

The Corridor Concept

The Transportation Corridor Overlay District is based upon the importance of promoting and preserving future economic development opportunities for the City of Chesapeake. It is the intent of this policy to provide opportunities for high quality, attractive, development types that expand the City's tax base and create a positive impact on the City's overall fiscal health. Expansion of the City's tax base will lessen reliance on real estate taxes, provide jobs as well as provide opportunities for expanded supplies and services.

Opportunities are created by existing and planned transportation improvements and it is important to preserve these opportunities. It is the intent of the Transportation Corridor Overlay District to create a policy framework under which these potentially beneficial development types may be reviewed and considered while providing management measures to ensure that these proposals are compatible with City goals.

The management measures of the Transportation Corridor Overlay District consist of a series of guidelines designed to ensure that each rezoning and conditional use permit proposal is consistent with the goals of the District. The guidelines contained within this policy are directed at development type, location, timing, appearance, and consistency with City access policies.

The Transportation Corridor Overlay District is administered through the rezoning and conditional use permit process, which allows for the proper assurances to be made that the criteria contained within the policy are met. The majority of land in both of the proposed corridors is currently zoned agricultural (A-1), which means the majority of new proposals within these corridors will require a zoning reclassification. Each proposal will be expected to provide the appropriate assurances that the guidelines of the policy are met. This may be achieved through the use of the Planned Unit Development (PUD) provisions of the Zoning Ordinance, or through other legally acceptable means provided under Virginia law. Every application for rezoning is subject to the full public hearing process, with opportunity for review and comment by the community. Conditional use permit applications are also subject to the policy as a means of ensuring compatibility with surrounding areas and availability of public facilities to serve the proposed development without adverse impact on the community.

Within each Corridor, certain locations will better lend themselves to the development of healthy functioning commercial centers. These areas are identified within this document as Target Areas. It is the intent of this policy to direct business development to these Target Areas, and not to those areas outside of the Target Areas. However, as an added measure of protection for the corridor and in the event rezoning and use permits are considered outside of the Target Areas, the remaining development guidelines contained herein should apply to all development within the District, regardless of whether or not it is in a Target Area.

It is not the intent of the Transportation Corridor Overlay District to infringe upon or detract from the existing agriculture industry located in the southern portion of the City. Agriculture is an important industry within the City and should be preserved. To ensure the compatibility of the Transportation Corridor Overlay District with the existing agricultural uses, three specific measures have been taken. First, the District focuses the preservation of business development opportunities within Target Areas. This affords some protection for the rural / agriculture areas by discouraging strip commercial development from extending throughout the corridors. Second, extensive design guidelines are provided emphasizing compatibility with adjacent uses. Third, the District recommends that uses within the Target Areas decrease in intensity and density as they transition away from the center of the Target Area.

Given the propensity for residential development to also follow transportation improvements, it is important to make the distinction that it is the intent of the Transportation Corridor Overlay District to preserve prime economic development sites for uses that are of good economic benefit to the City. Other policy initiatives such as the update of the City's Comprehensive Plan will address the provision of future

residential areas. In the event residential development is proposed as a part of a master planned development (such as a Planned Unit Development) within a Target Area, it also should be consistent with the goals of this policy and should be located in such a manner as not to pre-empt future opportunities for business development. A significant amount of residential development either exists or is planned in areas in the northern portions of the corridors. The Transportation Corridor Overlay District does not propose any changes to these areas.

In maintaining the commitment to orderly, fiscally responsible growth, all rezoning and conditional use permit proposals within the Transportation Corridor Overlay District will be closely examined to assess their overall benefit to the City. Development proposals of economic benefit to the City can be considered within these corridors if determined to be appropriate in terms of compatibility with the concept of the corridor, development type, location, and timing. All rezoning and conditional use permit proposals should reflect the development guidelines contained in this plan, and should also comply with access policies in accordance with this plan.