

Planning Commissioner Comments - December 2025 Draft Comprehensive Plan

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|----------------------|--------|-----------------------|--|----------|----------------------|
| Received | 7 | document organization | We should reverse the order to reflect our priorities and display a positive approach. | | Katherine Schoonover |
| Received | 7 | document organization | Yet again, this is essentially focusing on our making positive improvements and what we will do rather than what we won't do and negative things. | | Katherine Schoonover |
| Revise - In Progress | 7 | document organization | I moved this because it sounded negative so I moved it towards the end of the paragraph. | | Katherine Schoonover |
| Received | 7 | document organization | This order corresponds with the city's order of policy priorities. | | Katherine Schoonover |
| Received | 9 | document organization | I reordered most of what was there but added a significant amount. | | Katherine Schoonover |
| Received | 9 | document organization | I think that it would be more beneficial if the introduction was not overtly negative. I think it would be better framed as a list of solutions and goals rather than as a list of problems. It is a little too doom and gloom. While this is not a direct marketing tool it is an indirect marketing tool. As the goal is to outline a plan for what we will do and our vision then it should be a vision of solutions and goals. | | Katherine Schoonover |
| Received | 17 | document organization | This paragraph implies that we intend to work towards getting rid of roads and driving. That is not our plan and the implication is concerning. It is our plan to create more walkable spaces, to facilitate the use of public transportation, and to create spaces for travel via bike etc. This is a particularly concerning paragraph as our current public transportation system is not very effective. This paragraph in tandem with others implies that most people would be encouraged to spend time in what is essentially their local "village" center traveling via bike or by foot rather than to travel across town via car. As we have no rail, if we discouraged travel via car that only leaves travel via foot, bike, or very short bus rides leaving people sequestered into small sections of the city. With or without an effective public transportation I do not think that we should DISCOURAGE travel via car. I don't think that it is City Council's intention to discourage travel via car either. | | Katherine Schoonover |

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| Received | 18 | Green Line | I am not suggesting that the line should be moved, as the need to identify this transition area remains the same. However, as this line is a source of much contention and as so many citizens are unaware that it was designed to be reassessed every 2 years and moved if necessary, I think that this information should be included in this land use document for clarity and for reference. | need direction from PC | Katherine Schoonover |
| Revise - In Progress | 18 | document organization | Under no circumstances should this word be used here and in this way. It implies that this policy carries the weight of the law. This entire paragraph is inappropriate the way that it is worded. This issue is also repeatedly discussed and in locations within this document where it does not belong. The document is already very clear that the Green and Blue lines serve critical purposes and that their use is important and will continue. Comments like this would be seen as a political attack and indicate concerning retribution. This document is not the place for politics and absolutely not the place for political attacks or indications of political retribution. No statement of this kind should be in a land use document. It belongs in a political attack ad. I will not be party to political attacks on city council. | can reword and remove "enforcing" | Katherine Schoonover |
| Info | 19 | AICUZ & APZs | It is not clear to me whether local deployment of the next generation of Naval aircraft (F-35s) will require, or likely lead to, modification of the AICUZ and/or APZ overlay boundaries. The 2040 Plan should mention whether this is or is not anticipated because of their significant impact on land uses across the City. | Changes to occur as future amendment to Plan. | Walter Camp |
| Revise - In Progress | 19 | AICUZ & APZs | Light yellow color used for AICUZ is very faint, suggest bolder color as used in other illustrations. | | Walter Camp |
| Received | 21 | document organization | It seems odd that we keep saying "the City" as though we weren't talking about our city or Virginia Beach. Something about the phrasing of it in many places makes it sound like some city somewhere else instead of our city here. | | Katherine Schoonover |
| Revise - In Progress | 21 | document organization | We don't want to indicate that cars are NOT to be used but that other methods of travel are ALSO to be used. | | Katherine Schoonover |

