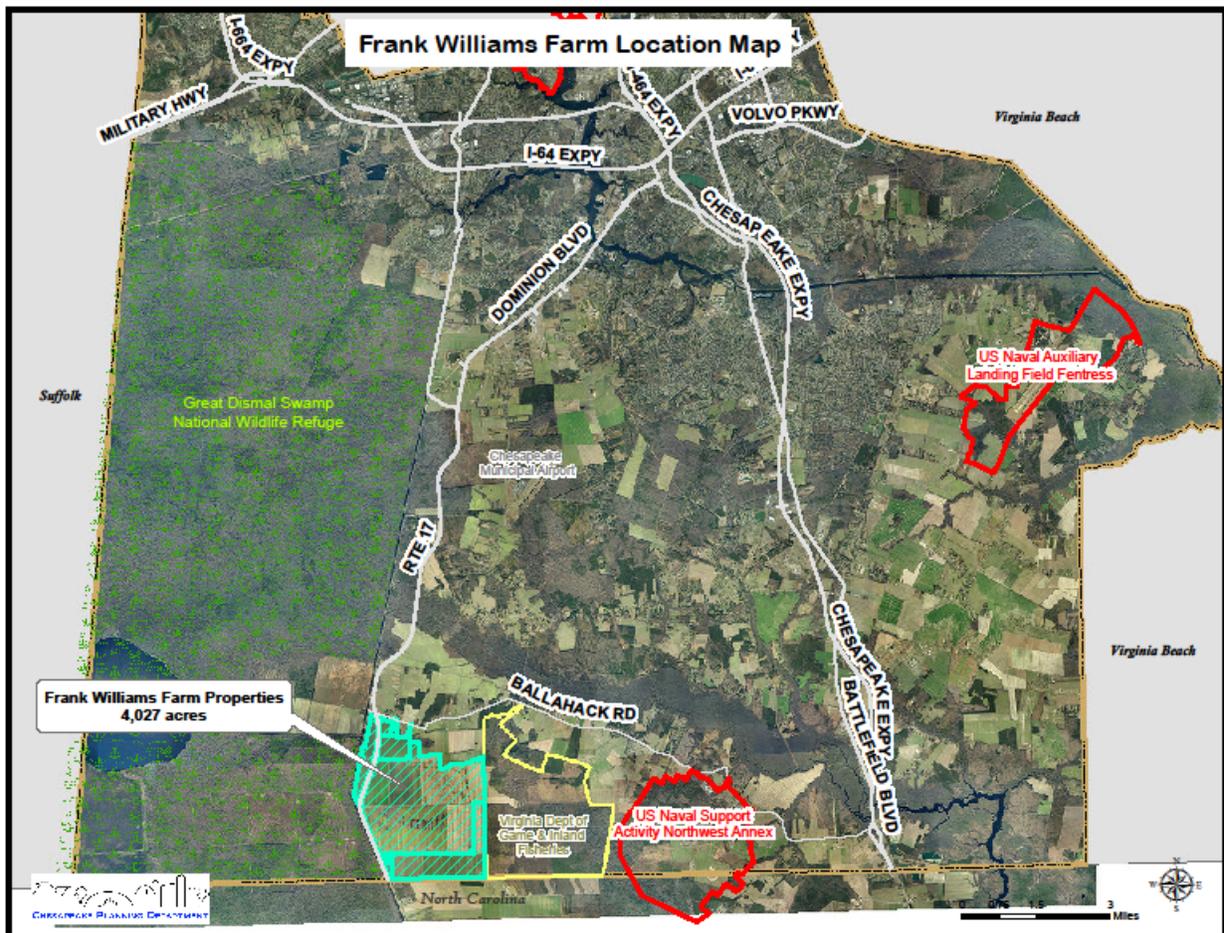

*Consideration of the Frank T. Williams Farm Tract as
a Unique Economic Development Opportunity*



November 2, 2016



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Executive Summary

On August 18, 2015, City Council approved a resolution to undertake further study and consideration of the 4,027 acre Williams Farm Tract as a candidate Unique Economic Development Opportunity. The conceptual plan for the 1,420 acre Coastal Virginia Commerce Park (Phase I), which has been proposed to be sited on the Williams Farm Tract, was also considered for UEDO evaluation. This report evaluates the Tract utilizing existing studies, policies, public input and the nine strategies for designation of a Unique Economic Development Opportunity as outlined in the *Moving Forward Chesapeake 2035 Comprehensive Plan*.

A comprehensive review of the qualifying criteria for designation as a UEDO has shown that the subject property is capable of meeting the requirements for the designation. While public water and sewer are not currently available on the property, a preliminary water and sewer report by the City's Public Utilities Department indicates that there are a variety of alternative means of providing water and sewer to the site. The alternatives are outlined in this report. If designated, the developer should continue working to develop reliable water and sewer utilities for the property. Additionally, any plans for a potential Coastal Virginia Commerce Park should be reviewed by the U.S. Navy and incorporate designs to reduce or eliminate electromagnetic interference with ROTHF or conflicts with other military functions. Transportation issues, especially those related to access points for ingress and egress should be examined for compatibility with the Route 17 Access Management Plan. Finally, the potential UEDO developments should comply with all federal wetland regulations, use BMPs or other methods to mitigate pollutants from stormwater into the Northwest River Watershed, reduce negative impacts to hydrology, and work towards environmentally sensitive designs that are beneficial to wildlife that may utilize portions of the Tract as a crossing between the Great Dismal Swamp and the Cavalier WMA.

