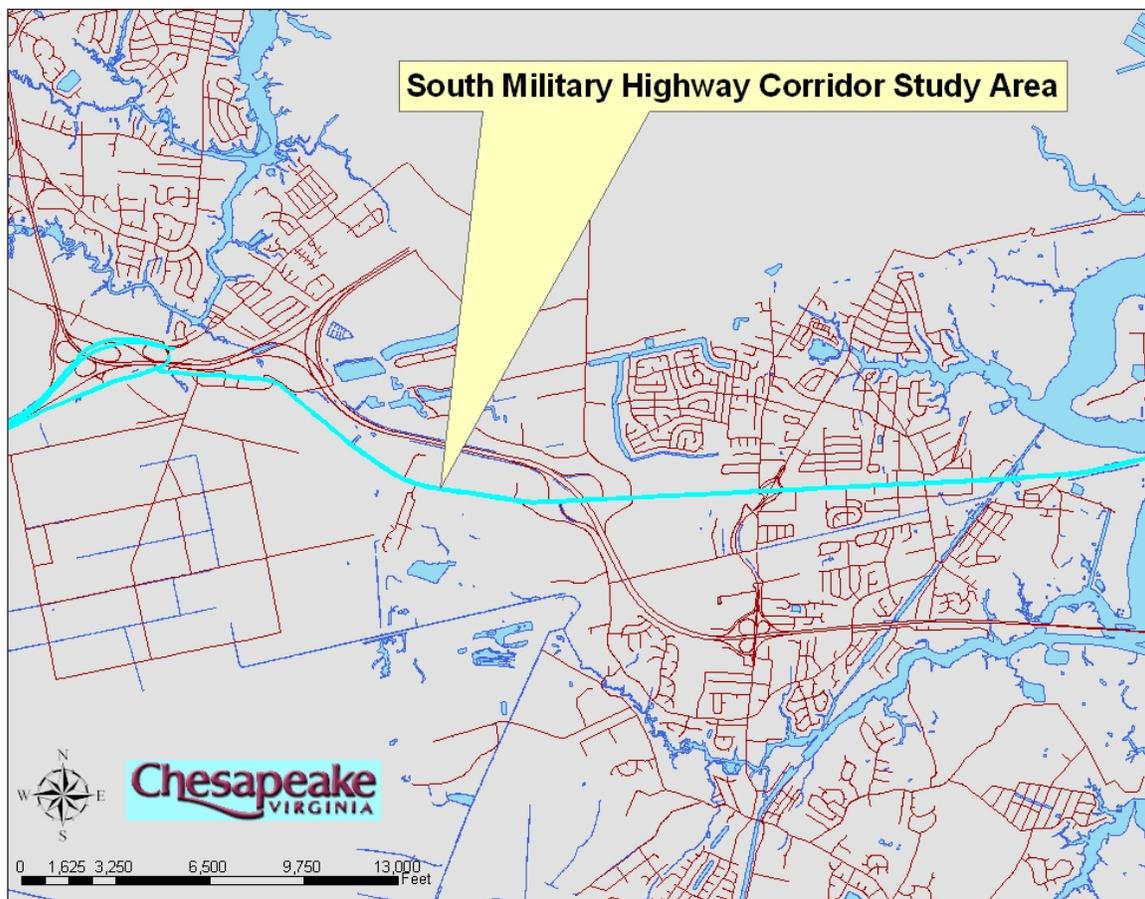


# **SOUTH MILITARY HIGHWAY TASK FORCE**

## **Report to Mayor William E. Ward and City Council**

**January 13, 2004**

**City Council Work Session**



**Submitted by:**

**South Military Highway Task Force Members**

**Douglas W. Fuller, Chairman**

**Robert Sharak, Vice-Chairman**

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## **I. Executive Summary**

The South Military Highway Task Force was established by City Council on February 25, 2003. City Council and the Comprehensive Plan Advisory Team have both identified the South Military Highway Corridor as an important key to future economic vitality for Chesapeake.

The Task Force was structured to include concerned residents and business representatives from the study area as well as the Comprehensive Plan Advisory Team, Planning Commission, Industrial Development Authority, and other key regional organizations. This broad citizen and business representation was complimented by City staff support from key City departments.

In keeping with the goals established by the Task Force for itself, members evaluated the present state of the corridor, using a SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis. The Task Force also divided itself into working committees in order to more closely examine specific elements of the corridor and to facilitate developing recommendations designed to ensure the present and future viability of the corridor. Enhancing the overall quality of life and economic viability of the corridor have been overarching goals for the Task Force.

Several common recommendations emerged from the deliberations of the working committees:

- More landscaping, screening, and buffering is needed between mixed land uses, particularly where heavy industry and residential uses are located near to each other.
- Intensified policing of problem areas and enhanced recreational/open space amenities are needed to enhance the quality of life for residents along the corridor.
- A unified set of architectural/development guidelines is needed for the entire corridor.
- A more focused, proactive inspections program is needed to ensure better compliance with the Zoning Ordinance and other pertinent City Codes.
- Replacement of the Gilmerton Bridge needs to be made a high priority. The bridge is an important gateway to the corridor. Replacing the bridge will complement the corridor's western gateway and can be an inducement to businesses to locate in the area.
- Roadway and other infrastructure improvements are needed along the corridor, such as repaving, putting utility lines underground, improving traffic signalization, and upgrading storm water drainage facilities.
- In consultation with the Bicycle & Trails Committee, bike lanes should be introduced in the corridor as a transportation alternative and recreational amenity.
- Tax incentives could be a tool to encourage property owners to clean up and fix up their properties, as well as to facilitate a more compatible zoning pattern along the corridor.
- Designating the corridor as an Enterprise Zone, Tax Increment Financing District, or special taxing district could be a mechanism for facilitating revitalization activities and economic development.

**Appendix E** to this report provides a detailed breakdown of each working committee's specific recommendations. The Task Force recognizes that these recommendations are not without their potential negative impacts, as detailed in Appendix E. However, the Task Force feels that these potential negative impacts can be addressed through a balanced approach to corridor revitalization, within the overall context of the Comprehensive Plan update process.

## II. Introduction

Recognizing that a successful community must be one that balances new growth and expansion with a serious effort to maintain and improve established areas, the South Military Highway Task Force was established by City Council on February 25, 2003. City Council and the Comprehensive Plan Advisory Team have both identified the South Military Highway Corridor as an important key to future economic vitality for Chesapeake.

### A. Task Force Membership

The Task Force was structured to include concerned residents and business representatives from the study area; Chamber of Commerce representatives; the Hampton Roads Retail Alliance; the Comprehensive Plan Advisory Team; and the Hampton Roads Partnership. The Planning Commission, the Industrial Development Authority and the Port Authority were also targeted for representation. This broad citizen and business representation was complimented by City staff support from the Planning Department; Economic Development Department; Inspections Department; Zoning Administration; the Chesapeake Redevelopment & Housing Authority; and other departments on an as-needed basis, such as Fire, Police, Public Works, and Public Utilities.

Below is a Roster of Task Force Members:

Name	Representation
Mayor William E. Ward	City Council
Council Member S.Z. Debbie Ritter	City Council
Susan Archer	Old Dominion Container Repair, Inc.
Lita Bangal	Coastal Water Systems, Inc.
Susan R. Bell	Area Civic Association; Crime Prevention Council
Mike Best	Concerned Citizen
Frankie Carroll	Concerned Citizen; Chesapeake Planning Commission
Waverly Cassell	Deep Creek/Parkview Civic League
Tommy Deal	Concerned Citizen, Former Planning Commissioner
Dan Flye, Jr.	BB&T; Chamber of Commerce
Douglas W. Fuller, Chair	Ports of Virginia; Cavalier Industrial Park
C.C. Hawkins	Concerned Citizen
Bob Mann	Geneva Shores Neighborhood Mosquito Control Commission St. Juliens Area
Bruce McDaniels	Sunray Area
Frank Miller	Commonwealth Atlantic LP

Name	Representation
Robert “Bob” Middlebrooks	Architect Comprehensive Plan Advisory Team Architectural Review Board
Don Porter	Retail Alliance
Bob Sharak, Vice Chair	Concerned Citizen; Hampton Roads Partnership
Al Sturgeon	Comprehensive Plan Advisory Team; Concerned Citizen
Gary Szymanski	Sunray Farmers Association
<b>Staff:</b> Anne F. Odell Tom Elder Mark Woodward	City Manager’s Office Economic Development Department Planning Department

**B. Task Force Goals:**

The following goals were established to guide the work of the Task Force:

- Undertake an in-depth study regarding the overall corridor in its present state, and make recommendations to the Mayor and City Council to improve, enhance and sustain the viability of the area. These recommendations should target economic development as well as quality of life issues.
- Identify potential solutions to code enforcement issues and inappropriate land uses.
- Make suggestions for viable options that will help landowners and businesses to upgrade their facilities to meet current codes and ordinances.
- Assist in the development of a long-range plan for re-investment, both public and private, in the entire corridor. Spur arterial roadways such as Airline Boulevard, George Washington Highway, Canal Drive and others should be given consideration.

**C. Summary of Task Force Meetings**

The first meeting of the Task Force was held on May 1, 2003. This was a general orientation meeting to establish the purpose and goals of the Task Force. During this meeting a SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis exercise was conducted for the study area. Below are the results of this exercise.

Strengths:

- The road itself is a major north-south artery through Southside Hampton Roads and enjoys excellent access to Interstate 64.
- The transportation network will have significant upgrades with the replacement of the Gilmerton Bridge.

- The presence of a feeder road system helps to alleviate access issues along segments of the roadway.
- Major infrastructure, including fiber optics and water and sewer lines, are in place.
- Rail lines and port facilities enhance the transportation options in the immediate area of the Elizabeth River and beyond.
- The corridor is presently zoned and used for commercial and industrial use.
- One of the most successful business parks in the region (Cavalier Industrial Park) is located on the corridor.

#### Weaknesses:

- Residents in the study area generally have a poor view of their surrounding community.
- Compliance issues with the Zoning Ordinance and other pertinent City Codes over a period of years have led to a degradation in appearance along the corridor.
- A number of existing business-related structures/properties are run down or abandoned and in poor condition both structurally and visually.
- Adjacent arterial roadways in the corridor lead to residential neighborhoods, rather than facilitating connections to other arterial roadways and major activity centers.
- Funding is scarce for roadway/infrastructure improvements and redevelopment.

#### Opportunities:

- The City is currently reviewing and revising its Comprehensive Plan, including the Land Use Plan and Master Road Plan.
- The business community recognizes the value of reinvestment in this viable and well-situated corridor.
- The citizens at large have voiced concerns about the current “state” of the corridor and welcome involvement in a process to plan for upgrades in the area.
- Major roadway spurs attach to Military Highway and provide areas of potential expansion for economic development.
- Through the Comprehensive Plan update process, the Plan Advisory Team, Planning Commission and City Council have all endorsed the concept of the Military Highway Corridor serving as a major activity center through the year 2026.

#### Threats:

- Unless various roadway improvements are implemented along the corridor (e.g. repaving of the roadway surface, installation of a traffic signal at I-64 and Cavalier Blvd., better traffic signal timing at intersections), traffic safety and economic development potential could suffer.
- Without a sustained, coordinated and proactive effort to ensure compliance with the Zoning Ordinance and other pertinent City Codes, continued degradation of the corridor could occur.

- The City’s continuing tight budgetary situation, exacerbated by major events such as Hurricane Isabel and the Malvo Trial, could hamper efforts to clean up, fix up and build up the corridor.
- The presence of both tidal and non-tidal wetlands along the corridor could have an impact on future economic development potential.
- Failure to address drainage issues along the corridor could lead to future flooding, creating hardships for residents and businesses, especially future business prospects.
- Drugs and other illegal activities at certain motels along the corridor present a public safety issue.

After identifying its working goals and conducting the above SWOT analysis, the Task Force utilized its bi-weekly meetings in May through July, 2003 to receive presentations from various City staff members regarding their ongoing activities within the corridor. The following departments made presentations to the Task Force:

Mark Woodward	Planning
Earl Sorey	Public Works (Transportation)
Tom Elder	Economic Development
David Mergen	Public Works (Wetlands Delineation/Regulations)
Patrick Hughes	Inspections
Tim Davis	Zoning Administration
Jim Walski	Public Utilities
Sam Sawan	Public Works (Drainage)
Kevin Lundgren	Public Works (Grass Mowing)
Chief William K. Hibner, Jr.	Fire Department
Lt. Sam Gulisano	Fire Department
Capt. F.E. Fletcher, III	Police Department (2 <sup>nd</sup> Precinct)
Jaleh M. Pett	Planning (Comprehensive Plan Update)

**D. Working Committees**

In order to address the varied issues surrounding the corridor in an organized and efficient manner, three working committees were formed: the Clean-Up Committee; the Fix-Up Committee; and the Build-Up Committee. The Clean-Up Committee’s mission was to examine the current problems and challenges associated with general cleanliness along the corridor - such as fire safety, zoning compliance, crime prevention, and public services - and to make recommendations to address these issues. The Fix-Up Committee was tasked with examining current conditions and needs with respect to repairs and renovations to existing buildings and property along the corridor, keeping topics in mind such as tax incentives, marketing ideas, public landscaping, and business expansions. The Build-Up Committee’s mission was to look at the long-term needs of the corridor in concert with the Comprehensive Plan process, researching topics that would promote quality of life and economic vitality, including proposed land uses, TCOD, utilities, roads, master planning, and open space. The recommendations of these working committees appear later in this report.

To facilitate their work in evaluating the needs of the corridor, the working committees divided the South Military Highway corridor into three segments: the eastern portion – Gilmerton Bridge to Canal Drive; the middle portion – Canal Drive to George Washington Highway; and the western portion – George Washington Highway to the Bowers Hill area. Aerial photographs of these segments of the corridor are included as **Appendix A** to this report.

### **III. Current Status of the Corridor**

The following section provides an overview of existing trends and conditions as they relate to the corridor study area.

#### **A. Corridor Function/Land Use Overview**

The South Military Highway Corridor has long been an important roadway for the City. In the early 1940's, Military Highway was built as a defense highway to serve the Norfolk Naval and Little Creek Amphibious Bases. Its purpose was to bypass the congested traffic areas of Portsmouth and Norfolk, and to provide a high volume/high speed highway for transporting military supplies. At the time of its construction, Military Highway ran through rural farm areas with an average daily traffic count of approximately 2,000 vehicles. Current average daily traffic counts along the corridor, per the June 2003 Chesapeake Level of Service Study performed by the Hampton Roads Planning District Commission are as follows:

<u>Segment:</u>	<u>Avg. Daily Traffic (Vehicle Trips)</u>
Military Highway West to Cavalier Boulevard	15,000
Cavalier Boulevard to George Washington Hwy.	17,061
George Washington Hwy. to Canal Drive	18,398
Canal Drive to Bainbridge Boulevard	35,506

When traffic is diverted to the corridor from I-64 due to problems at the high-rise bridge, traffic counts can rise dramatically, thereby negatively impacting the roadway's Level Of Service capacity ratings.