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| Received | 21 | Green Line | This document is too focused on the Green Line which is a fairly small line in a very large city. We are trying to focus development into predetermined growth areas not into agricultural areas. This continuous discussion about the Green line smacks of political discourse particularly as it is unnecessary here. | | Katherine Schoonover |
| Received | 21 | document overview | This is the more critical of the targeted industries. You might check with City Council regarding the rest of the order but I know that this is definitely a higher priority than the others. | | Katherine Schoonover |
| Received | 27 | Green Line | Fundamentally I have no problem with the Green Line being referenced here other than that we need to stop talking about it as though the Green Line is our core focus for development. I think that we should encourage people to focus on development in other spaces rather than incessantly talking about the Green Line as though development in the Transition Area is the core focus for development in Virginia Beach or that no development is allowed in the Transition Area when it is allowed and there will be development in the Transition Area. | | Katherine Schoonover |
| Received | 27 | Big Ideas | These are critical factors for the city and have been part of nearly every discussion that I have had regarding the Comprehensive Plan. | | Katherine Schoonover |
| Revise - In Progress | 27 | document organization | This is the same text from the housing section below | double checking | Katherine Schoonover |
| Revise - In Progress | 28 | Neighborhood Well-Being & Safety | add under Objectives the specific subsidiary Plans and Policies that address topics identified in this Goal, and that align with the Policies cited in later chapters for implementing it (example: see p102 for Inland Context Area): | | Walter Camp |
| Received | 28 | Green Line | This is an appropriate place to reference the Green and Blue lines and it is stated in a way that is not political. | | Katherine Schoonover |
| Revise - In Progress | 28 | document organization | If this phrase does not indicate that we need to build taller multi story buildings in the designated development spaces we might clarify that here. | will add clarification | Katherine Schoonover |

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| Revise - In Progress | 29 | Collaboration | Rather than naming a few departments and leaving other stakeholders out, the last bullet in the first column would be stronger it stated, "Collaborate among City departments ..." As an example, the current phrasing omits mention of Public Utilities, Agriculture, Convention & Visitors Bureau, and others that will need to be involved in the identified tasks. The proposed quoted wording is used elsewhere throughout the Plan in analogous situations (see p97, p122, etc). | | Walter Camp |
| Received | 29 | | Great job! This section is very well done. | :) | Katherine Schoonover |
| Revise - In Progress | 30 | Environmental Sustainability | Under Environmental Sustainability, add bullet to "Preserve the portions of the City's Southeastern Parkway and Greenbelt right of way needed to develop the Southeastern Greenway Linear Park." Also, capitalize Sustainability in title. | | Walter Camp |
| Revise - In Progress | 31 | Terminology | "Hub" not "Hubs" in last line, 1st column. | | Walter Camp |
| Received | 34 | SEGAs | As currently written this bullet does not clearly indicate that SEGA-4 has been eliminated, especially given the reference back to the 2016 Plan which included it. | | Walter Camp |
| Revise - In Progress | 34 | document organization | It just sounded awkward | | Katherine Schoonover |
| Revise - In Progress | 34 | policy priorities | Should we mention here that we are going to update the zoning in the city re taller buildings etc in urban areas and development centers etc? | | Katherine Schoonover |
| Received | 35 | policy priorities | Has City Council approved this statement? It is a very definitive policy statement. I want to be sure that this is already a policy statement preapproved by City Council and not one that we are establishing. | City Council has not. This policy was born out of the community engagement process. Need Direction from PC | Katherine Schoonover |
| Revise - In Progress | 37 | document organization | This is a confusing sentence. It is explained below so I would streamline it to match the bullet points below it. | | Katherine Schoonover |