The area recommended as a UEDO is the southernmost 1,420 acre portion of the farm, designated as the Coastal Virginia Commerce Park (Phase I). This recommendation is based on this portion of the property having a specific use as a large-scale industrial park, potential wetlands in the middle portion of the farm, and the recent City Council decision to keep the northernmost portion of the Williams Farm Tract as agricultural. Future development proposed for the site will be subject to City Council approval and will be required to comply with all applicable City policies and ordinances and State code requirements.

City Council may choose to approve a UEDO for the Williams Farm Tract with or without initiating a Comprehensive Plan amendment. Assuming City Council wishes to confirm the designation of a UEDO, the following options are provided:

- 1) Approve a resolution identifying the Williams Tract as a UEDO without changes to the 2035 Land Use Map.

- 2) At Council's discretion, they may further choose to initiate a Comprehensive Plan amendment by resolution, directing the Planning Commission to review and make recommendations regarding designating all or a portion of the Williams Farm Tract as a UEDO Special Policy Area on the 2035 Land Use Plan.

- 3) Alternatively, Council may choose to initiate a Comprehensive Plan Amendment, directing the Planning Commission to review and make recommendations regarding specific Land Use Plan changes, such as designating the Tract as a Light Industrial/Logistics land use classification.

1.0 Introduction

1.1 Background

The City of Chesapeake adopted the *Moving Forward Chesapeake 2035 Comprehensive Plan* on February 25, 2014 as an update to the *Forward Chesapeake 2026 Comprehensive Plan*. Within this plan, a Unique Economic Development Opportunity (UEDO) Policy was established. The UEDO policy was developed to benefit the City by “identifying and strategically promoting unique economic development opportunities that may be available throughout Chesapeake (p. 27).” Within the *Moving Forward Chesapeake 2035 Comprehensive Plan* (pp. 26-27) several action strategies are outlined as important to the designation of a property as a UEDO. These action strategies include:

- 1) *“The unique economic development opportunity would be required to follow existing development review processes where applicable, including any needed Public Utility Franchise Area expansions, rezoning, and subdivision or site plan review.*
- 2) *The location of a unique economic development use should be prohibited in the Naval Support Activity (NSA) Northwest Annex Relocatable Over The Horizon (ROTHR) Electromagnetic Interference (EMI) Prohibited Zone and Restricted Area. However, proposed unique economic development uses will be evaluated on a case- by-case basis within the ROTHR EMI Military Influence Area/Region of Influence, as identified on the Navy’s official map dated February 26, 2014, a copy of which can be found in the Economy Section of the 2035 Comprehensive Plan Technical Document.*
- 3) *When a proposed unique economic development use is located within any of the Noise Zones and/or Accident Potential Zones (APZs) as shown on the U.S. Navy’s official Hampton Roads Joint Land Use Study (JLUS)/Air Installations Compatible Use Zones (AICUZ) Planning Map, the proposed use should be carefully evaluated as to its conformance with Table 1 of the map entitled “Land Use Compatibility Within Noise Zones and APZs,” as well as the provisions of Section 12-400 of the City’s Zoning Ordinance entitled “Fentress Airfield Overlay District.”*
- 4) *The location of a unique economic development use should be consistent with the provisions of the Northwest River Watershed Protection District, when said use is located within the area covered by this district, as shown on the City’s official maps.*
- 5) *The location of a unique economic development use shall not be dependent on a commitment by the City to provide public utilities to the subject site; furthermore, the entity’s provisions for sewerage facilities should be carefully evaluated for conformity*

with the Comprehensive Plan and the requirements of the Chesapeake Health Department or Virginia Department of Environmental Quality.

- 6) *The location of a unique economic development use should be compatible with present uses and documented future plans for adjacent conservation lands such as the Great Dismal Swamp Wildlife Refuge, the Cavalier Wildlife Management Area, Nature Conservancy holdings, U.S. Army Corps of Engineers jurisdictional wetlands, and similar resources.*
- 7) *A “unique economic development opportunity” would be defined as a commercial or industrial use that has not typically occurred in Chesapeake, preferably a high-technology enterprise operated by a single entity that would not include residential uses. A unique economic development use should also be capable of generating a significantly positive fiscal impact when evaluated by the City’s fiscal impact analysis model. Furthermore, there would be an expectation that a unique economic development use will generate major economic benefits that have citywide impact through investment and creation of new employment opportunities that result from locating significant headquarters, administrative or service sector operations in Chesapeake.*
- 8) *Recognizing the potential diversity of options for the minimum size and geographic location of land tracts needed to accommodate unique economic development opportunities, it is recommended that the criteria contained in the Zoning Ordinance for locating planned unit industrial park districts (PUD-IP) be used as a comparable benchmark, preferably on tracts of land ranging in size from a minimum of 15 acres upwards, generally contained within 5 or fewer contiguous parcels.*
- 9) *Areas and/or sites identified for a unique economic development use should be consistent with the Comprehensive Plan and accompanying Land Use Plan and Master Transportation Plan. Notwithstanding this policy or any other applicable City policy or ordinance, consideration may be given for a unique economic development use to occur outside the Public Utilities Franchise Area, if public utilities are not necessary.”*

Using the existing UEDO Policy as a framework for discussion, City Council identified the Frank T. Williams Farm Tract as a site that should be studied for consideration as a Unique Economic Development Opportunity. The Frank T. Williams Farm Tract, also known as the Williams Farm Tract, is an approximately 4,027 acre tract of land, located in the southwestern portion of Chesapeake, Virginia near the border of Camden County, North Carolina. It is made up of nine contiguous tax parcels. It is currently owned by a single owner, Frank T. Williams, who has had a mechanized farming operation there since 1978 (ULI 2003). Considering the size, location, and the potential for the Williams Farm Tract as a City gateway and economic generator,

Chesapeake City Council approved a resolution on August 18, 2015 to undertake further study and consideration of the tract as a unique economic development opportunity.