Today, Military Highway continues to serve diverse land uses (types and density), as well as businesses and populations of widely different socioeconomic characteristics. This major southwest-northeast arterial serves through commuters, heavy truck traffic movements, as well as traffic produced and attracted by the various neighborhoods and commercial and employment centers adjacent to Military Highway. This roadway is classified as a principle arterial, defined as a multi-lane facility serving major centers of activity, characterized by high traffic volumes carrying significant portions of total urban travel. Major intersections are typically signalized. Under the City's current Master Road Plan, future plans call for widening Military Highway to eight lanes (see **Appendix B**).

As noted in the Executive Summary for this report, the Gilmerton Bridge is an important gateway into the corridor. The bridge, constructed in 1938, crosses the Southern Branch of the Elizabeth River. The bridge is a twin bascule span, 4-lane structure that has an average daily

vehicle traffic count of 28,900. Because of its age, the bridge has weight restrictions as follows: single units, 14 tons; semi-trailers, 20 tons; and twin-trailers, 27 tons. These restrictions subsequently affect commercial activity along the corridor and traffic in general due to the bridge's age and related maintenance challenges, as well as its inadequate vehicle capacity. To ensure the workability of the bridge until the new Gilmerton Bridge can be constructed, the City has allocated \$561,347 through FY 2006 to provide various repairs to the existing bridge.

Replacement of the Gilmerton Bridge has been in the planning stages for several years. Design work for the new bridge began in June 1998 and is anticipated to be completed in June 2004. The Virginia Department of Transportation is handling the design work. As approved by City Council, the new bridge will be built along the existing alignment using a staged construction technique. The bridge will have four lanes initially, but can be re-configured to accommodate six lanes in the future. There will be no weight restrictions on the new bridge structure at completion. The design of the new bridge will result in increased mean water clearance; thus, bridge openings are expected to be reduced by 25-30%. Construction is anticipated to begin in the Fall of 2007 and will be completed in the Fall of 2009.

The total estimated project cost for design and construction of the new Gilmerton Bridge is \$90,040,580. The City of Chesapeake is contributing \$325,580 and \$89,715,000 is actively being sought by the City from the State Bridge Discretionary Fund, Urban Highway Funds, Surface Transportation Program funds, and other sources. It is anticipated that the new bridge will greatly improve access to, and overall quality of life within, the South Military Highway corridor, both for residents and businesses.

The City's current Land Use Plan (see **Appendix C**) calls for a mix of uses along the South Military Highway Corridor, with primary emphases on Water Related Industrial uses in the easternmost portion of the study area, General Business/Commercial uses in the middle portion, and Warehousing/Heavy Industrial Uses in the western portion of the corridor. A rough percentage breakdown of zoned parcels along the corridor is as follows:

M-1:	23%
M-2:	4%
M-3:	1%
B-2:	34%
B-3:	23%
O-I:	3%
RMF-1:	1%
R-10:	6%
R-15:	3%
A-1:	1%
C-1:	1%

Land uses along the corridor are generally characterized by heavy and light water-related industry with some residential and business/commercial in the eastern portion; a mix of business/commercial, residential and office/institutional in the middle portion; and a mix of warehousing/light industrial, residential and agricultural uses in the western portion. As noted

earlier, the current problems along the corridor generally involve poor property maintenance and aesthetics, insufficient buffers between mixed land uses (especially industrial activity adjacent to residential areas) and inadequate or deteriorating infrastructure (e.g. Gilmerton Bridge, Military Highway paving, traffic signalization, sewer and utility lines). There are approximately 70 Zoning, Fire, and Building Code compliance cases being pursued along the corridor at present.

## **B. Review of Area Demographics**

**Appendix D** to this report contains a series of maps and charts that provide an overview of population densities and a breakdown of population by housing unit types for Census Tracts along the corridor. Generally speaking, populations along the corridor are more dense in the eastern to middle segment, and tend to be clustered around arterial and collector roadways. Census 2000 data reveals that there are approximately 21,997 persons in occupied housing units along the corridor. Of this total population in occupied housing units, 73% are owners and 27% are renters. Single family houses are by far the predominant type of housing unit, particularly in the middle segment of the corridor (i.e. Canal Drive to George Washington Highway).

## **IV. Recommendations**

In formulating their recommendations to the Comprehensive Plan Advisory Team, each working committee considered a set of questions designed to help incorporate their recommendations into the Comprehensive Plan update. Because the Clean-up and Fix-up Committees' focus is more immediate, many of their recommendations could also be considered for implementation outside of the Comprehensive Plan. Summary tables of each working committee's recommendations are included as **Appendix E**.

### **A. Clean-Up Committee**

*How Do You See This Area in Terms of its Cleanup Priorities (e.g. residential, business, etc)?*

The committee generally felt that all segments of the corridor needed attention, primarily businesses, but also residential and the roadway itself. There was concern over polluted waterways/discolored water in the eastern segment, as well as dead foliage along the canal approaches. It was felt that truck depots in the middle segment needed to be cleaned up. In the western segment, there was concern about polluted/discolored water in ditches along Military Highway near Bowers Hill.

*What Specific Land Uses Would You Like to See That Would Contribute to Cleanliness?*

In the eastern segment, the committee would like to see more mixed uses, especially a balance of environmentally-friendly light and heavy industrial activity. In the middle segment, more retail/commercial uses to serve residential areas are desired. In the western segment, more retail/commercial uses catering to the commerce parks are desired.

*Are There Any Necessary Infrastructure Improvements that Will be Required?*

The committee felt that the Military Highway roadway needs to be widened and that upgraded utilities (placed underground) and bike lanes be included. In the middle segment, it was felt that removing some of the feeder lanes and access ramps at the intersection of Military and George Washington Highways could reduce clutter and create more usable land.

*Are There Any Land Uses That Should Not Be Allowed?*

In the eastern segment, the committee did not want to see any more residential uses, in order to preserve this area for economic development. Environmentally-friendly heavy industry is desired for this segment. In the middle and western segments, the committee recommends discouraging M-2 and M-3 heavy industry.

*Are There Any Areas That Require Special Protection or Preservation?*

The committee would like to see increased police surveillance and increased environmental/health/fire inspections at motels throughout the corridor.

*What Strategies Need to be Implemented to Support the Recommended Uses?*

Throughout the corridor, the committee recommends creating a traffic management strategy (e.g. examining signal light timing, feeder roads, etc.) to facilitate commuting patterns and to minimize a congested feel to the corridor. The committee also recommends that tax incentives be implemented for beautification activities by property owners. Finally, the committee recommends creating a “yard of the month” recognition program for businesses in the corridor.

*Are There Any Potential Negative Impacts From Proposed Land Uses?*

The committee felt that by recommending mixed uses for the segments of the corridor, there could be a potential for poor transition between uses or a “stripped-out” look to the corridor.

*What Kinds of Things Can be Done to Offset the Negative Impacts?*

The committee felt that increased landscaping and buffering, especially between business and residential uses could help to alleviate negative impacts. Also, implementing a set of architectural/development standards and criteria could minimize negative impacts.

*What Things Need to be Done to Ensure the Compatibility of Uses with their Neighbors?*

The committee recommends implementing a proactive, focused and sustained inspections program for the corridor, covering all relevant City codes and ordinances. Periodic compliance follow-up inspections should be performed. Considerations for this inspections program could include a cross-departmental, team-based approach, including inspectors from the Zoning, Fire, Inspections, and Health Departments. The committee also recommends re-emphasizing existing regulations for monitoring and inspecting chemical facilities along the corridor. The committee

also felt that better public notice of emergency evacuation plans developed by the City and/or businesses related to certain industries along the corridor needs to be provided to the public.

*What Types of Things Are Needed to Improve the Corridor's Overall Quality of Life?*

The committee pointed to better compliance with Zoning Codes as a key factor. As noted above, this could be accomplished through an enhanced inspections approach, covering all businesses.

**B. Fix-Up Committee**

*How Do You See This Area in Terms of Its Priorities for Fix-Up (e.g. residential, business, etc.)?*

The committee felt that the roadway infrastructure needs to be improved throughout the corridor, including repaving, moving utilities underground, and curbs, gutters and sidewalks where appropriate. The committee also recommends a façade rehabilitation program for businesses all along the corridor. In the middle and western segments of the corridor, the committee recommends improving the “curb appeal” of mobile home parks.

*What Specific Fix-Ups Would You Like to See Here (e.g. Façade Improvements, Demolitions, Major Renovations, Landscaping)?*

The committee felt that all of the above fix-up tools should be utilized throughout the corridor on a case-by-case basis.

*Are There Any Necessary Infrastructure Improvements That Will Be Required?*

As noted above, the committee sees the need for new roadway infrastructure, including medians and storm water features. The committee also recommends more landscaping and buffering to shield heavy industries. In the western segment, the committee recommends improving the intersection of Interstate 64 and Military Highway at Gallberry Road. Extending sewer lines in this segment is also recommended.

*Are There Any Uses That Should Not Be Allowed?*

The committee recommends minimizing residential uses in the eastern segment and encouraging environmentally-friendly heavy industrial uses in that area. The committee also recommends discouraging M-2 and M-3 activities in the middle and western segments.

*Are There Any Areas That Require Special Protection or Preservation?*

The committee felt that waterways and reservoirs along the corridor need to be protected, as do historical sites and structures.

*What Strategies Need to be Implemented to Support the Recommended Uses?*

The committee recommends providing tax incentives for property owners who voluntarily fix-up their property. The committee also recommends developing strategies that address the renovation needs of both owners and renters of properties. Finally, the committee recommends involving the Chesapeake Redevelopment & Housing Authority in buying and consolidating lots for economic development.

*Are There Any Potential Negative Impacts from the Proposed Fix-Up Strategies?*

The committee recognizes that cost will be a significant factor with tax incentives and other fix-up support programs. The increased burden on residents and businesses of forced compliance with more codes could be a negative impact. Likewise, there is a possibility that inspections by City officials could become more intrusive.

*What Kinds of Things Can be Done to Offset the Negative Impacts?*

The committee recommends increased landscaping and buffering between uses, and creating a traffic management strategy (e.g. light timing, feeder roads, etc.) as tools to offset the impacts.

*What Types of Things Do You Think Would be Needed to Improve the Overall Sustainability of Fix-Ups in the Corridor?*

First, the committee recommends creating a Tax Increment Financing (TIF) District in the corridor, funded by bonds issued by the Industrial Development Authority. As an alternative, the committee recommends creating a special taxing district for the corridor. Finally, the committee recommends developing and distributing a list of all minimum maintenance regulations required by the City to all business in the corridor so they are not surprised by inspectors.

### **C. Build-Up Committee**

*How Do You See This Area in Terms of Its Future Land Use/Function (e.g. Residential Corridor, Employment Center, Warehousing/Storage, Retail, manufacturing)?*

The committee recognizes that the South Military Highway corridor had long been an important transportation and commercial corridor. It supports the conclusion by the Plan Advisory Team, Planning Commission, and City Council that the corridor will continue to be a major activity center in the Comprehensive Plan update. The committee recommends that future business development be encouraged that would entice restaurants to locate in the corridor, especially near roadway intersections. The committee would also like to see more upscale commercial/retail activity. From George Washington Highway to Galberry Road, more general commercial land uses is recommended.

*What Specific Land Uses Would You Like to See Here?*

As noted above, the committee would like to see more restaurants and upscale retail throughout the corridor. In the middle segment, the committee would like to see more upscale retail activity, such as expansion of antique-related businesses and the creation of an antique/auction district, plus more open space and recreational amenities. In the western segment, more industrial parks with high technology businesses are desired, as well as open space and recreational amenities.

*Are There Any Necessary Infrastructure Improvements That Will be Required?*

The committee recommends locating utilities underground throughout the corridor. Also, gravity sewer lines versus force main lines and pump stations should be encouraged. Finally, the committee recommends that replacement of the Gilmerton Bridge and roadway improvements be coordinated for adequate future roadway capacity.

*Are There Any Uses That Should Not Be Allowed?*

The committee would like to discourage incompatible transitions between uses all along the corridor, particularly the transition between heavy industry and residential. Also, the committee recommends discouraging visually unattractive businesses from locating in the corridor. Residential developments directly fronting on Military Highway should not be allowed, and the committee also would like to see recycling facilities disallowed in the western segment.

*Are There Any Areas That Require Special Protection or Preservation?*

The committee felt that waterways and reservoirs along the corridor need to be protected, as do historical sites and structures. As depicted in **Appendix F**, vegetated hydric soils are present in the South Military Highway corridor, meaning that future development scenarios will have to account for the potential presence of tidal and/or non-tidal wetlands and associated regulations.

*What Strategies Need to be Implemented to Support the Recommended Uses?*

The committee recommends creating a partnership between the CRHA and the IDA for land consolidation and marketing/development, in coordination with other entities. The committee also recommends pursuing an Enterprise Zone designation for the corridor. Another recommendation is to create zoning incentives to encourage unified zoning patterns and discourage incompatible land uses.

*Are There Any Potential Negative Impacts From the Proposed Uses?*

Promoting more commercial/retail uses along the corridor, even if it is upscale in nature, could lead to a “stripped-out” and cluttered look along the roadway. There is also the potential for increased traffic generation beyond the roadway’s capacity.

*What Kinds of Things Can be Done to Offset the Negative Impacts?*

The committee recommends increased landscaping and buffering between uses as an impact mitigation tool, as well as unified architectural design criteria. Implementing a traffic management strategy and coordinating the replacement of the Gilmerton Bridge with roadway improvements could help mitigate traffic management issues.

*What Things Need to be Done to Ensure the Compatibility of the Uses With Their Neighbors?*

The committee recommends implementing a cross-departmental, team-based inspections program to ensure that land uses are in compliance with applicable codes. Enforcing landscaping and buffering requirements is also an important element.

*What Types of Things Do You Think Would Be Needed to Improve the Overall Quality of Life in the Corridor?*

The committee recommends integrating recreational opportunities in the corridor and minimizing incompatible land uses all along the corridor as key elements to improving the quality of life.

## **V. Conclusions**

The South Military Highway Corridor has long been, and continues to be, an important transportation and commercial roadway for the City of Chesapeake. From its origins in the 1940s as a defense highway serving the military installations in Norfolk to its current status as a multi lane, principle arterial roadway serving a major activity center in north-central Chesapeake, the corridor has undergone a period of general decline, characterized by poor aesthetic appeal, non-compliance with the Zoning Ordinance and other pertinent City Codes, incompatible land uses coupled with insufficient landscaping and buffering between uses, and a lack of diversity and quality in retail and commercial activity, particularly service businesses such as restaurants.

The efforts of the South Military Highway Task Force are considered to be a vital component of the Comprehensive Plan update process. The Comprehensive Plan Advisory Team, Planning Commission and City Council have already endorsed the concept that the South Military Highway Corridor will continue to be a major activity center for the City into the future. The Task Force's working committees – Clean-Up Committee, Fix-Up Committee, and Build-Up Committee – deliberated on a set of questions designed to foster recommendations on how the corridor can be improved to ensure a better quality of life and economic vitality both now and for the future. Several common themes emerged from the deliberations of the working committees:

- More landscaping, screening, and buffering is needed between mixed land uses, particularly where heavy industry and residential uses are located in proximity to each other.
- Intensified policing of problem areas and enhanced recreational/open space amenities are needed to enhance the quality of life for residents along the corridor.
- A unified set of architectural/development guidelines is needed for the entire corridor.