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| Received | 37 | Inland Context Area | This is a very large and diverse space. I am a little surprised that it wasn't split up into smaller context areas. | It is large, but it has been the same from the beginning. Future amendments are a possibility, but this is a starting point. | Katherine Schoonover |
| Received | 37 | policy priorities | This was a political change and political disputes do not belong in the comprehensive plan. | need direction | Katherine Schoonover |
| Received | 41 | Back Bay NWR | Discussion of the MTP's application to the Inland Context Area on p110 can then be limited to specifics that differentiate that part of the city from others. | | Walter Camp |
| Received | 41 | place types | I genuinely do not think that busses of any variety will be functional enough to be useful transit over any significant distance. | | Katherine Schoonover |
| Received | 41 | place types | I am concerned about the amount of land that the little retail etc "villages" around town use as they are all 1 story. We have so little land available, especially in the Transition area that it would make more sense to have a smaller footprint with multiple stories. For example, if you look at the Red Mill Commons shopping center between Red Mill and Pungo, you will see a large amount of land being used for a number of 1 story stores. I have often said that they should have put that Target on top of that Walmart and not chopped down so much of the forest. If we are trying to save land and we still want to have these stores then it makes more sense to create multi story buildings to minimize the land that we are using. You could build what is essentially like a shopping mall with elevators and escalators and have large balconies with external stairs to give restaurants outdoor space and to allow for pets etc. | attempting to maintain character and scale within these areas. need direction from PC | Katherine Schoonover |
| Revise - In Progress | 42 | Urban Forestry | At a minimum the Master Transportation Plan should incorporate each of the Corridor sections from the Comp Plan. Ideally the MTP would provide additional guidance for the individual objectives to be incorporated, in the forms of studies, timelines, prioritization, coordination, and further details. | | Walter Camp |
| Received | 45 | document organization | To align with our city's priorities this should be moved after the current chapter 6. In addition, as I said before, as this is a land use document we should focus on the land we intend to use first and then the land we don't intend to use. | | Katherine Schoonover |

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| Received | 46 | document organization | Go Back and Read this | | Katherine Schoonover |
| Info | 46 | Environment | The correct all encompassing term is relative sea level change. Some of it is sea level rise, some of it is the land sinking, etc. | term "Sea Level Rise" is used by City of Virginia Beach. Need direction from PC | Katherine Schoonover |
| Revise - In Progress | 49 | Pollution | Under Objectives, add "Continue to implement the City's Urban Forest Management Plan." The plan is noted on p45, but it has been omitted from the bullet list of prioritized objectives on p42. | | Walter Camp |
| Revise - In Progress | 61 | Water Quality | This section on Pollution omits waterways. The section on Water Quality beginning on p61 refers to the MS4 permit, but it does not clearly inform the reader about physical pollution in waterways, such litter, and strategies to reduce it. | | Walter Camp |
| Revise - In Progress | 66 | LPS & MTP | Suggest that p49 include a reference to the later section starting on p61 that is specifically about waterways. | | Walter Camp |
| Revise - In Progress | 66 | LPS Purpose | Suggest adding/modifying one or more bullets on p61 column 2 to more clearly identify the City's strategies to reduce physical litter in waterways. | | Walter Camp |
| Revise - In Progress | 66 | LPS Terminology | This is one of the Plan's Big Ideas, but it is entirely omitted from the Master Transportation Plan ... which includes its primary elements and will be a primary document for implementing it. | | Walter Camp |
| Revise - In Progress | 66 | LPS Connectivity | The purpose of the LPS is described as transportation ("to provide safe and scenic non-motorized access"), which is not complete. | need to factor in motorized options like E-Bikes | Walter Camp |
| Revise - In Progress | 66 | LPS Network | The term "non-motorized" in defining usage of the Linear Parks is potentially problematic. | need to factor in motorized options like E-Bikes | Walter Camp |
| Revise - In Progress | 71 | Figure 2-12 | Add the term used in federal, state, and the City's own the Active Transportation Plan for waterway trails, as follows: "Secondary and waterway trails ("blueways") connect to LPS ..." | | Walter Camp |
| Revise - In Progress | 75 | LPS Policies | The LPS does not include visions for North-South connectivity serving the large portion of the City's population living between Shore Drive and the VB Trail. | add secondary trails from Active Transportation Plan - Great Neck, First Colonial, and Independence (north of VB Blvd) | Walter Camp |