1.2 Mega-Sites

The Williams Farm Tract has also been discussed for consideration as a State Mega-Site for economic development activities as described below. On January 27, 2015, the City of Chesapeake approved a resolution asking the Virginia Economic Development Partnership (VEDP) to designate the Williams Farm Tract as a Mega-Site. While there is not an official State definition, a Mega-Site could be defined as a large “shovel ready” tract of land with available utilities, within close proximity of existing transportation infrastructures, and with no substantial environmental limitations. The site is currently listed on the VEDP website as a potential Mega-Site for development as a non-residential manufacturing center. To be listed as an official Mega-Site on the VEDP’s VirginiaScan database, the property should generally meet the “‘Right Now’ Sites Industry Standards” as noted in the VirginiaScan application:

- 500 acres with 200 acres developable minimum
- 200-acre buildable area
- 250,000 gallons/day water supply within 3 miles of the site
- 250,000 gallons/day sewer treatment capacity within 3 miles of the site
- Electricity – 3 miles from a main transmission line
- Natural Gas – 3 miles from a major transmission line
- T-1 line or fiber optic cable at the access road
- Within 5 miles of an interstate or four-lane divided highway
- Direct access from four-lane highway with capacity to handle truck traffic
- Within 1 mile of a rail line with a rail spur possible
- Zoned agricultural or rural

The Virginian-Pilot (August 7, 2015) also mentioned that “to be designated a Mega-Site and presented by state officials as a candidate to large employers....., a tract must have the potential to bring in more than 400 jobs and a capital investment of at least \$250 million.” This designation, in addition to directing large businesses to the site, could allow for the possibility of receiving state money. Currently, Virginia has three Mega-Sites, which are shovel-ready and noted for their lack of environmental hurdles and available utilities.

While research for the Williams Farm Tract Unique Economic Development Opportunity designation may assist with the Virginia designation as a Mega-Site, the Mega-Site designation is the purview of VEDP. To assist with a possible Mega-Site designation, a technical assistance grant application was submitted to the Virginia Economic Development Partnership by the Chesapeake Economic Development Department in August 2016 for a site characterization grant under the Virginia Business Ready Site Programs for the Williams Farm Tract. It is possible for the Williams Farm Tract to receive a single designation without being eligible for both a UEDO and a Mega-Site.

1.3 Scope of Report

The scope of this report is to evaluate the Williams Farm Tract as a Unique Economic Development Opportunity as requested by Chesapeake City Council in February 2014. The report is based on conformance with the nine action strategies outlined in the *Moving Forward Chesapeake 2035 Comprehensive Plan*. The report will rely on the assumption that the Williams Farm Tract will be developed and designated as a planned unit development- industrial park, following the conceptual plan for the Williams Farm Tract, labeled as the Coastal Virginia Commerce Park (Phase I), received by the Planning Department in April 2016. The report will also review existing studies, reports, and policies related to the Williams Farm Tract. Finally, the report will review public input from citizens, public agencies, and City departments in regards to the site's potential UEDO designation.

2.0 The Williams Farm Tract Chesapeake, Virginia: A Development Strategy

The City commissioned an Urban Land Institute study of the Williams Farm Tract in 2003. That report identified strengths and challenges that may affect the development of the tract.

The strengths included:

1. 4,000 contiguous acres, large enough to accommodate a mix of uses
2. Absence of jurisdictional wetlands
3. The planned and funded improvement of U.S. Route 17 to a four-lane, limited access highway
4. The absence of existing tree cover allowing for attractive built features
5. A strong market exists for high-end housing
6. Owner is willing to pursue a mutually beneficial strategy with the City

Challenges were identified as the following:

- 1) City must address school overcrowding to accommodate level of service
- 2) Development will coincide with the City's updating of its comprehensive plan
- 3) The bottleneck at the *Steel Bridge* on Dominion Boulevard is a major detriment to development
- 4) A well capitalized developer with a proven track record will need to be engaged
- 5) Public Utilities must identify and efficiently access dependable source(s) of short and long-term water and sewer capacity
- 6) The Virginia Department of Transportation (VDOT) must approve at-grade ingress and egress opportunities for the development's entrances

It must be noted, however, that several of the strengths and challenges have changed since the 2003 study. For instance, the UEDO Policy suggests a Planned Unit Development - Industrial Park (PUD-IP) as the preferred zoning classification for a potential UEDO. A PUD-IP is a master planned and managed zoning classification that allows for light industrial, office/research, water-related industry, and warehousing. This would eliminate consideration of the Williams Farm Tract for residential uses and thus eliminate the challenge of school overcrowding.

Additionally, the Dominion Boulevard Corridor Draft Study, which is under consideration for adoption by City Council as an amendment to the 2035 Comprehensive Plan, is considering areas for mixed use development that may mitigate the need for “roof tops” to support the businesses in a potential PUD-IP on the Williams Farm Tract.

