City entities, to fulfill the vision of creating a human services campus.</b>
<i>Full policy begins on page 245.</i>	
<ul style="list-style-type: none"> <li>• Relocate to a building that could better serve the Human Services Department’s needs for enough space for its programs and services, as well as to utilize current and emerging technologies to facilitate service to clients.</li> <li>• Facilitate a “one-stop shop” approach to various human services, which would promote economies of scale in terms of buildings and other operational costs, especially benefiting non-profit entities.</li> <li>• Opportunities for co-location of human services facilities should be sought to reduce public facility and operational costs.</li> </ul>	

# Cultural Facilities

## Goals

**The City will:**

- Foster the development of a performing arts school.
- Foster the development of satellite cultural arts centers.
- Foster the development of an independent cultural arts center that is accessible by highway and transit.
- Foster international cultural exchanges.

<b>Issue One: Need for Cultural Facilities</b>	<b>Future land use planning decisions and development review processes should, to the maximum extent feasible, promote the expansion of cultural facilities throughout the City.</b>
<i>Full policy begins on page 247.</i>	
<ul style="list-style-type: none"> <li>• A variety of funding options should be explored for the provision of cultural facilities.</li> <li>• Cultural diversity could be fostered by devoting a segment of the City to creating specialty/ethnic restaurants and eateries, with outdoor dining as appropriate.</li> <li>• Art and culture can be a vital tool to address the needs of these children, by providing them with outlets to express themselves (e.g. public murals), thereby building self-esteem and pride in their community.</li> <li>• The City may consider accepting cultural facilities or sites or funding for such facilities that may be proffered by developers.</li> </ul>	

<b>Issue Two: Need for Performing Arts Center in Chesapeake</b>	<b>The City will continue to study the feasibility of establishing a performing arts/cultural center in Chesapeake, including building public support and identifying proposed funding mechanisms.</b>
<i>Full policy begins on page 247.</i>	
<ul style="list-style-type: none"> <li>• The City should continue the pursuit of the development of an Arts Education Center. A study to assess the feasibility of constructing an arts performance center, to research locations, and to provide conceptual drawings has been initiated.</li> <li>• Satellite performing arts centers should be considered for other areas of the City. These venues would primarily host community-based programs.</li> <li>• Opportunities to co-locate cultural facilities with other facilities should be considered as a means of reducing overall costs. For example, opportunities to combine the City's cable channel, WCTV-48 with the performing arts facility should be explored.</li> </ul>	
<b>Issue Three: Provision for Public Art</b>	<b>The City will strive to expand the use of public art in a variety of settings throughout Chesapeake, utilizing public, private, and public/private mechanisms.</b>
<i>Full policy begins on page 248.</i>	
<ul style="list-style-type: none"> <li>• The City should explore the feasibility of placing thematic public art at strategic locations around Chesapeake, which could contribute to a sense of unity and common community. Public art can and should be promoted in all areas of the City, not just urban areas.</li> </ul>	