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| Revise - In Progress | 75 | SEPG | As noted several times previously, Figure 2-12 is out of date, including use of names that have been abandoned by HRTPO and localities (“Birthplace of America Trail”). | | Walter Camp |
| Revise - In Progress | 78 | Inland Context Area | The bullet point in column 2 re the SEPG right of way clearly illustrates the profound gap between the December 5th draft versions of the Comp Plan and the same-dated MTP. | | Walter Camp |
| Revise - In Progress | 79 | Historic Preservation | The Urban Forestry Management Plan should also be included in the bullet in Column 1 of plans to be updated to include the LPS map. | | Walter Camp |
| Received | 83 | document organization | This has already been made clear prior to this and this chapter is about the Inland Context area not Transition Area or the the Green or Blue lines except in reference to the Green Line being a boundary between context areas and there being little to no undeveloped land outside of the Transition Area south of the Green Line. | | Katherine Schoonover |
| Revise - In Progress | 86 | Freight Rail | Burton Station is the only part of the City still served by Class I freight rail. | | Walter Camp |
| Revise - In Progress | 86 | Rails-to-Trails | Neither of these sections references the City’s Historic Preservation Plan. | | Walter Camp |
| Received | 86 | document organization | This chapter is not about the Transition Area or the Courthouse Context Area. It is about the Inland Context Area. These repetitive political statements do not belong in this document. | | Katherine Schoonover |
| Received | 87 | inland objectives | Are we going to reference zoning changes that will take place over the next 2 years? I am specifically thinking of increasing building heights. I ask as we are referencing zoning changes under attainable housing. | updates to Zoning are in policies throughout document | Katherine Schoonover |
| Received | 89 | I-264 Flyovers | The ViBe District Connectivity Plan (2017) predates adoption of the Active Transportation Plan, the RASAP, the RAMP, the Small Area Plan, the Road Safety Action Plan, and other plans. | | Walter Camp |
| Received | 90 | SEGAs | Suggest modifying this bullet as follows: “Three Special Economic Growth Areas (SEGAs) are located around the Naval Air Station Oceana... SEGA designation no longer applies to the area formerly known as SEGA-4.” | | Walter Camp |

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| Revise - In Progress | 91 | Historic Kempsville | This introductory page omits two of the most important land use topics in this Context Area: development limitations related to military overflights and to poorly drained soils. | | Walter Camp |
| Revise - In Progress | 91 | Historic Kempsville | The word “vacant” is used but not defined. | | Walter Camp |
| Revise - In Progress | 91 | Historic Areas | This is the only Context Area in the City with an Objective to “identify locations and strategies for accommodating future senior housing demand.” | | Walter Camp |
| Info | 94 | | If we are really going to try to incorporate real use of public transportation into our development plans then we are going to have to reconsider alternative public transportation besides buses. | term "premium transit" can apply to multiple forms of public transportation | Katherine Schoonover |
| Revise - In Progress | 105 | Historic Resources | This introductory page lacks the word “redevelopment,” which is critical. | | Walter Camp |
| Received | 110 | | pause | | Katherine Schoonover |
| Revise - In Progress | 111 | document organization/inland corridors | The city is not prioritizing non car travel. Virginia Beach is adding choices not getting rid of cars or discouraging driving. | | Katherine Schoonover |
| Info | 111 | document organization/inland corridors | As long as the busses are on the streets, subject to traffic lights, and not all vehicles are driverless then busses are unlikely to be effective as Virginia Beach is too large for busses to be an effective mode of transportation beyond very short distances. | Premium transit is intended to operate in separate lanes, with signal prioritization. It would operate within the right-of-way, but separate from the cars on the road. | Katherine Schoonover |
| Info | 114 | city multimodal corridors | This is part of what I was referring to. A bus only system will not be fast and effective enough to be used making all bus travel beyond short distances unlikely. You would have to have something like light rail to go down the main arteries of the city and then have busses for the shorter distances from those main stops. | This paragraph is intended to show that City Corridors will not be as active as Regional Corridors, thus the threshold to provide premium transit is not likely to be met | Katherine Schoonover |
| Received | 115 | document organization | The Green Line has nothing to do with the Coastal Context Area. It is not a boundary line and does not touch the Coastal Context Area in any way. | | Katherine Schoonover |
| Received | 117 | document organization | Move this section after economic development. | | Katherine Schoonover |