As for transportation issues, the challenge of the bottleneck at the *Steel Bridge*, referenced in the ULI report, is mitigated by the improvements to Dominion Boulevard and the replacement of the *Steel Bridge* with the fixed span 95 foot *Veterans Bridge*, which will include two lanes in each direction upon completion.

3.0 Public Input

3.1 Public Meetings

In order to gather stakeholder feedback on the proposed UEDO designation, two meetings were held on September 29, 2015. A morning meeting was held for stakeholders specifically identified in the UEDO Policy and the City Council Resolution. These stakeholders included the U.S. Fish and Wildlife Service, Virginia Department of Game and Inland Fisheries, U.S. Army Corps of Engineers, U.S. Navy, Hampton Road Sanitation District, Chesapeake Health Department, Virginia Department of Environmental Quality, the Virginia Department of Conservation and Recreation, and The Nature Conservancy. The stakeholders able to attend the meeting were requested to submit comments addressing the Williams Farm Tract eligibility as a UEDO and its relationship to their future plans and policies. Comments were received from the public (Appendices B -C) and from the Virginia Department of Game and Inland Fisheries (Section 4.6.1; Appendix I), Virginia Department of Conservation and Recreation (Section 4.6.1; Appendix K), The Nature Conservancy (Section 4.6.1; Appendix J), U.S. Navy (Section 4.2; Appendix E), Chesapeake Economic Development Department (Sections 4.7 and 4.10; Appendix M), Chesapeake Agriculture Department/ Cooperative Extension (Section 4.6.2; Appendix L), Chesapeake Public Utilities Department (Section 4.5.1), the Chesapeake Health Department (Section 4.5.2), Chesapeake Historic Preservation Commission (Section 4.10; Appendix G), and Chesapeake Public Works (Section 4.9.1; Appendix F).

A public open house was also held at the Chesapeake Regional Airport for the general public in the evening. A public notice was placed in the paper and emails were sent to targeted leaders in the community. Citizens were able to visit four stations, which combined the nine action strategies (Sections 1.1; 4.0) for identifying a potential UEDO site into main topics. These stations, which were labeled as Military, Existing Plans and Policies, Environmental, and UEDO uses, used appropriate displays and focused on the following questions:

1. Would designating the Williams Farm Tract as a Unique Economic Development Opportunity be compatible with present military operations?

2. Would designating the Williams Farm Tract as a Unique Economic Development Opportunity be compatible with existing City policies?
3. Would designating the Williams Farm Tract as a Unique Economic Development Opportunity be compatible with environmentally sensitive uses on adjacent lands?
4. Does the Williams Farm Tract create an opportunity for a unique commercial or industrial use not typically occurring in Chesapeake?

A questionnaire (Appendix A), with the above questions, was made available at the meeting along with handouts on the UEDO Policy, the City Council Resolution, and a map of the Williams Farm Tract. Letters from the UEDO stakeholders and comments from the Public Open House are available in the appendices.

3.2 Public Input Analysis

Using the four survey questions displayed in the public open house on September 29, 2016 and surveys made available after the meeting, several common themes were found and grouped together. Comments or concerns related to utilities mainly addressed the potential of the Williams Farm Tract UEDO to affect the aquifer, private wells, and access to public water and sewer. Environmental comments or concerns mainly addressed the effects of a potential UEDO development on wildlife, hydrology, recreation and ecotourism. Additional comments were made relating to the impact of the potential Williams Tract UEDO on emergency services and the Cavalier Industrial Park. Detailed comments from the public meetings are available in Appendix B.

4.0 Unique Economic Development Action Strategies

In this section, as outlined in 1.1, the Williams Farm Tract is evaluated according to the criteria set out in the *Moving Forward Chesapeake 2035 Comprehensive Plan*. This criteria includes the following:

- (1) Follows Existing Development Review Process
- (2) Does not interfere with the NSA Northwest Annex ROTHR
- (3) Conforms with “Land Use Compatibility Within Noise Zones and APZs”
- (4) Consistent with Northwest River Watershed Protection District
- (5) Not Dependent on the City to provide Public Utilities
- (6) Compatible with Present Uses and Future Uses for Adjacent Conservation Lands
- (7) Commercial or Industrial Use Not Typically Occurring in Chesapeake

(8) Uses the Planned Unit Industrial Park Zoning as a Benchmark

(9) Consistency with Comprehensive Plan, Land Use, Plan, and Master Transportation Plan

Each of the nine criteria will be reviewed using available data, plans, and public input to determine if the site may be an adequate candidate as a UEDO.