- A more focused, proactive inspections program is needed to ensure better compliance with the Zoning Ordinance and other pertinent City Codes.
- Roadway and other infrastructure improvements are needed along the corridor, such as repaving, putting utility lines underground, improving traffic signalization, and upgrading storm water drainage facilities.
- Tax incentives could be a tool to encourage property owners to clean up and fix up their properties, as well as to facilitate a more compatible zoning pattern along the corridor.
- Designating the corridor as an Enterprise Zone, Tax Increment Financing District, or special taxing district could be a mechanism for facilitating revitalization activities and economic development.

The Task Force recognizes that the above recommendations are not without their potential negative impacts, including: increased costs to implement various initiatives; increased burden to business owners and residents to comply with City codes and ordinances; increased traffic generation resulting from new retail/commercial/industrial activity if roadway infrastructure improvements are not also made; and a cluttered, “stripped-out” look to retail/commercial activity if architectural design guidelines are not in place. However, the Task Force feels that these potential negative impacts can be addressed through a balanced approach to corridor revitalization, incorporating the recommendations developed by the working committees within the overall context of the Comprehensive Plan update process.

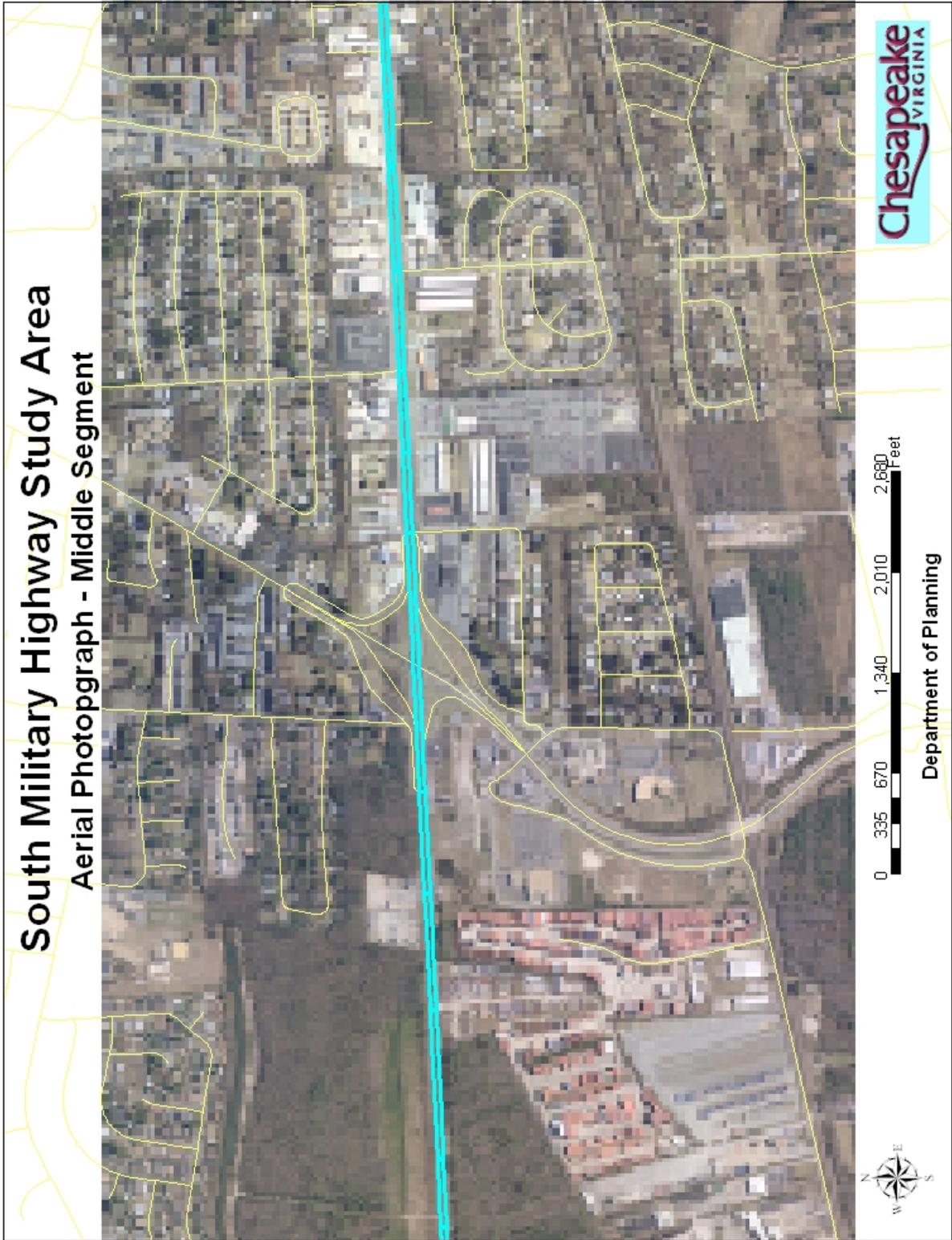
# Appendix A

# South Military Highway Study Area Aerial Photograph, Eastern Segment



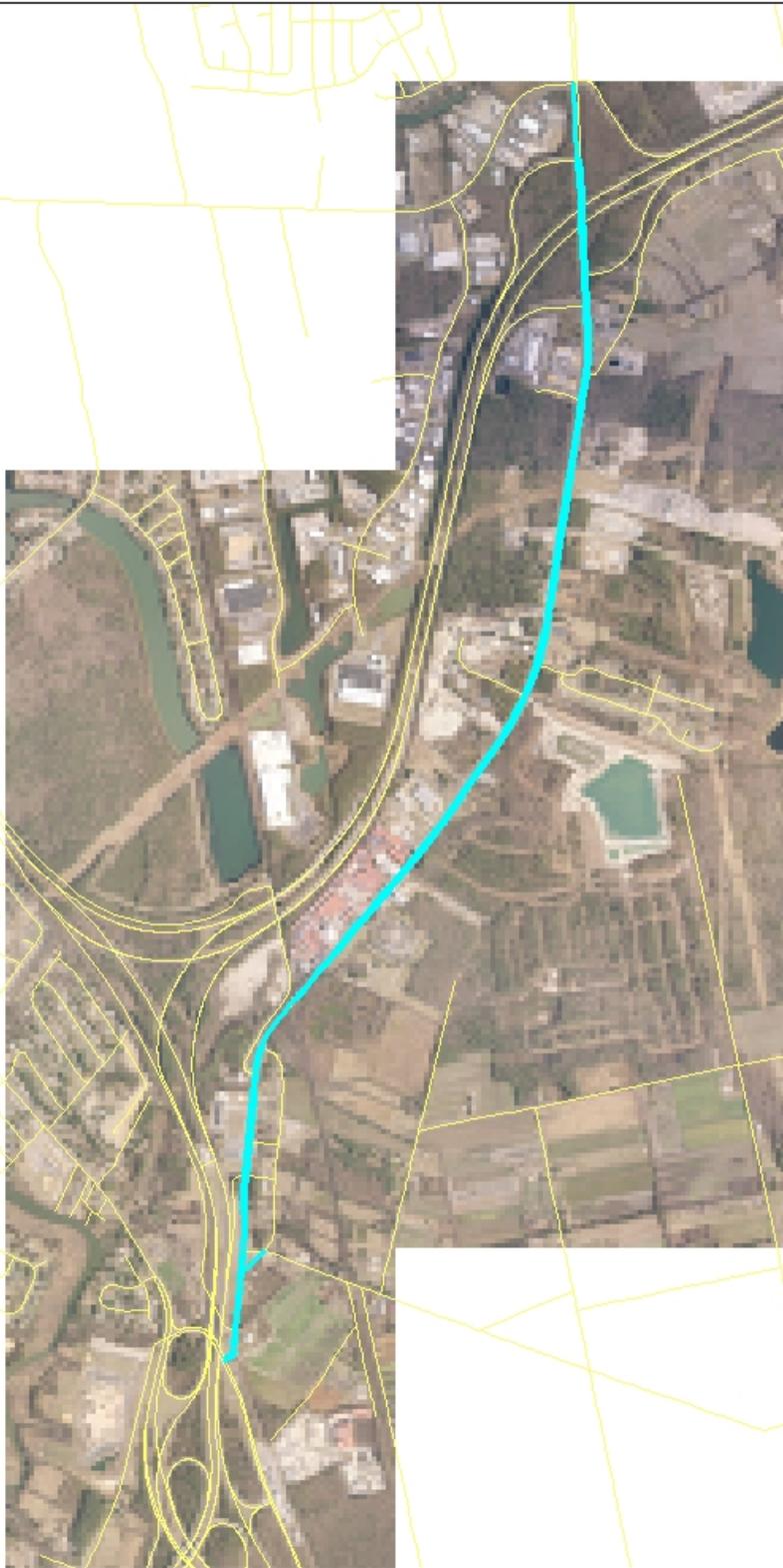
Department of Planning





# South Military Highway Study Area

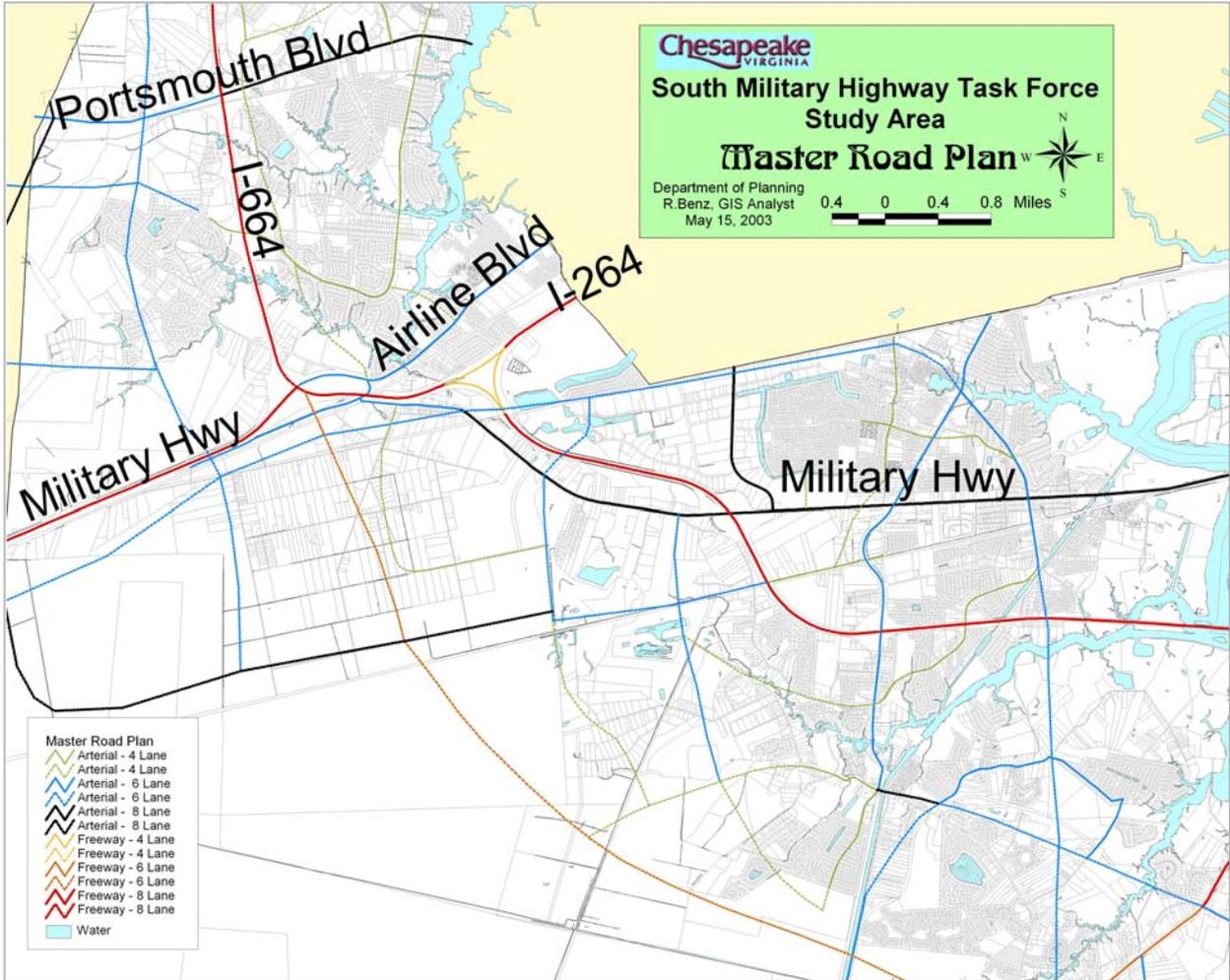
Aerial Photograph - Western Segment



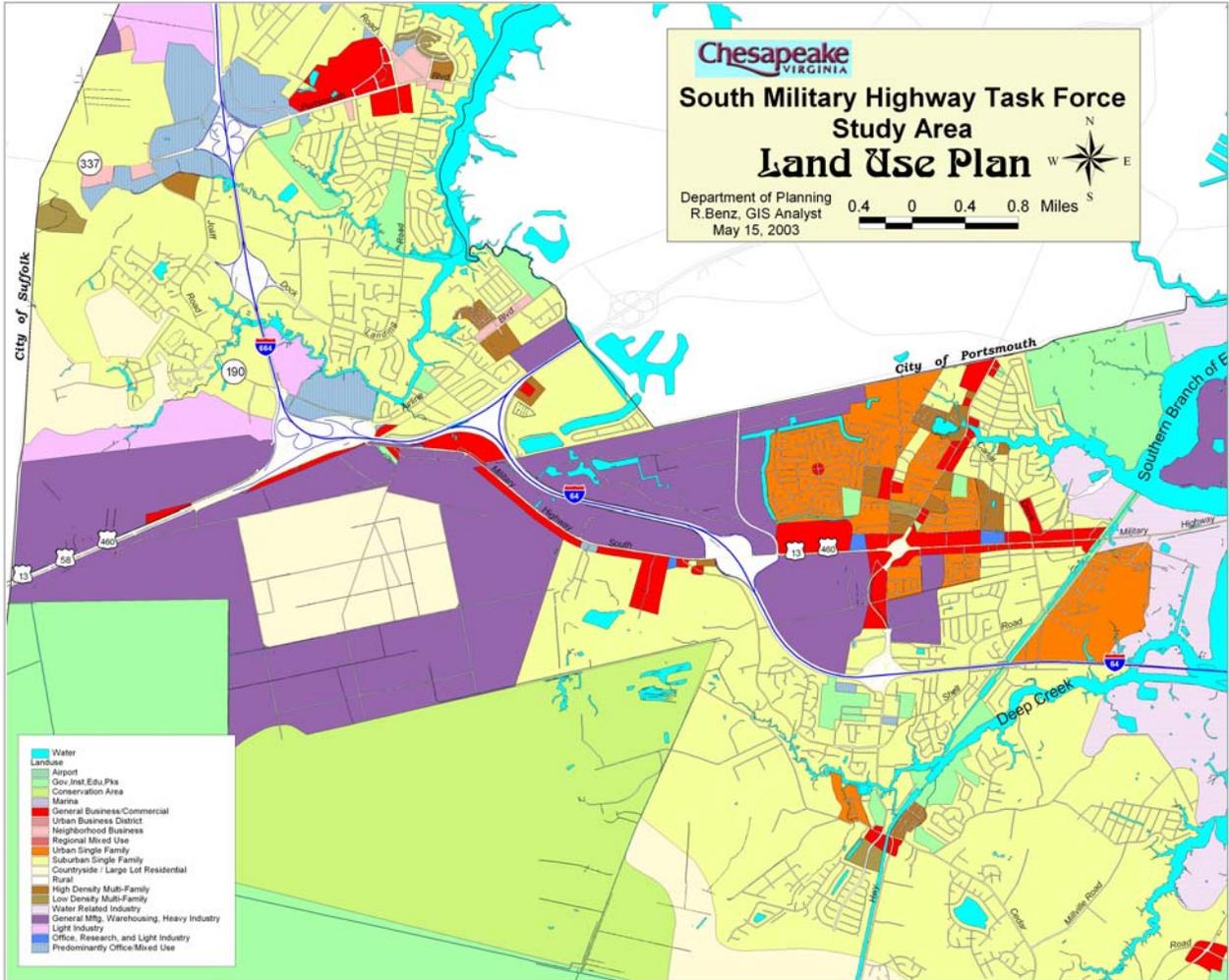
Department of Planning



# Appendix B

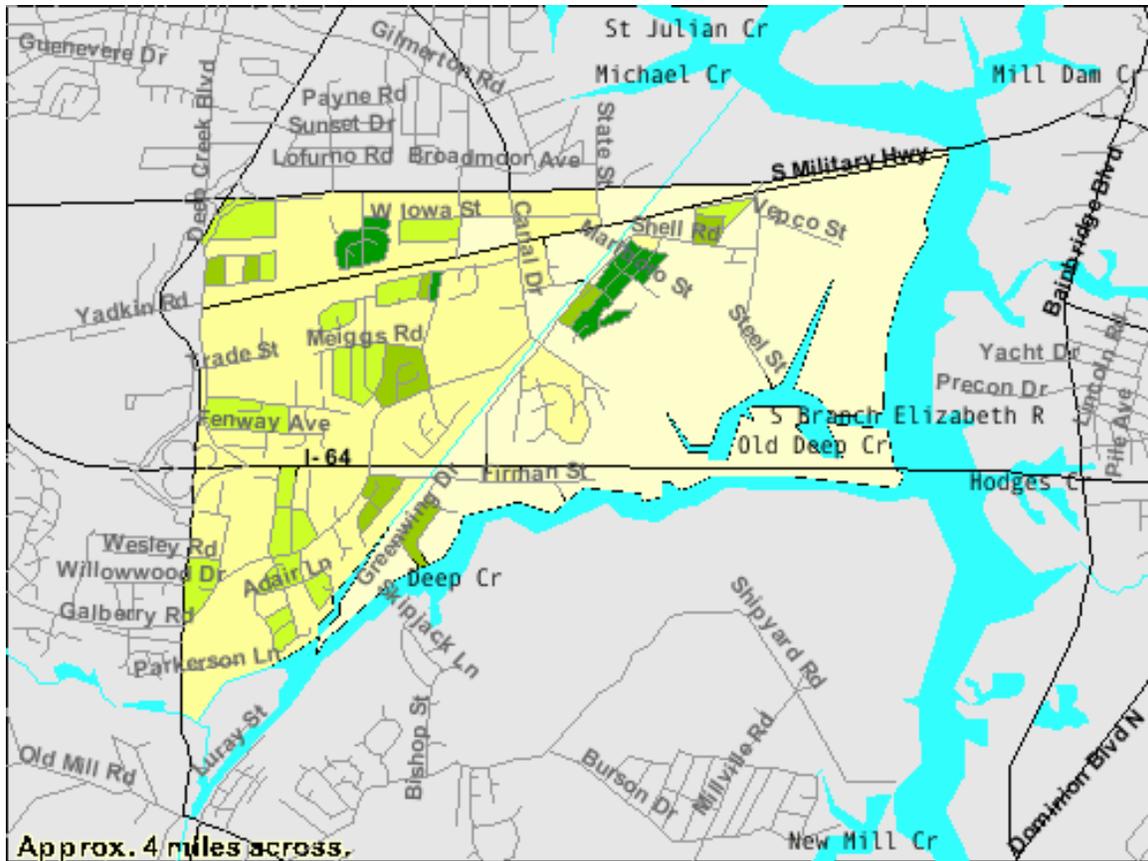


# Appendix C

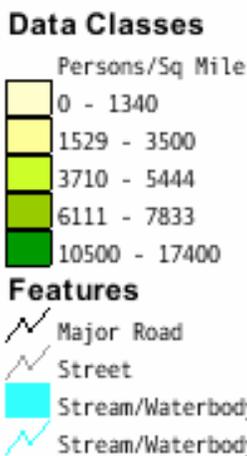


# Appendix D

# POPULATION DENSITIES FOR CENSUS TRACT 214.02

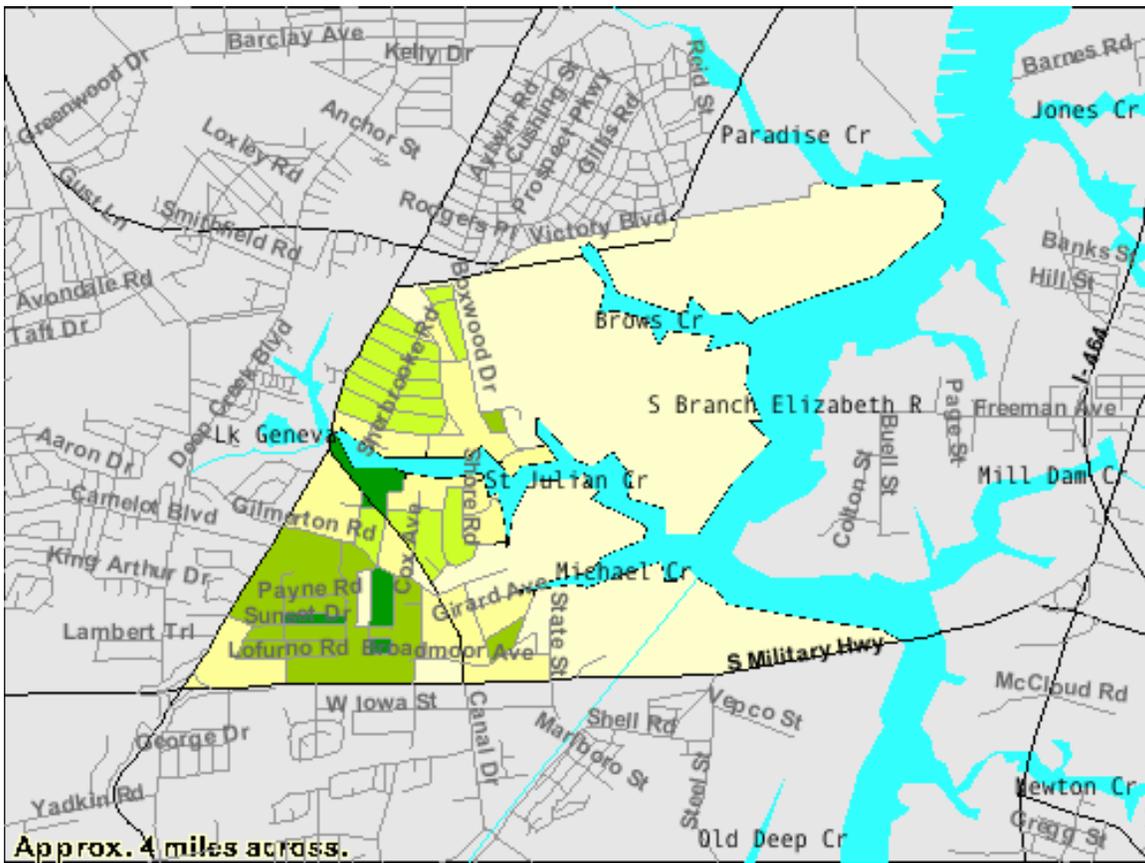


## Legend



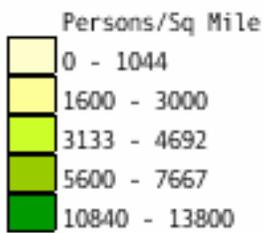
Source: U.S. Census Bureau

# POPULATION DENSITIES FOR CENSUS TRACT 214.03



## Legend

### Data Classes

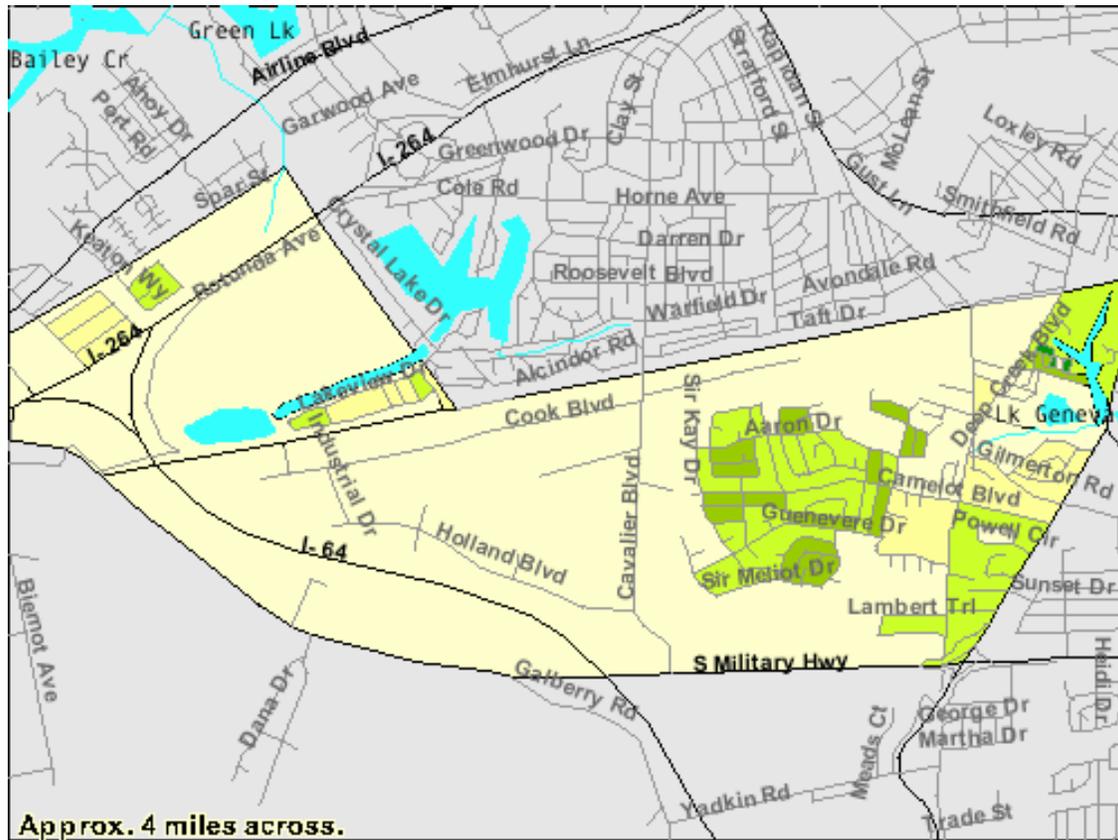


### Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Source: U.S. Census Bureau

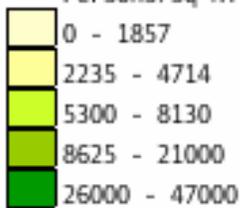
# POPULATION DENSITIES FOR CENSUS TRACT 214.04