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| Revise - In Progress | 120 | Coastal Context Policies | The Community Identity section is missing. | | Walter Camp |
| Revise - In Progress | 123 | Shore Drive Plan | The character and pattern of recent development has been orchestrated... | | Walter Camp |
| Revise - In Progress | 123 | ViBe Connectivity Plan | This section omits the equally important Princess Anne Athletic Complex. | | Walter Camp |
| Revise - In Progress | 124 | Coastal Context | Missed opportunity to reference the City's recently revised Historic Preservation Plan. | | Walter Camp |
| Received | 126 | Green Line Context | Please indicate the pages in the Master Transportation Plan that incorporate and explain the new road called for at the top of Column 1. | | Walter Camp |
| Revise - In Progress | 127 | Vacant Land | The description of functions omits the critical purpose of emergency access and egress. | | Walter Camp |
| Revise - In Progress | 128 | document organization | Should we add the Blue Line here as it is also historic? | staff recommendation would be remove "green line" from the sentence as it is not a historic resource like Nimmo Church | Katherine Schoonover |
| Revise - In Progress | 128 | document organization | It just sounded awkward. | | Katherine Schoonover |
| Revise - In Progress | 128 | document organization | Should we mention the last 3rd and what is in that space as the other 2/3 are mentioned? | will clarify what "vacant" means re: last 1/3 | Katherine Schoonover |
| Received | 130 | Housing | Ideally the final version of the Plan should use hyperlinks from the Comp Plan to the various plans incorporated by reference. | | Walter Camp |
| Revise - In Progress | 130 | Housing | The list of Documents Adopted by Reference on this page omits several that would appear to be directly pertinent. | | Walter Camp |
| Received | 130 | Environmental | The Innovation Park Design Guidelines would apply to some such sites. | | Walter Camp |
| Revise - In Progress | 130 | Environmental | Low Speed Vehicles and other devices requiring parking are already common in Virginia Beach. | | Walter Camp |

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| Revise - In Progress | 131 | Community Identity | Please indicate where the co-dated Master Transportation Plan references, includes, and implements the Corridor Types and Vision as described in this section. | | Walter Camp |
| Info | 131 | document organization | Shouldn't these say Context Area Goals say Context Area Goals instead of Citywide Goals? | each context are chapter lists the citywide goals first | Katherine Schoonover |
| Revise - In Progress | 131 | document organization | Do you mean Green Line Context Area Communities or communities on or near the actual Green Line LINE? I think you mean the context area but it is not clear as it could mean either. | it was meant to refer to communities within the context area. Can clarify | Katherine Schoonover |
| Revise - In Progress | 132 | Transition Area | Last sentence of Option 3 is incomplete and contains a misspelling. | | Walter Camp |
| Revise - In Progress | 132 | Trails Policy | "or" in second line should be replaced with "and". | | Walter Camp |
| Received | 133 | Princess Anne Commons | Are the following currently allowed, and if so please provide examples of any that exist. | | Walter Camp |
| Revise - In Progress | 133 | Princess Anne Commons | The word "Master" is omitted from the name of the ITA Plan. | | Walter Camp |
| Received | 133 | document organization | We might make merge protecting the water and land here from pollution as this is so near agricultural land as opposed to putting it under community identity and connections on the next page. It is particularly important to protect the water and land near agriculture. | | Katherine Schoonover |
| Received | 134 | document organization | Move this under environment on the previous page. | | Katherine Schoonover |
| Received | 135 | Transition Area Policies | City Council has not established this policy. There are guidelines that limit it already but this is a new policy that has not been established or approved yet. | need direction from PC | Katherine Schoonover |
| Received | 135 | Transition Area Policies | City Council has not established an additional policy regarding density bonuses. | | Katherine Schoonover |
| Revise - In Progress | 137 | Context Areas | The items noted in comment 3a above should flow down into each of the other Context Areas' discussion of this topic, such as on p137 Green Line CA. | | Walter Camp |