4.1 Existing Development Review Process

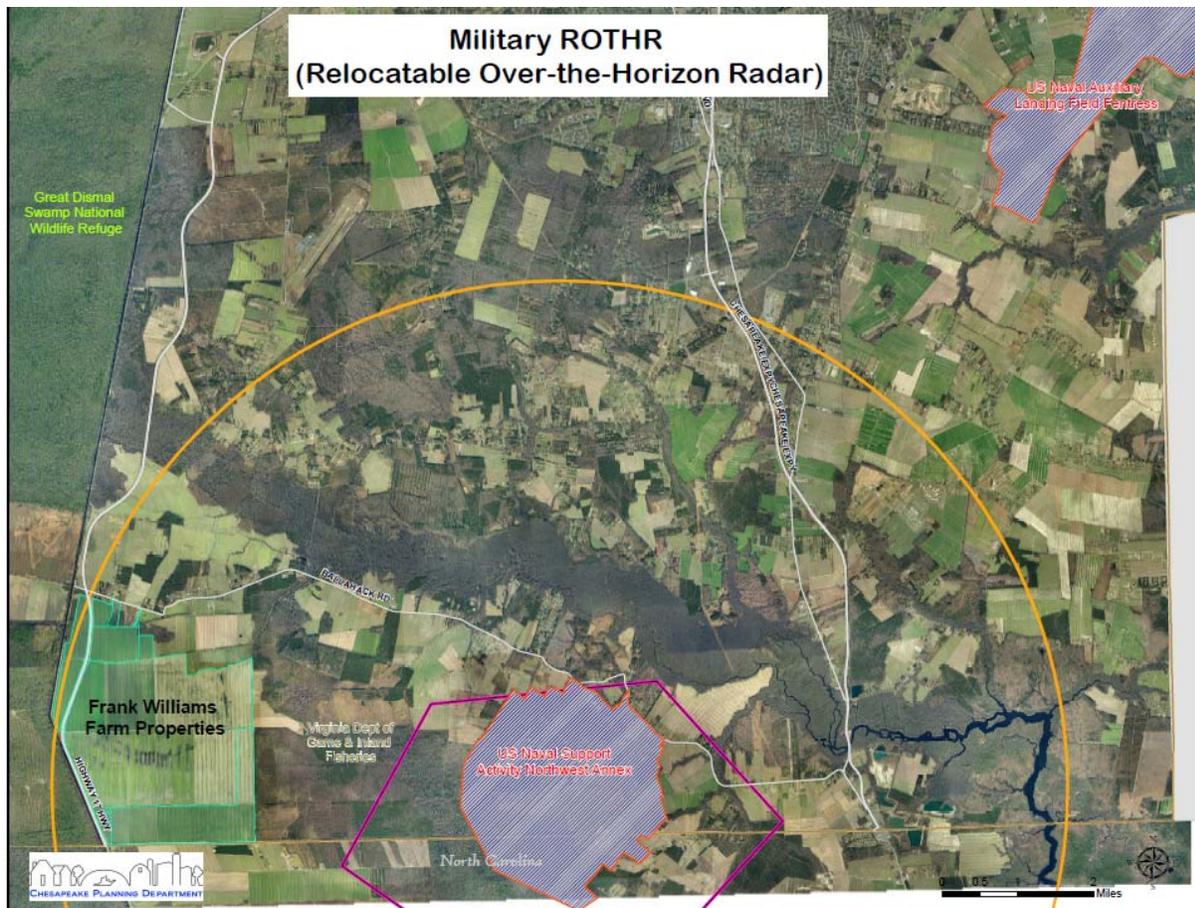
The unique economic development opportunity would be required to follow existing development review processes where applicable, including any needed Public Utility Franchise Area (PUFA) expansions, rezoning, and subdivision or site plan review.

Currently, the Williams Farm Tract is not within the Public Utility Franchise Area and the Hampton Roads Sanitation District Service Area. It would be necessary to expand the districts for inclusion of the subject property into the PUFA and the HRSD Service Area. There may be additional opportunities to make water and sewer available to the Williams Farm Tract (see 4.5 for a discussion on the Water and Sewer Service to Williams Farm Tract).

As currently zoned, the Williams Farm Tract is in the A-1, Agricultural District, which does not allow for the uses associated with the PUD-IP zoning designation or industrial uses (see 4.7 and 4.8). The site will require rezoning to be developed in a manner consistent with the UEDO Policy. Additionally, the property is subject to all land use regulations under the City's Code of Ordinances, including, but not limited to rezoning, subdivision, site plan review, and necessary zoning and building permits.

4.2 Naval Support Activity (NSA) Northwest Annex ROTHR

Per the UEDO Policy, the location of a unique economic development use should be prohibited in the Naval Support Activity (NSA) Northwest Annex Relocatable Over The Horizon (ROTHR) Electromagnetic Interference (EMI) Prohibited Zone and Restricted Area. However, proposed unique economic development uses will be evaluated on a case-by-case basis within the ROTHR EMI Military Influence Area/Region of Influence, as identified on the Navy's official map dated February 26, 2014, a copy of which can be found in the Economy Section of the 2035 Comprehensive Plan Technical Document.