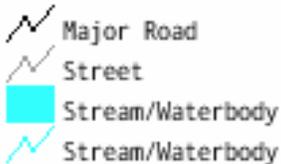
## Legend

### Data Classes

Persons/Sq Mile

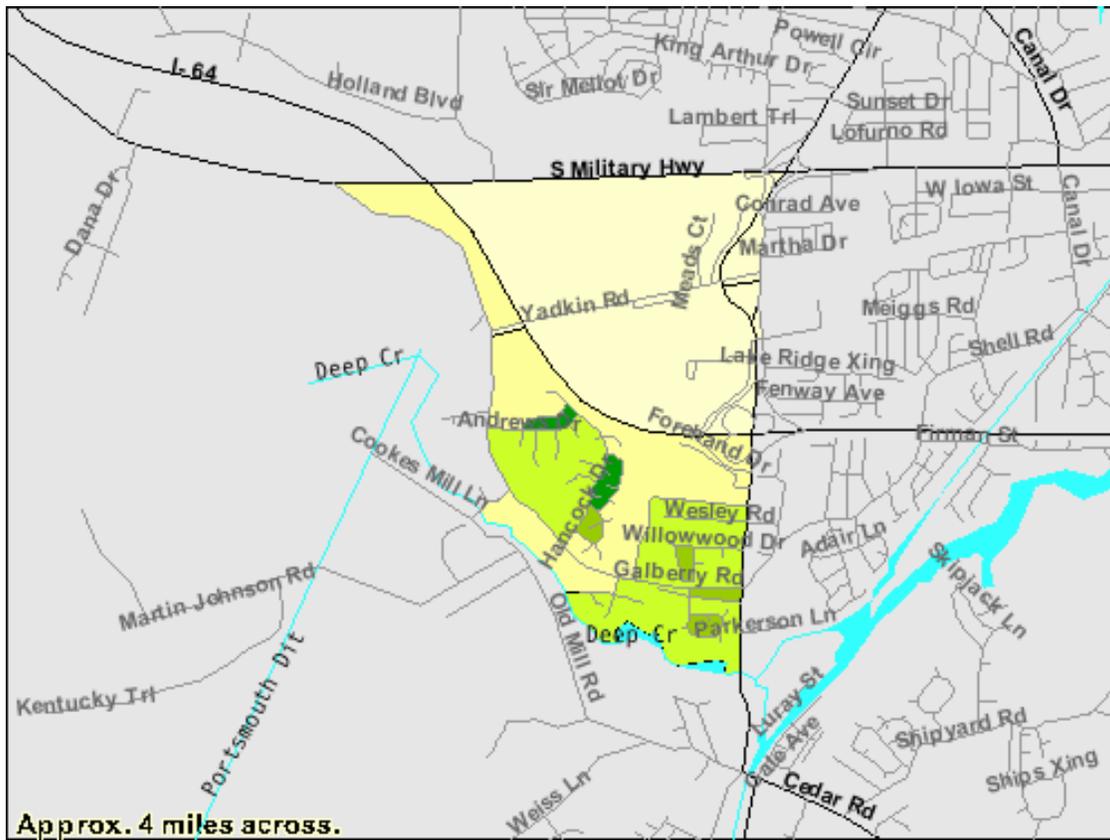


### Features



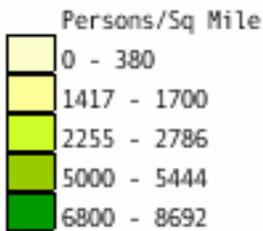
Source: U.S. Census Bureau

# POPULATION DENSITIES FOR CENSUS TRACT 214.01

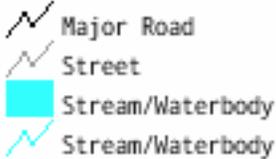


## Legend

### Data Classes

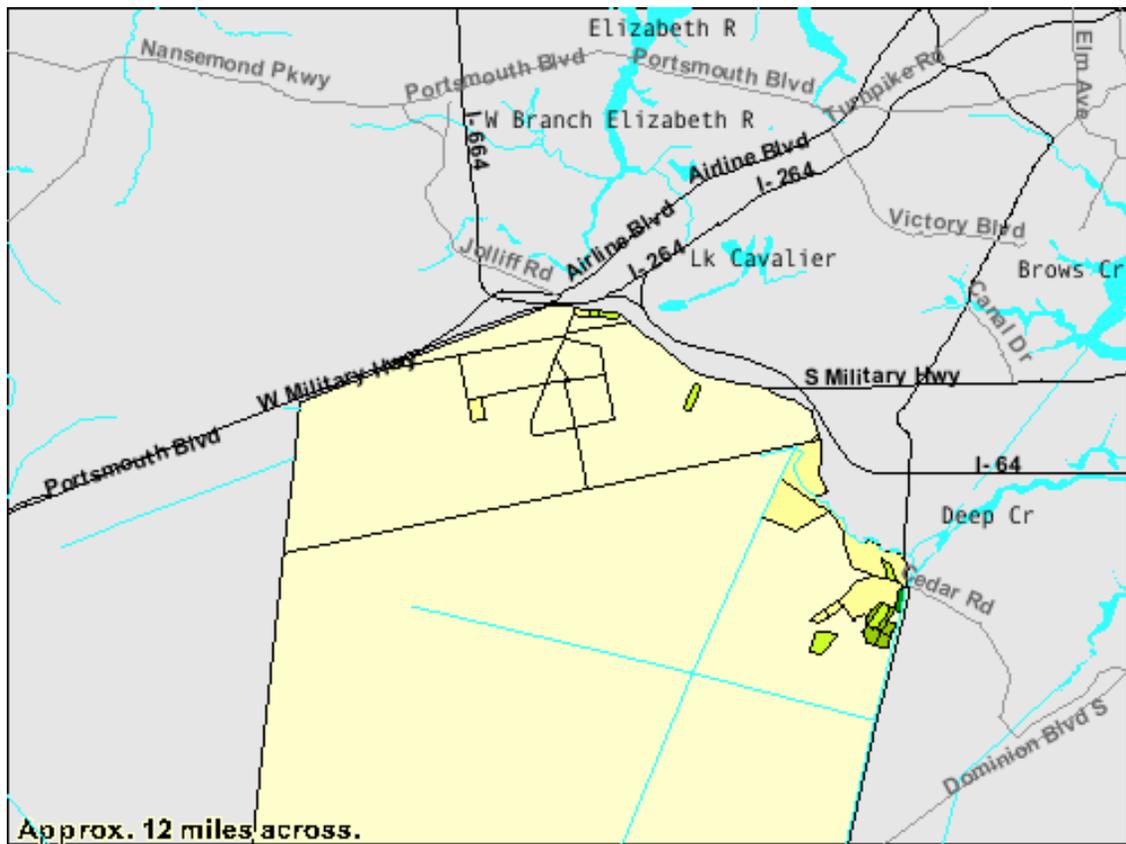


### Features



Source: U.S. Census Bureau

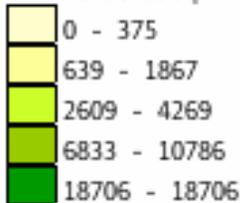
# POPULATION DENSITIES FOR CENSUS TRACT 213.01



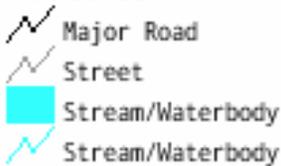
## Legend

### Data Classes

Persons/Sq Mile

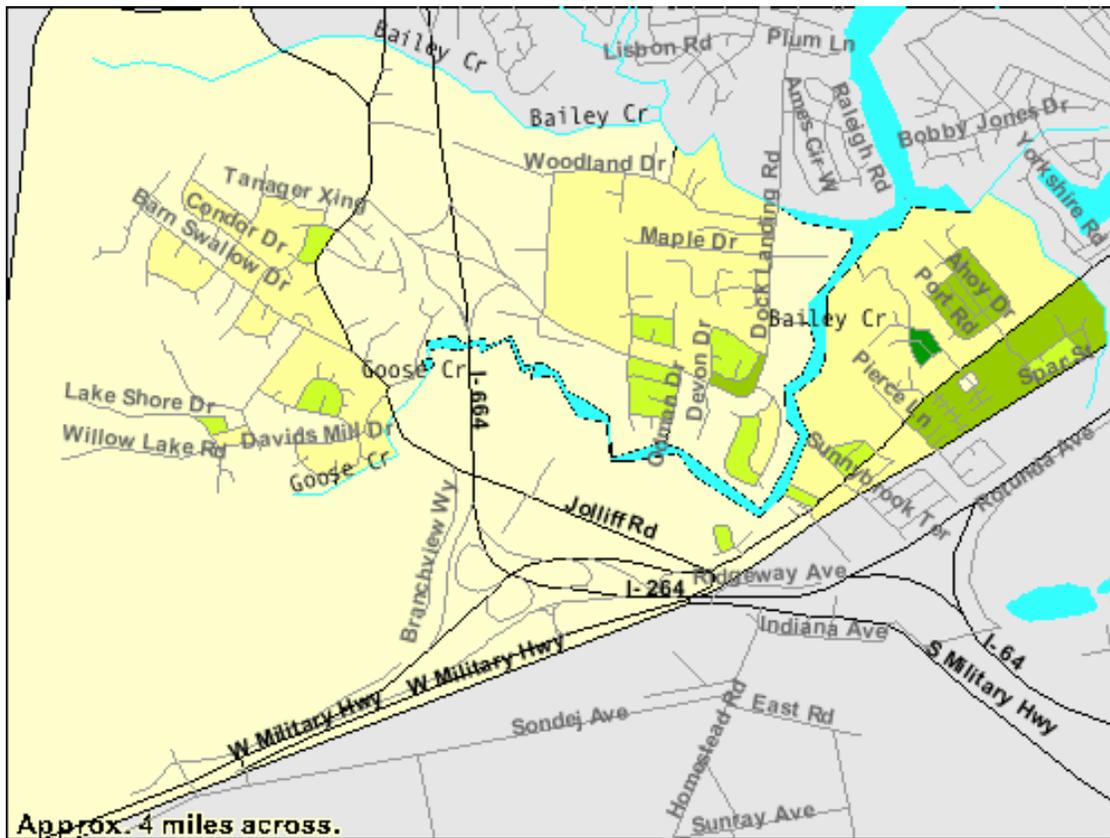


### Features



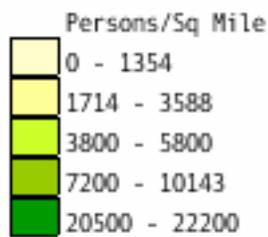
Source: U.S. Census Bureau

# POPULATION DENSITIES FOR CENSUS TRACT 215.01

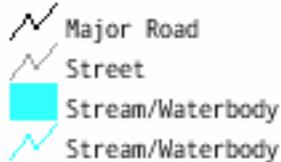


## Legend

### Data Classes

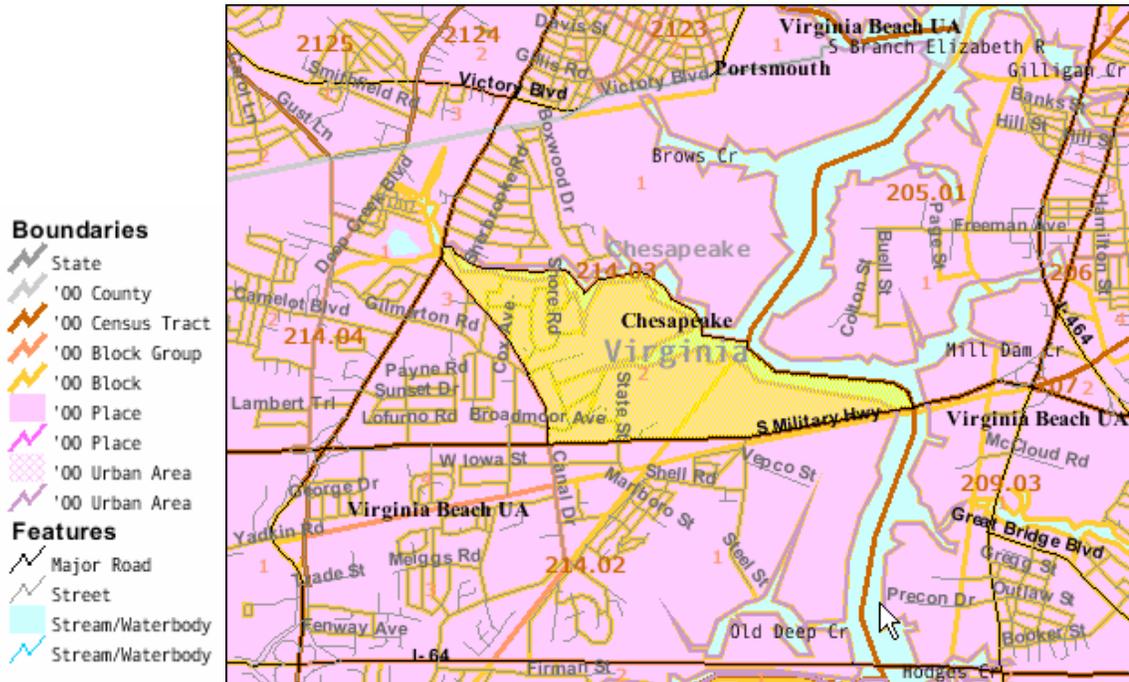


### Features



Source: U.S. Census Bureau

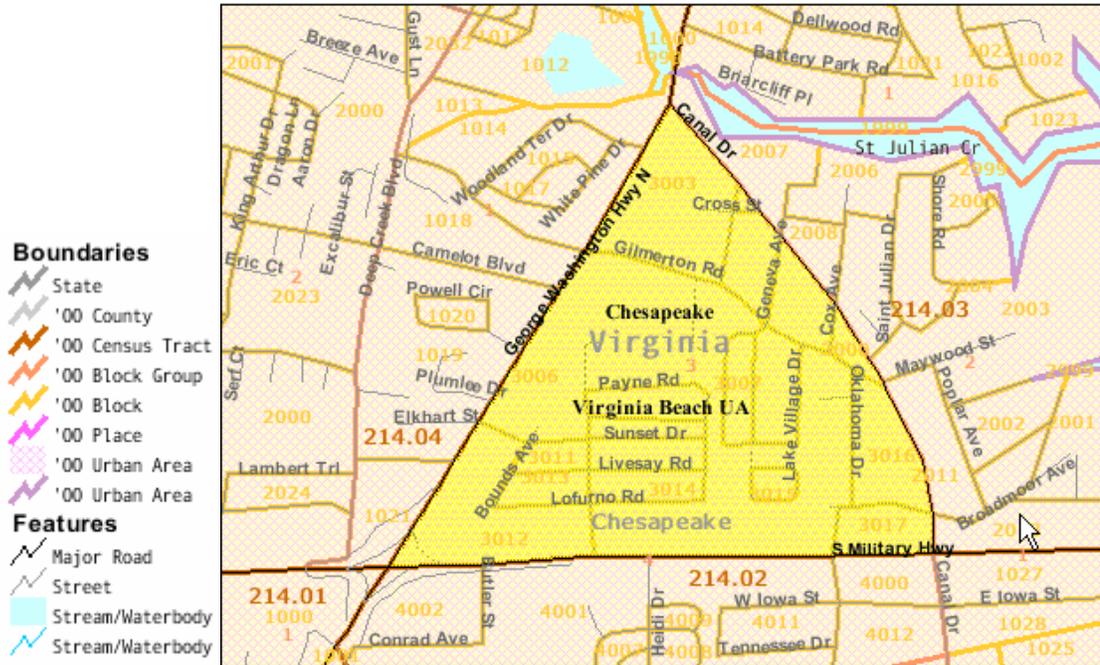
**Total Population in Occupied Housing Units by Tenure by Units in Structure, Census Tract 214.03, Block Group 2**



<b>Block Group 2, Census Tract 214.03, Chesapeake city, Virginia</b>	
Total population in occupied housing units:	1,156
Owner occupied:	726
1, detached	679
1, attached	0
2	39
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	8
Boat, RV, van, etc.	0
Renter occupied:	430
1, detached	164
1, attached	86
2	41
3 or 4	0
5 to 9	127
10 to 19	12
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0

Source: U.S. Census Bureau

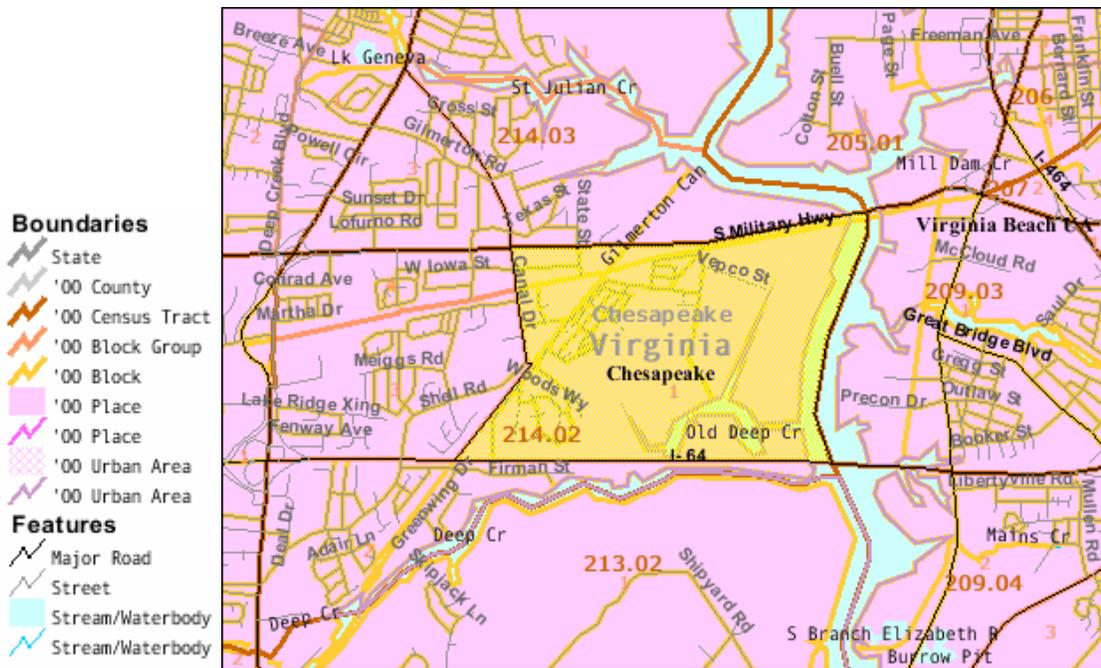
**Total Population in Occupied Housing Units by Tenure by Units in Structure, Census Tract 214.03, Block Group 3**



<b>Block Group 3, Census Tract 214.03, Chesapeake city, Virginia</b>	
Total population in occupied housing units:	2,397
Owner occupied:	886
1, detached	766
1, attached	42
2	0
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	78
Boat, RV, van, etc.	0
Renter occupied:	1,511
1, detached	219
1, attached	138
2	156
3 or 4	99
5 to 9	513
10 to 19	112
20 to 49	192
50 or more	82
Mobile home	0
Boat, RV, van, etc.	0