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| Received | 137 | Access | Please indicate the pages in the Master Transportation Plan that incorporate and explain the new road called for at the top of Column 1. | | Walter Camp |
| Received | 139 | Transition Area Policies | This policy statement has not been approved by city council. | | Katherine Schoonover |
| Revise - In Progress | 140 | document organization | I assume that you mean the Green Line Context Area and not the Green Line line but it is unclear due to the duplicative terminology. | communities within the green line CA | Katherine Schoonover |
| Revise - In Progress | 143 | Rural Corridors | The description of functions omits the critical purpose of emergency access and egress. The ability of EMS, Fire and Police to reach residents, visitors, homes, and as well as auto and boating accident sites among other locations is an essential purpose of these roads. They are also the only evacuation routes during weather emergencies, not just for local residents but also for those living in Knotts Island, NC. | | Walter Camp |
| Received | 146 | document organization | I think that we should add something about protecting the land and water from pollution in reference to agriculture. | | Katherine Schoonover |
| Received | 147 | document organization | Is this intended to be part of the document or a note to make the change? | that is meant to be part of the document | Katherine Schoonover |
| Received | 149 | Plan Navigation | The initial chapters of the Plan could better guide users with additional references to subsidiary plans, as I have tried to provide in this memo. | | Walter Camp |
| Received | 149 | Hyperlinks | Ideally the final version of the Plan should use hyperlinks from the Comp Plan to the various plans incorporated by reference. | | Walter Camp |
| Revise - In Progress | 151 | document organization | We should include the Blue Line here, particularly as it is the most critical line in reference to protecting our rural and agricultural land. | | Katherine Schoonover |
| Revise - In Progress | 151 | document organization | This is an unfinished statement. Protect the neighborhoods in what way(s)? Why are we referencing the Green Line here? Are we only interested in protecting neighborhoods from whatever we are protecting them from north of the Green Line? If this is in reference to not knocking them down and redoing them or getting rid of them in some way that we might say something like “maintaining established neighborhoods” or something along those lines. | will make changes | Katherine Schoonover |

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| Revise - In Progress | 153 | Centers | The list of Documents Adopted by Reference on this page omits several that would appear to be directly pertinent, such as the Active Transportation Plan, the Master Transportation Plan, the RASAP & RAMP, and the ITA and Vicinity Master Plan just as some examples. Why are just these plans listed? | | Walter Camp |
| Received | 165 | | I worry about the safety of bikes on roads with cars, however, I do recognize that people want them. | | Katherine Schoonover |
| Revise - In Progress | 167 | Industrial | Although it is not incorporated into the Comp Plan, the Innovation Park Design Guidelines would apply to some such sites. | | Walter Camp |
| Revise - In Progress | 171 | business design guidelines | We may need to increase heights in some areas as we won't have enough space for development and redevelopment if all of these sites remain so short. | intent was to have similar heights an lot coverage if they are adjacent properties. Will clarify | Katherine Schoonover |
| Revise - In Progress | 176 | Type 1 Neighborhood design guidelines | Should we limit it to 2 stories in all neighborhoods? It would allow us to have larger homes with a smaller footprint thus saving land. | max height in Zoning Ordinance is 35 feet. Will revise to "limited to 2-3 stories, or as regulated by the Zoning Ordinance" | Katherine Schoonover |
| Received | 182 | | pause | | Katherine Schoonover |
| Revise - In Progress | 201 | Option 3 | Last sentence of Option 3 is incomplete and contains a misspelling | | Walter Camp |
| Revise - In Progress | 204 | Final Paragraph | "or" in second line should be replaced with "and" | | Walter Camp |
| Revise - In Progress | 213 | Zoning Areas to Place Types | Are the following currently allowed, and if so please provide examples of any that exist: i. an A-36 Apartment District below the Green Line ii. a Heavy Industrial District below the Green Line | remove A-36 and I-2 from table. Should be blank | Walter Camp |