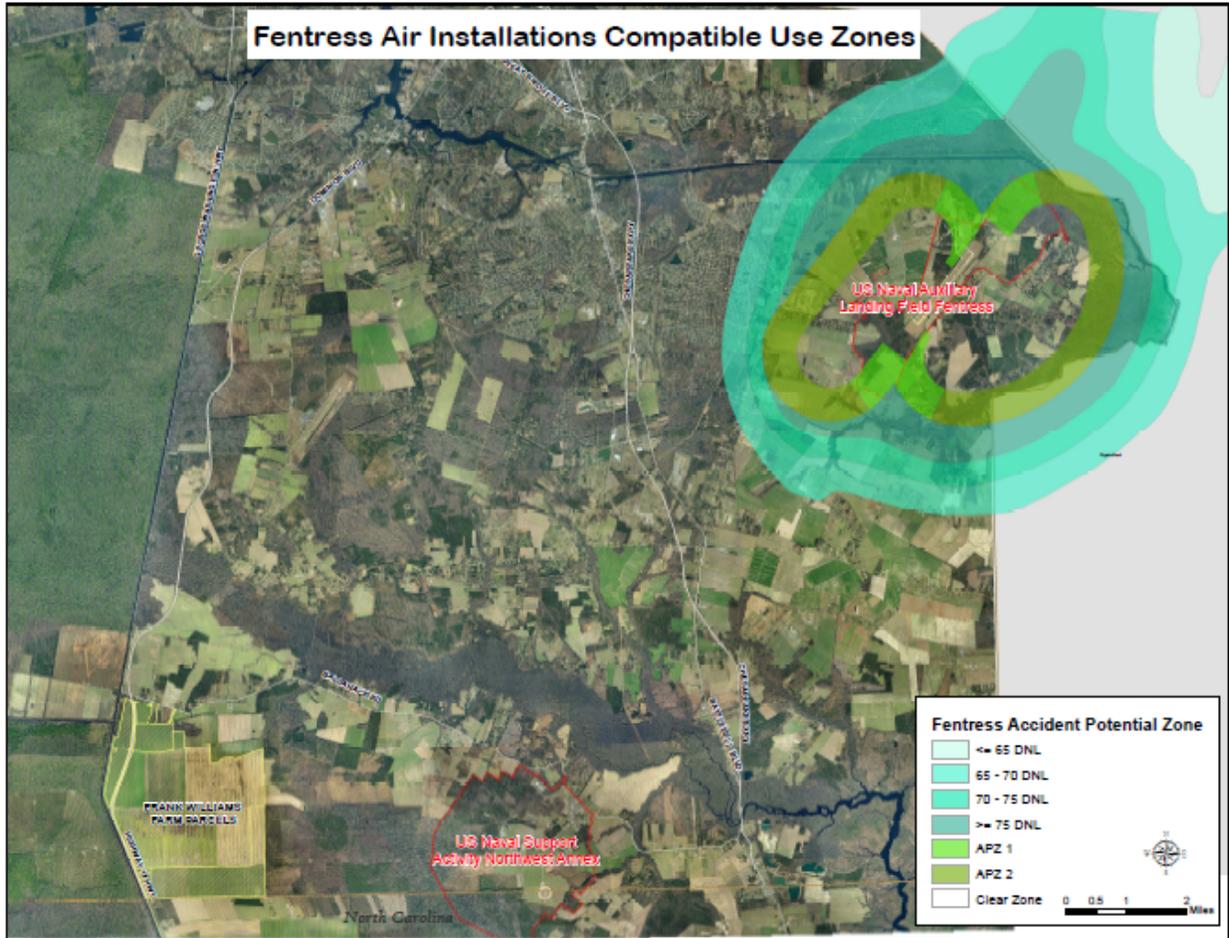
The property lies in the ROTHR EMI Military Influence Area/ Region of Influence, indicated by the yellow semi-circle (see map, above). In October 2016, an EMI baseline was established at the site and a propagation loss test was conducted to provide an evaluation of distance and also effects of the wooded Cavalier Tract between the Williams Farm Tract and the ROTHR. From the analysis for potential EMI from the Williams Farm Tract, the Navy recommended the following:

- 1) EMI isolation could be enhanced by encouraging ongoing sustainment and growth management of State land between NSA Northwest and the Williams Farm Tract
- 2) Additional buffers should be considered in the form of adjacent lands or additional woodland buffers on the Williams Farm Tract's eastern border. This provides added isolation and mitigation for risks and malfunctioning devices
- 3) On-going coordination between the Navy, City, and the Developers of the Tract to insure planned development matches the Navy's analysis assumptions and that post-construction field measurements validate actual EMI modeled results

Previous conversations between Navy representatives and representatives for the Williams Farm Tract (Appendix E) have similarly concluded that a potential Coastal Virginia Commerce Park could be built, provided the owner/developer offers specifications for the buildings and site development to the Navy. The use of certain materials and/or surfaces could also assist with EMI effects. Additionally, an earthen berm could be an option. There was additional discussion on siting manufacturing toward the northwest side of the tract with administration toward the east. Finally, the Cavalier Wildlife Management Area would need to maintain a conservation easement with high density growth without any clearing/timbering exceptions. Staff concludes that the Williams Farm Tract could be developed in ways that do not interfere with the ROTH, provided the site plans and building materials are examined by the Navy prior to construction.