Source: U.S. Census Bureau

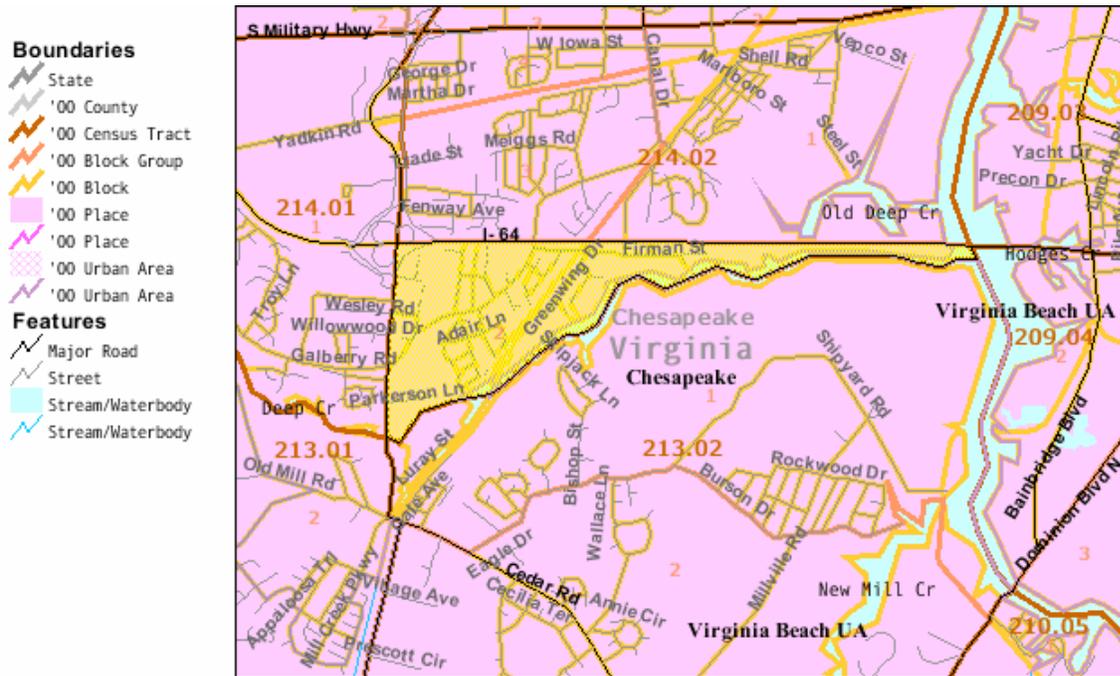
## Total Population in Occupied Housing Units by Tenure by Units in Structure, Census Tract 214.02, Block Group 1



<b>Block Group 1, Census Tract 214.02, Chesapeake city, Virginia</b>	
Total population in occupied housing units:	1,405
Owner occupied:	1,283
1, detached	1,283
1, attached	0
2	0
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0
Renter occupied:	122
1, detached	116
1, attached	0
2	6
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0

Source: U.S. Census Bureau

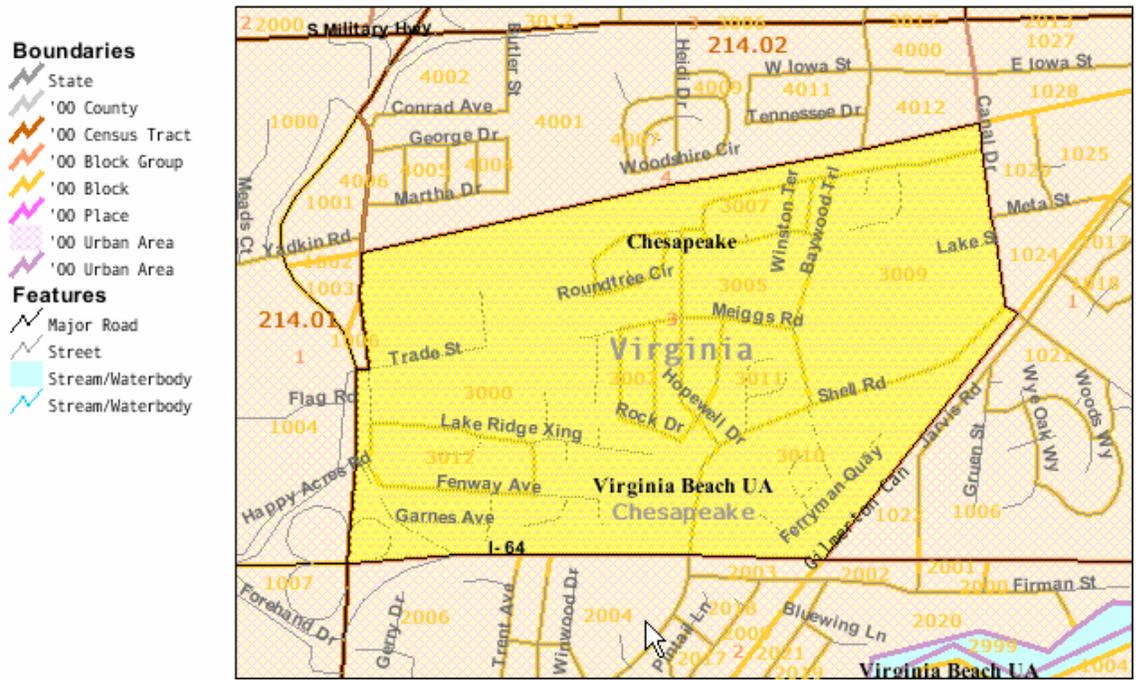
## Total Population in Occupied Housing Units by Tenure by Units in Structure, Census Tract 214.02, Block Group 2



<b>Block Group 2, Census Tract 214.02, Chesapeake city, Virginia</b>	
Total population in occupied housing units:	1,479
Owner occupied:	1,433
1, detached	1,433
1, attached	0
2	0
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0
Renter occupied:	46
1, detached	46
1, attached	0
2	0
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0

Source: U.S. Census Bureau

### Total Population in Occupied Housing Units by Tenure by Units in Structure, Census Tract 214.02, Block Group 3



<b>Block Group 3, Census Tract 214.02, Chesapeake city, Virginia</b>	
Total population in occupied housing units:	1,874
Owner occupied:	1,771
1, detached	1,771
1, attached	0
2	0
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0
Renter occupied:	103
1, detached	96
1, attached	0
2	7
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0

Source: U.S. Census Bureau

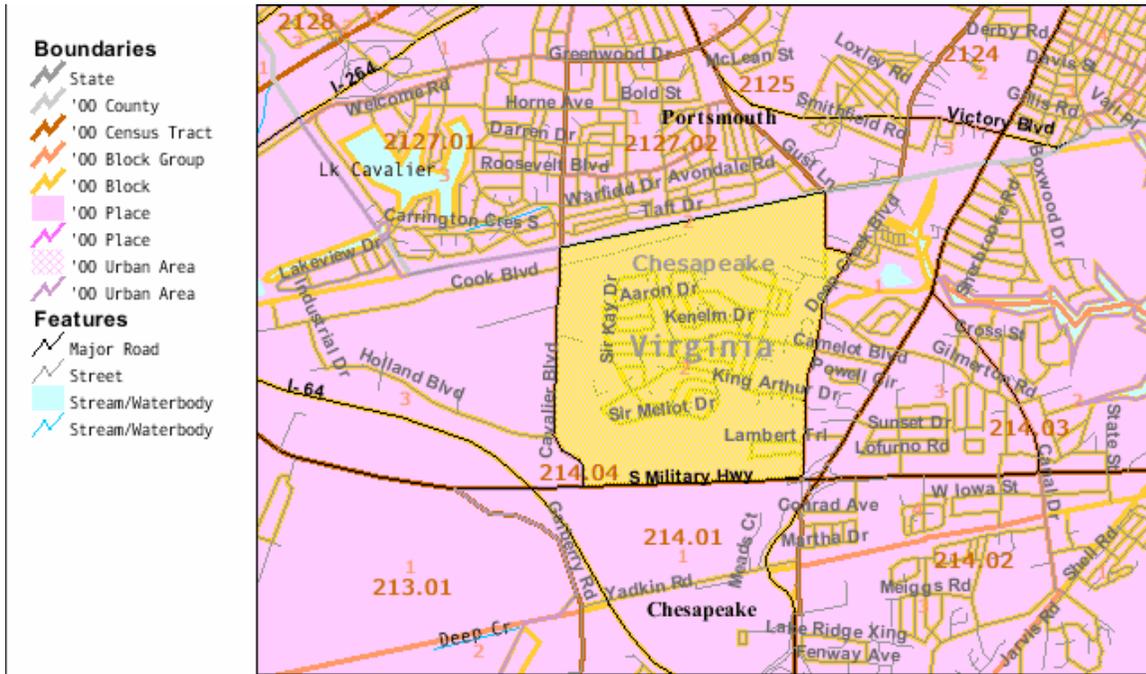
## Total Population in Occupied Housing Units by Tenure by Units in Structure, Census Tract 214.04, Block Group 1



<b>Block Group 1, Census Tract 214.04, Chesapeake city, Virginia</b>	
Total population in occupied housing units:	2,151
Owner occupied:	1,266
1, detached	867
1, attached	0
2	0
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	399
Boat, RV, van, etc.	0
Renter occupied:	885
1, detached	28
1, attached	317
2	72
3 or 4	0
5 to 9	90
10 to 19	44
20 to 49	30
50 or more	34
Mobile home	270
Boat, RV, van, etc.	0

Source: U.S. Census Bureau

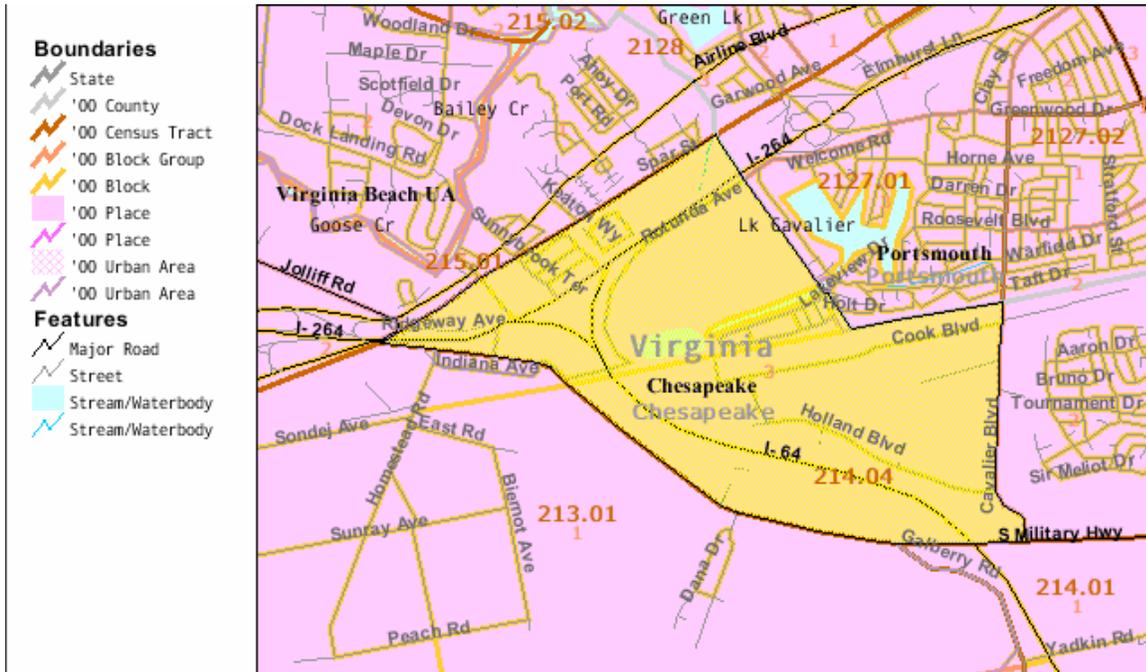
## Total Population in Occupied Housing Units by Tenure by Units in Structure, Census Tract 214.04, Block Group 2



<b>Block Group 2, Census Tract 214.04, Chesapeake city, Virginia</b>	
total population in occupied housing units:	4,440
Owner occupied:	4,058
1, detached	3,955
1, attached	76
2	0
3 or 4	27
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0
Renter occupied:	382
1, detached	290
1, attached	92
2	0
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0

Source: U.S. Census Bureau

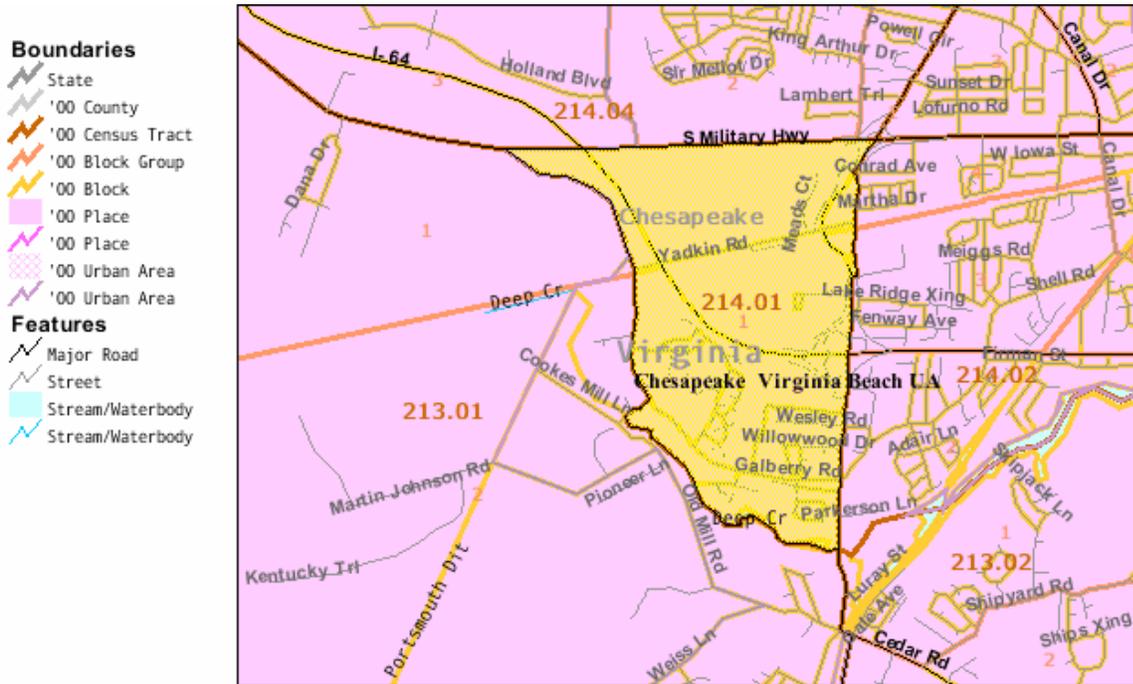
## Total Population in Occupied Housing Units by Tenure by Units in Structure, Census Tract 214.04, Block Group 3



<b>Block Group 3, Census Tract 214.04, Chesapeake city, Virginia</b>	
Total population in occupied housing units:	933
Owner occupied:	933
1, detached	913
1, attached	20
2	0
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0
Renter occupied:	0
1, detached	0
1, attached	0
2	0
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0