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| Received | 213 | Green Line | Within the Green Line Context Area, why could a Special Use Institutional Place Type not include an Agricultural District? The currently adopted ITA & Vicinity Master Plan includes an educational center associated with agricultural uses, the study for relocating AREC into the ITA could have created such a place, and it is reasonable to foresee other types of institutions in this transitional area that would incorporate farming. | | Walter Camp |
| Revise - In Progress | 264 | ITA Plan | The word “Master” is omitted from the name of the ITA Plan. | | Walter Camp |
| Revise - In Progress | — | Active Transportation | Continue to implement the City’s Complete Streets Policy and Active Transportation Plan. | | Walter Camp |
| Revise - In Progress | — | Parks & Recreation | Utilize the Parks and Recreation Needs Assessment and Development Strategy to prioritize investments in park and recreation facilities, including needs and equitable access factors. | | Walter Camp |
| Revise - In Progress | — | Urban Forestry | Identify opportunities through the Urban Forest Management Plan to create tree canopy shading. | | Walter Camp |
| Revise - In Progress | — | PW Standards | The Public Works Design Standards Manual is not listed, but it is applied to many of these Place Types. | | Walter Camp |
| Revise - In Progress | 102 reference | Road Safety | Utilize the Road Safety Action Plan to identify and prioritize investments for improving roadway safety, including for pedestrians, cyclists and other vulnerable roadway users. | | Walter Camp |
| Revise - In Progress | 19–20 | AICUZ & APZs | Letters designating military installations in Figure 1-4 on p20 are not associated with the facility names on p19. | | Walter Camp |
| Revise - In Progress | 193–199 | Corridors | Please indicate where the co-dated Master Transportation Plan references, includes, and implements the Corridor Types and Vision as described in this section of the Comprehensive Plan. | | Walter Camp |
| Revise - In Progress | 21, 80, 87 | AICUZ & APZs | Given importance of APZs noted on p21, suggest their outlines be shown on Figure 1-4 in addition to AICUZ zones. There are subsequent references in the Plan to the APZs, such as on p80 & p87 identifying them as a limitation to development, so clearly showing where they are would be helpful. | | Walter Camp |

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| Revise - In Progress | 49, 61 | Pollution / Waterways | Back Bay National Wildlife Refuge now contains 9200 acres. | | Walter Camp |
| Revise - In Progress | 75-76 | Urban Forestry | The Master Transportation Plan is not mentioned anywhere on this page, and it needs to be. | | Walter Camp |
| Received | 88-89 | SGAs & Transit | The only Policies delineated for the Coast Context Area are under the category of Economic Development. | | Walter Camp |
| Revise - In Progress | Chapter 7 | Parking Scope | References to parking are limited to automobiles and bicycles. Low Speed Vehicles and other devices requiring parking are already common in Virginia Beach. A Comprehensive Plan visioning out to 2040 should include LSVs and use more generic phrasing to indicate that parking guidance is intended to include all commonly encountered modes at the type of location being discussed. | | Walter Camp |
| Revise - In Progress | p80, 84 | SGA History | p84 states that the SGAs were planned between 2008-2012. p80 says the early 2000s. Suggest revising p80 to match p84. | | Walter Camp |
| Received | Table of Contents | document organization | Move after chapter 6 Rural Context Area. 1) this document should correspond with the city's priorities and 2) as a land use document we should focus on the land that we are going to use first and then talk about the land that we are not going to use. | | Katherine Schoonover |
| Received | Table of Contents | Green Line Context vs. Courthouse | This document is not an appropriate place for politics. It is not appropriate for us to pick a side in an unresolved, ongoing, and hotly contested political dispute and to enshrine that political position and dispute into the comprehensive plan. City Council has outlined the goals for the city and we should utilize those goals for this land use document. It is not appropriate for us to engage in political disputes or political attacks in the comprehensive plan. | | Katherine Schoonover |
| Received | Title Page | informational | The majority of my comments are in reference to the foreward, chapter 1, and introductory remarks. I did specifically review this document to look for political statements that do not belong in a comprehensive plan. The core priorities for the city are economic development and redevelopment, affordable/attainable housing, and then everything else. I have been reversing the order of items to correspond with those priorities. | | Katherine Schoonover |

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| COMMENTS BELOW CAME OUT OF 1/14/26 PC WORKSHOP | | | | | |
| Revise - In Progress | pg 12 and throughout | attainable housing | highlight need for affordable housing for all age ranges, particular need for affordable senior housing in VB | | Michael Mauch |
| Revise - In Progress | pg 2 | chapter 1 title | Commissioner Moorjani requested a change to Chapter 1 to be "Overview and Development Context" | | Nina Moorjani |
| Revise - In Progress | pg 25 | Photograph | Commission Mauch requested to switch out the photo of the north end sign with a different photograh | staff to find photo and send to RP | |
| Revised | 12 | attainable housing | highlight need for affordable housing for all age ranges, particular need for affordable senior housing in VB | Expanded text to include "affordable housing across all income levels and ages " to pages 25, 82, 97, 116, 122. | Michael Mauch |
| Revised | 2 | chapter 1 title | Commissioner Moorjani requested a change to Chapter 1 to be "Overview and Development Context" | Revised. | Nina Moorjani |