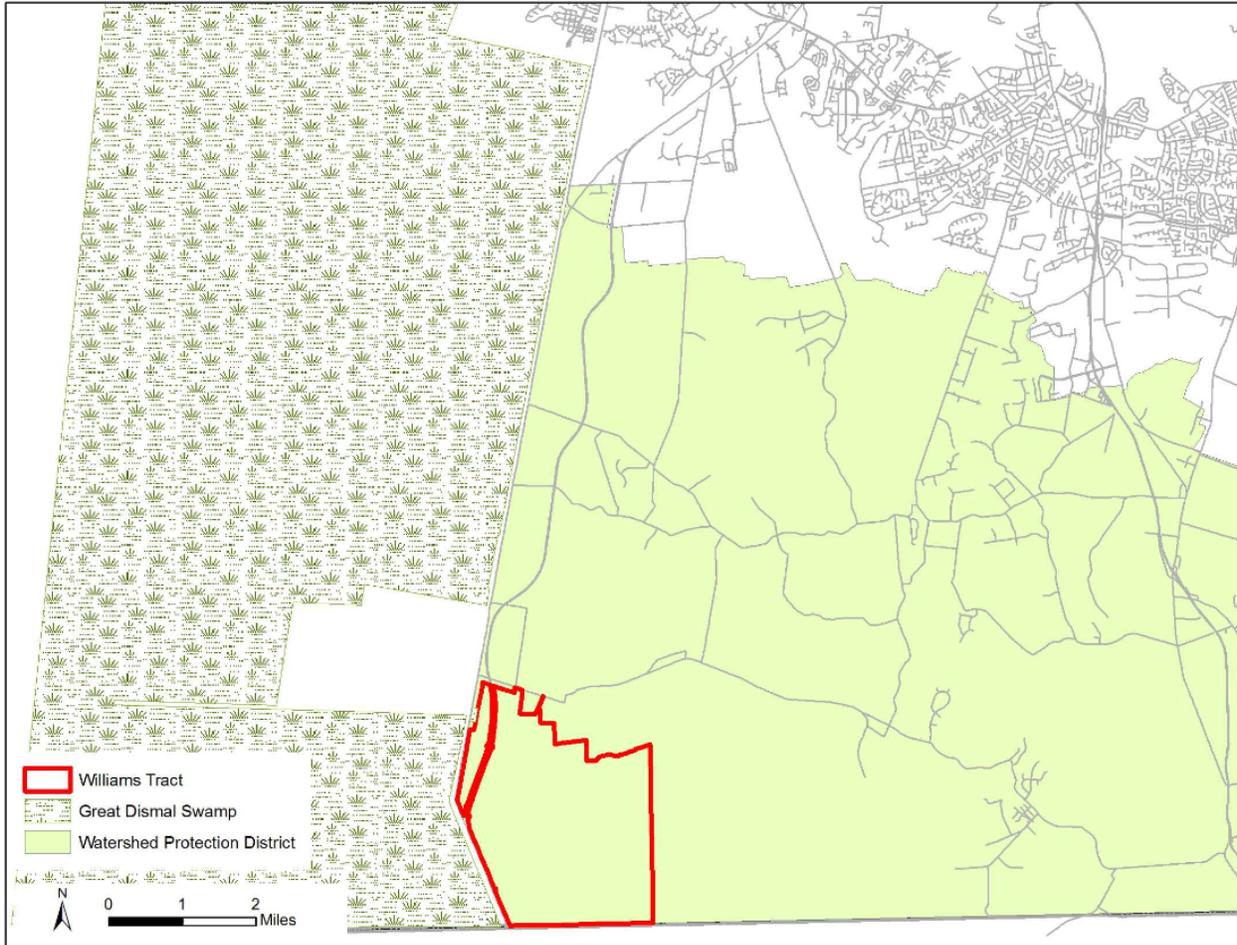
4.3 Land Use Compatibility Within Noise Zones and APZs

When a proposed unique economic development use is located within any of the Noise Zones and/or Accident Potential Zones (APZs) as shown on the U.S. Navy's official Hampton Roads Joint Land Use Study (JLUS)/Air Installations Compatible Use Zones (AICUZ) Planning Map, the proposed use should be carefully evaluated as to its conformance with Table 1 of the map entitled "Land Use Compatibility Within Noise Zones and APZs," as well as the provisions of Section 12-400 of the City's Zoning Ordinance entitled "Fentress Airfield Overlay District." The Williams Farm Tract does not fall under the guidance of this consideration as it is not located within the AICUZ and would not need to conform to the provisions of the Fentress Airfield Overlay District.



4.4 Consistent with Northwest River Watershed Protection District

The location of a unique economic development use should be consistent with the provisions of the Northwest River Watershed Protection District, when said use is located within the area covered by this district, as shown on the City’s official maps.



The Williams Farm Tract is located within the Northwest River Watershed Protection District, which was adopted by City Council to prevent the pollution of public water supplies in accordance with City and State codes and statutes. The Northwest River is one of the major drinking water supplies for the City. The drainage area for the river is about 161 square miles and includes all, or a majority of, the land and water areas that drain or flow toward the river, including portions located in North Carolina. About 103 square miles are located in Chesapeake. Protection of this important public resource is accomplished in part by establishing boundaries, setting policies, continuing study of natural systems and cooperating with other agencies and neighbors to effectively manage the regional impacts on the Northwest.

The Northwest River Watershed Protection District Ordinance is outlined in Article XI of the City of Chesapeake Code of Ordinances. Within this District the following are prohibited in Section 26-606 of the City Code:

- (1) Production, disposal or storage of hazardous, radioactive, nuclear or industrial waste.

(2) Operation of a sanitary landfill, transfer station or transportation terminal for solid waste other than facilities operated exclusively for inert materials.

(3) Manufacturing, processing or blending activities that utilize or create any toxic or hazardous material or waste product. This provision shall not apply to bona fide agricultural uses of herbicides, pesticides or fertilizers in accordance with applicable laws and regulations.

(4) The bulk storage of petroleum products and compounds, except that the storage of no more than 5,000 gallons of petroleum products shall be permitted incidental to bona fide agricultural uses and for on-site storage of heating fuel for residential and commercial uses, provided such products are not stored within 200 feet of any tributary stream or within the 100-year flood plain. All such uses must be conducted in accordance with applicable laws and regulations in order to qualify for an exemption from the prohibited use.

(5) The deposit or allowance of any pollutant or contaminant into a water body that is located in, or flows into, the *Northwest River Watershed* Protection District.