Source: U.S. Census Bureau

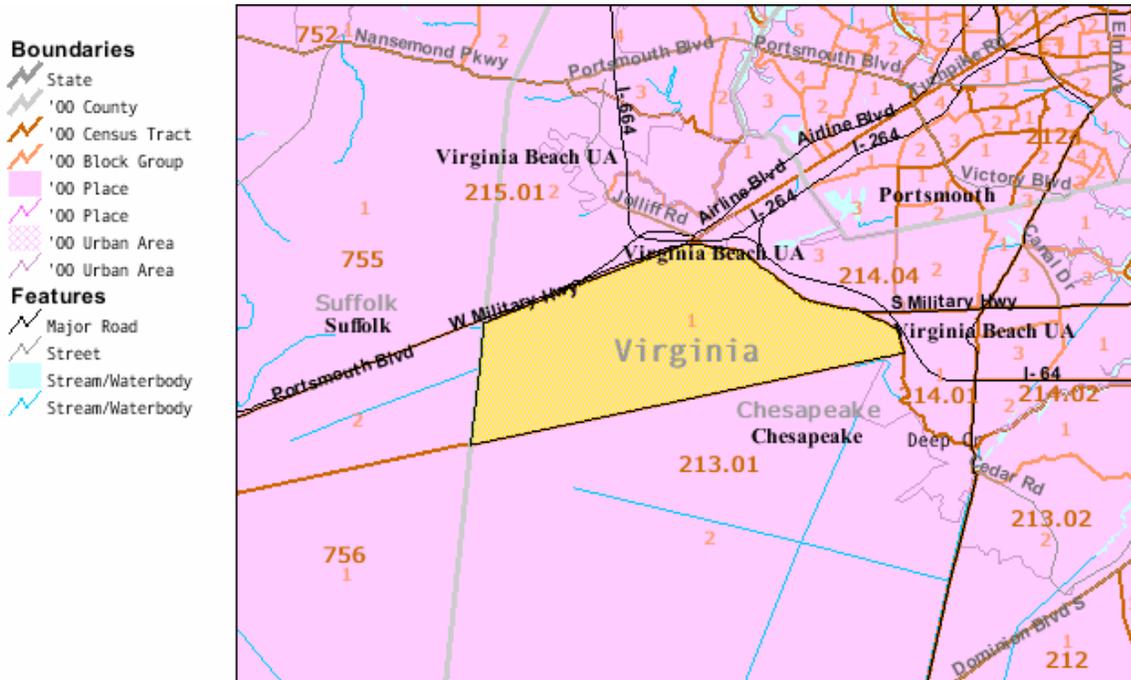
## Total Population in Occupied Housing Units by Tenure by Units in Structure, Census Tract 214.01, Block Group 1



<b>Block Group 1, Census Tract 214.01, Chesapeake city, Virginia</b>	
Total population in occupied housing units:	1,934
Owner occupied:	1,492
1, detached	1,492
1, attached	0
2	0
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0
Renter occupied:	442
1, detached	299
1, attached	0
2	17
3 or 4	17
5 to 9	0
10 to 19	0
20 to 49	31
50 or more	0
Mobile home	78
Boat, RV, van, etc.	0

Source: U.S. Census Bureau

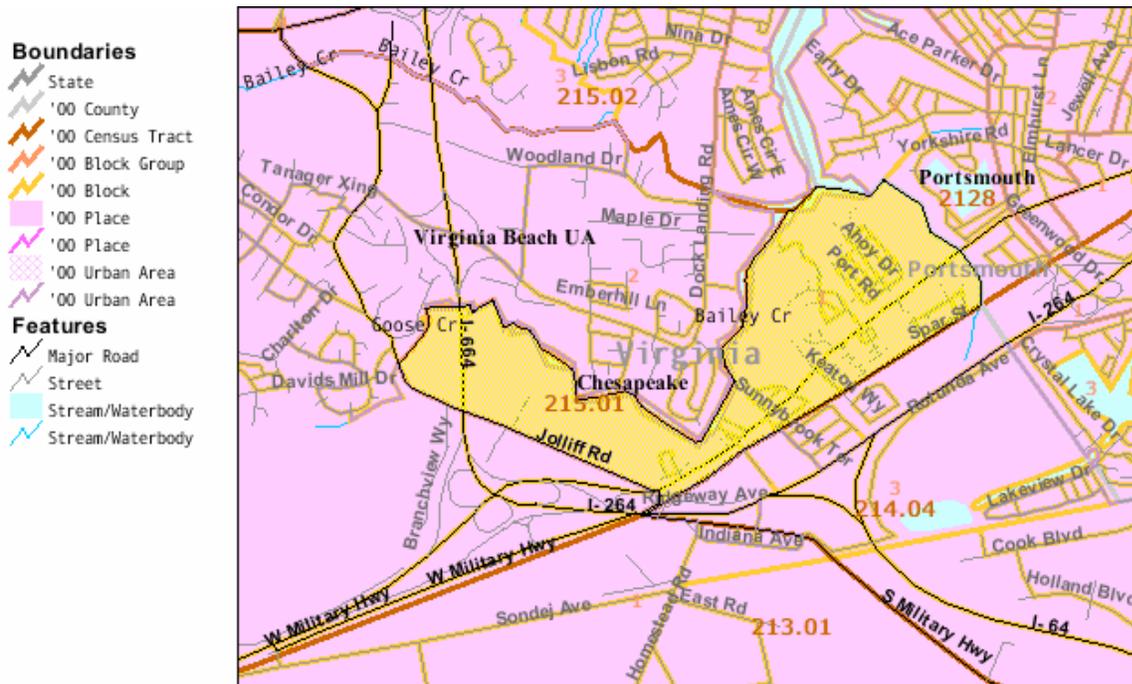
## Total Population in Occupied Housing Units by Tenure by Units in Structure, Census Tract 213.01, Block Group 1



<b>Block Group 1, Census Tract 213.01, Chesapeake city, Virginia</b>	
Total population in occupied housing units:	907
Owner occupied:	641
1, detached	572
1, attached	0
2	9
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	60
Boat, RV, van, etc.	0
Renter occupied:	266
1, detached	194
1, attached	17
2	11
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	44
Boat, RV, van, etc.	0

Source: U.S. Census Bureau

## Total Population in Occupied Housing Units by Tenure by Units in Structure, Census Tract 215.01, Block Group 1



<b>Block Group 1, Census Tract 215.01, Chesapeake city, Virginia</b>	
Total population in occupied housing units:	3,321
Owner occupied:	1,563
1, detached	1,446
1, attached	117
2	0
3 or 4	0
5 to 9	0
10 to 19	0
20 to 49	0
50 or more	0
Mobile home	0
Boat, RV, van, etc.	0
Renter occupied:	1,758
1, detached	298
1, attached	272
2	80
3 or 4	0
5 to 9	741
10 to 19	135
20 to 49	43
50 or more	189
Mobile home	0
Boat, RV, van, etc.	0

Source: U.S. Census Bureau

# **Appendix E**

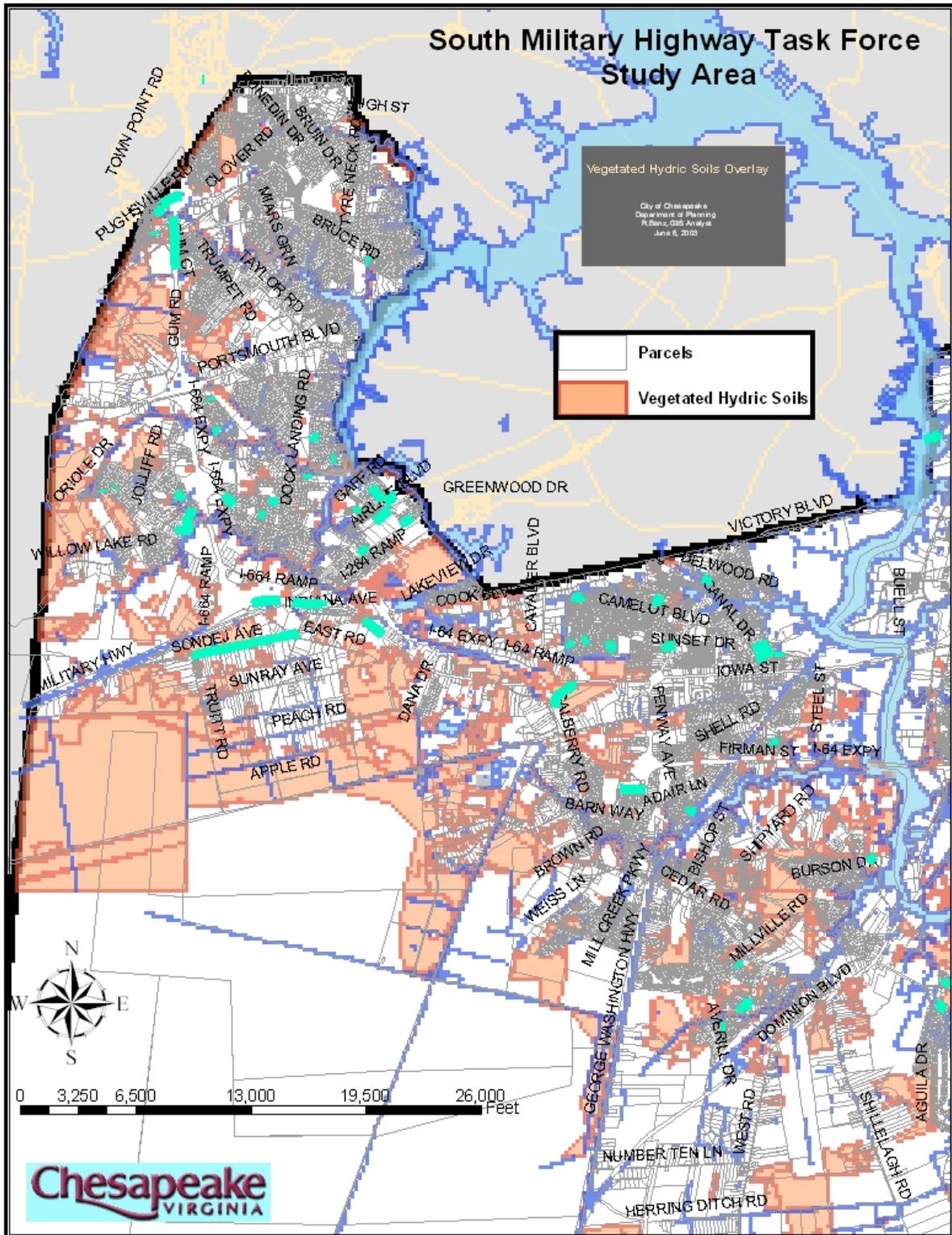
<b>Clean-Up Committee Issues</b>	<b>Segment One: Gilmerton Br. To Canal Dr.</b>	<b>Segment Two: Canal Dr. to G. Wash. Hwy.</b>	<b>Segment Three: Route 17 to Bowers Hill</b>
<b>Recommendations</b>			
How do you see this area in terms of its priorities for clean-up (e.g. residential, business, roadways)?	<ul style="list-style-type: none"> <li>• Polluted/Discolored Water in Vicinity of Bridge</li> <li>• Dead foliage in canal approaches &amp; ditches</li> </ul>	<ul style="list-style-type: none"> <li>• Businesses, truck depots</li> </ul>	<ul style="list-style-type: none"> <li>• Polluted/discolored water in ditches along Military Highway near Bowers Hill</li> </ul>
What specific land uses would you like to see that would contribute to area cleanliness?	<ul style="list-style-type: none"> <li>• More mixed uses, such as light industrial</li> </ul>	<ul style="list-style-type: none"> <li>• More retail &amp; commercial uses to serve residential areas</li> </ul>	<ul style="list-style-type: none"> <li>• More retail &amp; commercial to serve commerce parks</li> </ul>
Are there any necessary infrastructure improvements that will be required?	<ul style="list-style-type: none"> <li>• Widen &amp; improve Military Highway, including upgraded utilities &amp; bike lanes</li> </ul>	<ul style="list-style-type: none"> <li>• Remove some feeder roads &amp; access ramps at intersect of Rt. 17 &amp; Mil. Hwy</li> <li>• Widen &amp; improve Mil. Hwy. incl. bike lanes, util.</li> </ul>	<ul style="list-style-type: none"> <li>• Widen &amp; improve Military Highway, including upgraded utilities &amp; bike lanes</li> </ul>
Are there any uses that should not be allowed?	<ul style="list-style-type: none"> <li>• Residential directly fronting the roadway</li> <li>• Env. Unfriendly heavy ind.</li> </ul>	<ul style="list-style-type: none"> <li>• M-2, M-3</li> </ul>	<ul style="list-style-type: none"> <li>• M-2, M-3</li> </ul>
Are there any areas that require special protection or preservation?	<ul style="list-style-type: none"> <li>• Increased Police surveillance at motels.</li> <li>• Increased env., health, &amp; fire inspections at motels</li> </ul>	<ul style="list-style-type: none"> <li>• Increased Police surveillance at motels.</li> <li>• Increased env., health, &amp; fire inspections at motels</li> </ul>	<ul style="list-style-type: none"> <li>• Increased Police surveillance at motels.</li> <li>• Increased env., health, &amp; fire inspections at motels</li> </ul>
What strategies need to be implemented to support the recommended uses?	<ul style="list-style-type: none"> <li>• Create a traffic management strategy (e.g. examine light timing, feeder roads, etc.)</li> <li>• Tax incentives for beautification activities by property owners.</li> <li>• Create “Yard of the Month” recognition program for businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• Create a traffic management strategy (e.g. examine light timing, feeder roads, etc.)</li> <li>• Tax incentives for beautification activities by property owners.</li> <li>• Create “Yard of the Month” recognition program for businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• Create a traffic management strategy (e.g. examine light timing, feeder roads, etc.).</li> <li>• Tax incentives for beautification activities by property owners.</li> <li>• Create “Yard of the Month” recognition program for businesses.</li> </ul>
Are there any potential negative impacts from the proposed uses?	<ul style="list-style-type: none"> <li>• Poor transition bet. Uses</li> <li>• “Stripped-out” look</li> </ul>	<ul style="list-style-type: none"> <li>• Poor transition bet. uses</li> <li>• “Stripped-out” look</li> </ul>	<ul style="list-style-type: none"> <li>• Poor transition bet. Uses</li> <li>• “Stripped-out” look</li> </ul>
What kind of things can be done to offset the negative impacts?	<ul style="list-style-type: none"> <li>• Increased landscaping and buffering, esp. between residences &amp; businesses.</li> <li>• Architectural/development standards &amp; criteria</li> </ul>	<ul style="list-style-type: none"> <li>• Increased landscaping and buffering, esp. between residences &amp; businesses.</li> <li>• Architectural/development standards &amp; criteria</li> </ul>	<ul style="list-style-type: none"> <li>• Increased landscaping and buffering, esp. between residences &amp; businesses.</li> <li>• Architectural/development standards &amp; criteria</li> </ul>
What things need to be done to ensure the compatibility of the uses with their neighbors?	<ul style="list-style-type: none"> <li>• Implement inspection programs, including periodic compliance follow-up inspections</li> <li>• Re-emphasize existing regulations for inspecting chemical facilities.</li> <li>• Provide better notice of evac. plans (bus. &amp; City)</li> </ul>	<ul style="list-style-type: none"> <li>• Implement inspection programs, including periodic compliance follow-up inspections.</li> <li>• Re-emphasize existing regulations for inspecting chemical facilities.</li> <li>• Provide better notice of evac. Plans (bus. &amp; City)</li> </ul>	<ul style="list-style-type: none"> <li>• Implement inspection programs, including periodic compliance follow-up inspections.</li> <li>• Re-emphasize existing regulations for inspecting chemical facilities.</li> <li>• Provide better notice of evac. Plans (bus. &amp; City)</li> </ul>
What types of things do you think would be needed to improve the overall quality of life in the corridor?	<ul style="list-style-type: none"> <li>• Better compliance with zoning codes.</li> <li>• Cross-departmental team of inspectors to visit all bus.</li> </ul>	<ul style="list-style-type: none"> <li>• Better compliance with zoning codes.</li> <li>• Cross-departmental team of inspectors to visit all bus.</li> </ul>	<ul style="list-style-type: none"> <li>• Better compliance with zoning codes.</li> <li>• Cross-departmental team of inspectors to visit all bus.</li> </ul>

<b>Fix-Up Committee Issues</b>	<b>Segment One: Gilmerton Br. to Canal Dr.</b>	<b>Segment Two: Canal Dr. to Rt. 17</b>	<b>Segment Three: Rt. 17 to Bowers Hill</b>
	<b>Recommendations</b>		
How do you see this area in terms of its priorities for fix-up (i.e. residential, business, roadways)?	<ul style="list-style-type: none"> <li>• Improved roadway infrastructure</li> <li>• Rehabilitation of business buildings/structures</li> </ul>	<ul style="list-style-type: none"> <li>• Improved roadway infrastructure</li> <li>• Rehabilitation of business buildings/structures</li> <li>• Trailer parks need better “curb appeal”</li> </ul>	<ul style="list-style-type: none"> <li>• Improved roadway infrastructure</li> <li>• Rehabilitation of business buildings/structures</li> <li>• Trailer parks need better “curb appeal”</li> </ul>
What specific fix-ups would you like to see here (e.g. facade improvements, demolitions, major renovations, landscaping)?	<ul style="list-style-type: none"> <li>• Façade improvements, demolitions, major renovations, landscaping on a case-by-case basis</li> </ul>	<ul style="list-style-type: none"> <li>• Façade improvements, demolitions, major renovations, landscaping on a case-by-case basis</li> </ul>	<ul style="list-style-type: none"> <li>• Façade improvements, demolitions, major renovations, landscaping on a case-by-case basis</li> </ul>
Are there any necessary infrastructure improvements that will be required?	<ul style="list-style-type: none"> <li>• New roads with medians, landscaping &amp; buffering to shield heavy industry</li> <li>• Install curb and gutter</li> <li>• Widen Mil. Hwy., incl. upgraded util., bike lanes</li> </ul>	<ul style="list-style-type: none"> <li>• New road system with impr. storm water drainage</li> <li>• Widen Mil. Hwy., incl. upgraded util., bike lanes</li> <li>• Prioritize replacement of Gilmerton Bridge</li> </ul>	<ul style="list-style-type: none"> <li>• New road system w/ impr. storm water drainage</li> <li>• Improve intersect of I-64 &amp; Mil. Hwy at Galberry Rd.</li> <li>• Sewer lines, bike lanes</li> <li>• Widen Mil. Hwy.</li> </ul>
Are there any uses that should not be allowed?	<ul style="list-style-type: none"> <li>• Residential directly fronting roadway</li> <li>• Env. unfriendly industry</li> </ul>	<ul style="list-style-type: none"> <li>• M-2, M-3</li> </ul>	<ul style="list-style-type: none"> <li>• M-2, M-3</li> </ul>
Are there any areas that require special protection or preservation?	<ul style="list-style-type: none"> <li>• Waterways</li> </ul>	<ul style="list-style-type: none"> <li>• Waterways (canal)</li> <li>• Historic sites/structures</li> </ul>	<ul style="list-style-type: none"> <li>• Reservoirs</li> <li>• Historic sites/structures</li> </ul>
What strategies need to be implemented to support the recommended uses?	<ul style="list-style-type: none"> <li>• Provide tax incentives for owners who fix-up.</li> <li>• Develop strategies that address needs of owners and renters of properties.</li> <li>• Involve CRHA in buying, consolidating lots for economic development.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide tax incentives for owners who fix-up.</li> <li>• Develop strategies that address needs of owners and renters of properties.</li> <li>• Involve CRHA in buying, consolidating lots for economic development.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide tax incentives for owners who fix-up.</li> <li>• Develop strategies that address needs of owners and renters of properties.</li> <li>• Involve CRHA in buying, consolidating lots for economic development.</li> </ul>
Are there any potential negative impacts from the proposed fix-up strategies?	<ul style="list-style-type: none"> <li>• Cost</li> <li>• Forced compliance with more codes</li> <li>• More intrusive inspect.</li> </ul>	<ul style="list-style-type: none"> <li>• Cost</li> <li>• Forced compliance with more codes</li> <li>• More intrusive inspect.</li> </ul>	<ul style="list-style-type: none"> <li>• Cost</li> <li>• Forced compliance with more codes</li> <li>• More intrusive inspect.</li> </ul>
What kind of things can be done to offset the negative impacts?	<ul style="list-style-type: none"> <li>• Increased landscaping and buffering</li> <li>• Create a traffic management strategy (examine light timing, feeder roads, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Increased landscaping and buffering</li> <li>• Create a traffic management strategy (examine light timing, feeder roads, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Increased landscaping and buffering</li> <li>• Create a traffic management strategy (examine light timing, feeder roads, etc.)</li> </ul>
What types of things do you think would be needed to improve the overall sustainability of fix-ups in the corridor?	<ul style="list-style-type: none"> <li>• Create a TIF District with bonds floated by IDA.</li> <li>• Create a special taxing district for the corridor.</li> <li>• Develop/distr. list of min. maint. regulations to all businesses so they are not surprised by inspectors.</li> </ul>	<ul style="list-style-type: none"> <li>• Create a TIF District with bonds floated by IDA.</li> <li>• Create a special taxing district for the corridor.</li> <li>• Develop/distr. list of min. maint. regulations to all businesses so they are not surprised by inspectors.</li> </ul>	<ul style="list-style-type: none"> <li>• Create a TIF District with bonds floated by IDA.</li> <li>• Create a special taxing district for the corridor.</li> <li>• Develop/distr. list of min. maint. regulations to all businesses so they are not surprised by inspectors.</li> </ul>

<b>Build-Up Committee Issues</b>	<b>Segment One: Gilmerton Br. to Canal Dr.</b>	<b>Segment Two: Canal Drive to Rt. 17</b>	<b>Segment Three: Rt. 17 to Bowers Hill</b>
	<b>Recommendations</b>		
How do you see this area in terms of its future land use / function (i.e. residential corridor, employment center, warehousing/storage, retail, manufacturing)?	<ul style="list-style-type: none"> <li>• Business development that would entice restaurants to locate here, esp. near intersections</li> <li>• Upscale commercial</li> </ul>	<ul style="list-style-type: none"> <li>• Business development that would entice restaurants to locate here, esp. near intersections</li> <li>• Upscale commercial/retail</li> </ul>	<ul style="list-style-type: none"> <li>• From George Washington to Galberry, General Commercial</li> <li>• Business development that would entice restaurants to locate here, esp. near intersections</li> <li>• Upscale commercial/retail</li> </ul>
What specific land uses would you like to see here?	<ul style="list-style-type: none"> <li>• Restaurants</li> <li>• Other retail</li> </ul>	<ul style="list-style-type: none"> <li>• Restaurants</li> <li>• Other retail</li> <li>• Upscale antique shops</li> <li>• Open space/recre. facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Restaurants</li> <li>• Other retail</li> <li>• Ind. Parks (high tech. bus.)</li> <li>• Open space/recre. Facilities</li> </ul>
Are there any necessary infrastructure improvements that will be required?	<ul style="list-style-type: none"> <li>• Bury utilities</li> <li>• Gravity sewer lines v. force mains/pump sta.</li> <li>• Coord. bridge/roadway impr. for adequate capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Bury utilities</li> <li>• Gravity sewer lines v. force mains/pump sta.</li> <li>• Coord. bridge/roadway impr. for adequate capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Bury utilities</li> <li>• Gravity sewer lines v. force mains/pump sta.</li> <li>• Coord. bridge/roadway impr. for adequate capacity</li> </ul>
Are there any uses that should not be allowed?	<ul style="list-style-type: none"> <li>• Uses that cause incompatible transitions</li> <li>• Visually unattractive bus.</li> <li>• Residential fronting Mil.</li> </ul>	<ul style="list-style-type: none"> <li>• Uses that cause incompatible transitions</li> <li>• Visually unattractive bus.</li> <li>• Residential fronting Military</li> </ul>	<ul style="list-style-type: none"> <li>• Uses that cause incompatible transitions</li> <li>• Visually unattractive bus.</li> <li>• Residential fronting Mil.</li> <li>• Recycling facilities</li> </ul>
Are there any areas that require special protection or preservation?	<ul style="list-style-type: none"> <li>• Waterways</li> </ul>	<ul style="list-style-type: none"> <li>• Waterways (canal)</li> <li>• Historic sites/structures</li> </ul>	<ul style="list-style-type: none"> <li>• Reservoirs</li> <li>• Historic sites/structures</li> </ul>
What strategies need to be implemented to support the recommended uses?	<ul style="list-style-type: none"> <li>• Create partnership between CRHA &amp; IDA.</li> <li>• Pursue an Enterprise Zone designation</li> <li>• Create zoning incentives to encourage unified zoning pattern &amp; discourage incompatible land uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Create partnership between CRHA &amp; IDA.</li> <li>• Pursue an Enterprise Zone designation</li> <li>• Create zoning incentives to encourage unified zoning pattern &amp; discourage incompatible land uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Create partnership between CRHA &amp; IDA.</li> <li>• Pursue an Enterprise Zone designation</li> <li>• Create zoning incentives to encourage unified zoning pattern &amp; discourage incompatible land uses.</li> </ul>
Are there any potential negative impacts from the proposed uses?	<ul style="list-style-type: none"> <li>• “Stripped-out” look</li> <li>• Potential for traffic generation</li> </ul>	<ul style="list-style-type: none"> <li>• “Stripped-out” look</li> <li>• Potential for traffic generation</li> </ul>	<ul style="list-style-type: none"> <li>• Cluttered look</li> <li>• Potential for traffic generation</li> </ul>
What kind of things can be done to offset the negative impacts?	<ul style="list-style-type: none"> <li>• Increased landscaping, screening and buffering</li> </ul>	<ul style="list-style-type: none"> <li>• Increased landscaping, screening and buffering</li> </ul>	<ul style="list-style-type: none"> <li>• Increased landscaping, screening and buffering</li> </ul>
What things need to be done to ensure the compatibility of the uses with their neighbors?	<ul style="list-style-type: none"> <li>• Implement inspection programs</li> </ul>	<ul style="list-style-type: none"> <li>• Implement inspection programs</li> </ul>	<ul style="list-style-type: none"> <li>• Implement inspection programs</li> </ul>
What types of things do you think would be needed to improve the overall quality of life in the corridor?	<ul style="list-style-type: none"> <li>• Integrate recreational opportunities into the corridor.</li> <li>• Improved zoning patterns &amp; compliance as a major activity center</li> </ul>	<ul style="list-style-type: none"> <li>• Integrate recreational opportunities into the corridor.</li> <li>• Improved zoning patterns &amp; compliance as a major activity center</li> </ul>	<ul style="list-style-type: none"> <li>• Integrate recreational opportunities into the corridor (e.g. reservoirs).</li> <li>• Improved zoning patterns &amp; compliance as a major activity center</li> </ul>

# Appendix F

# South Military Highway Task Force Study Area



# Appendix G

The Honorable William E. Ward  
Mayor, City of Chesapeake  
306 Cedar Road, Sixth Floor  
P.O. Box 15225  
Chesapeake, VA 23328

Dear Mayor Ward:

I would like to thank you for appointing me to serve on the South Military Highway Task Force. The experience was quite rewarding both personally and professionally. Through my work with the Hampton Roads Partnership I am involved in a variety of economic development related issues but always in a regional context. The SMH Task Force gave me an opportunity to understand – and work to solve – a variety of interesting local issues important to my home city.

South Military Highway is an economically important and historically significant part of our city. Its role as a major industrial corridor is undisputed. Perhaps less recognized, it also is home to almost 22,000 residents or about 11% of Chesapeake's population. In making its recommendations, the Task Force sought to balance the economic concerns of the business community with residents' legitimate quality of life needs. I believe the final report submitted for Council's consideration strikes the right balance between these two sometimes complimentary, sometimes conflicting goals and sets forth a responsible agenda for redevelopment that will contribute to Chesapeake's reputation as a great place to live and work.

Lastly, if I may speak on behalf of the Task Force, we owe a special debt of gratitude to the City staffs who sacrificed many evenings to educate us and facilitate our deliberations. The quality of the final report is due in no small part to their efforts. Once again, thank you for the opportunity to serve the City of Chesapeake on this important Task Force.

Sincerely,

Robert F. Sharak  
Director of Special Projects  
Hampton Roads Partnership  
  
Vice Chair, SMH Task Force

January 3, 2004

Dear Honorable Mayor Ward:

I did really enjoy being part of Chesapeake's future by participation in the South Military Highway Task Force and meeting the many different people representing the project.

This gave the community and business leaders an opportunity to invest in the City of Chesapeake, by suggesting what may be better and conducive for the community surrounding as well as for future growth for the City itself.

The safety and concern for the residents living adjacent to certain heavy manufacturing sites is always a very real concern. I am sure when the time comes to make the total assessment of the plans for the future, you, as well as other Council Members will take this into serious consideration. As I am sure you will when manufacturing companies approach with permits, to ensure that they are environmentally safe, and that you seriously wouldn't mind having them in your own back yard.

Economic development will expand by providing a safe and secure tax base, as well as providing the citizens of the City greater recreational opportunities, dining facilities, and more aesthetically pleasing-to-the-eye surroundings by cleaning up environmentally the areas which were pinpointed by this Task Force. The suggestions to provide businesses with a tax break as incentive to clean up their surrounding areas, and having a yard or business of the month program are very positive incentives, and I do believe these will be met with appreciation.

The safety issue was addressed as well by suggesting patrolling in certain areas which are questionable, as well as providing a traffic light where a fatality took place. The on ramp sign to Western Branch does need to be bigger and brush should be cut back cut back to accommodate a driver's view. Much needed lighting in certain areas of South Military Highway was also discussed by the Task Force due to extreme darkness in those areas.

The communities of Forest Cove and Raintree and Woods of Deep Creek, do in fact thank you all for the many decisions that you have to make throughout the year and in this coming year. I do hope and pray that all of your decisions will always be for the people for it is this, that this great country was based on and this is what will always give us strength when we stand up against odds for the little guy who has to live nearby.

Thank you again for this opportunity to have a say in our City's future.

Sincerely,

Susan R. Bell  
Coordinator of Forest Cove &  
Chesapeake Crime Prevention Board Member