(6) The deposit or allowance of any pollutant or contaminant into the groundwater in the *Northwest River Watershed* Protection District.

(7) The allowance of surface water run-off from any contaminated, or potentially contaminated, source into any water body located in, or flowing into, the *Northwest River Watershed* Protection District.

(8) Any other activity involving the use, storage or deposit of contaminants, which in the opinion of the director of public utilities, pose a threat to water quality in the *Northwest River Watershed*.

Moreover, it is unlawful for an owner of a new or expanded commercial or industrial use to allow runoff without obtaining a run-off control permit from the Department of Public Utilities. According to Sec. 26-607, a run-off analysis will be performed by a licensed engineer and, at the minimum, will include the following:

(1) Description of the proposed use or development, or expansion of an existing use or development, including the location and extent of impervious surfaces and a description of the topographic, hydrologic and vegetative features on the site, including without limitation, all water bodies.

(2) Characteristics of the natural run-off on the site, including its rate and chemical composition and such other chemical or biological characteristics as are deemed necessary by the Director of Public Utilities, or designee, to make an adequate assessment of water quality.

(3) Characteristics of run-off on the site with the proposed commercial or industrial use or development, or expansion thereof, including its rate and chemical composition and such other chemical or biological characteristics as are deemed necessary by the Director of Public Utilities to make an adequate assessment of water quality.

The Department of Public Utilities would evaluate the analysis for proposed uses to determine if they will increase the rate of stormwater run-off or change its chemical composition.

The Chesapeake Public Works Department commented that a proposed development will have to dedicate drainage easements along the existing public drainage outfalls (Appendix F). The Number 1, 2, and 3 Ditches carry stormwater runoff from Route 17 to the Northwest River. A master stormwater plan and study would be required for the entire development showing proposed on-site stormwater management facilities and no impact to downstream channels and waterways. In order for the Williams Farm Tract to be developed for a potential industrial park within a Planned Unit Development (Section 4.8) or any other commercial or industrial development, the development would be required to incorporate buffers, vegetation, setbacks, biotech solutions, or other best management practices into their development and future expansion plans to reduce pollutant load to pre-development level and to ensure there is no increase in sediment deposits to surface waters before a permit could be issued from Public Utilities.

Currently, a conceptual site diagram for the Coastal Virginia Commerce Park indicates the usage of canals as BMP's. Green space would also be incorporated into the design for both environmental and aesthetic purposes.

4.5 Not Dependent on the City to provide Public Utilities

The location of a unique economic development use shall not be dependent on a commitment by the City to provide public utilities to the subject site; furthermore, the entity's provisions for sewerage facilities should be carefully evaluated for conformity with the Comprehensive Plan and the requirements of the Chesapeake Health Department or Virginia Department of Environmental Quality.

4.5.1 Feasibility Report-Water and Sewer Service to Williams Farm Tract

The preliminary *Feasibility Report-Water and Sewer Service to Williams Farm Tract* issued by the Department of Public Utilities finds that the largest challenge for the Williams Farm Tract is providing water and sewer utilities to the site. The nearest large diameter potable 24 inch water main is 11 miles away in the Dominion Boulevard corridor. Another large diameter 36 inch potable water main is 11.6 miles away on Battlefield Boulevard. The nearest Hampton Roads Sewer District (HRSD) 24 inch force main is in the Dominion Corridor, 12 miles away while another 36 inch force main at the intersection of Battlefield Boulevard and Hill road is 13 miles away.

Currently, this site is outside the Public Utilities Franchise Area and the Hampton Roads Sanitation District service area in Chesapeake. No public services can be extended to the site unless the City Council amends the Public Utilities Franchise Area. However, the report found two potential on-site water sources, ground water and borrow pit surface water. Multiple wells would be required if groundwater is solely used. However, fewer wells may be needed if a borrow pit system is used as a supplemental peak demand water source. The Yorktown Aquifer, which is believed to have sufficient volume for usage of 1.0 to 1.5 million gallons per day (mgd) for the site and lowest chloride content, would be the potential water source for the site. Consideration of using groundwater for the Williams Farm Tract is being included in the City's groundwater permit discussions with DEQ. Two borrow pits, the Williams Borrow Pit, currently owned by Frank T. Williams, and the Camden Yard Borrow Pit owned by Camden Yard Materials L.L.C., are just south of the Virginia-North Carolina line and would be able to serve as a supplemental and/or backup water source. The Camden Yard Borrow Pit would need to be acquired by the owner of the Frank T. Williams Farm Tract. However, its location near the Williams Pit could aid in potential negotiations. The Camden Yard Borrow Pit could be connected to the Williams Pit to serve as a resupply to the Williams Pit in cases where the water level drops substantially. The Williams Pit would not be used as a drinking water supply source unless it is owned by the City and protected from contamination. On-site water treatment would be necessary, probably including reverse osmosis for expected high chloride levels in the groundwater. After demands reach 1.0 to 1.5 mgd, there would be justification for and sufficient demand to run pipes from the City of Chesapeake's existing water system.

Obtaining a Virginia Pollution Discharge Elimination System (VPDES) permit for on-site wastewater service would involve permission from the Department of Environmental Quality and the City. A permit to discharge in the watershed that serves as the drinking supply for the Northwest River Water Treatment Plant could be difficult to obtain; the requisite treatment would have to be extremely high quality with the ability to store water on site in the event of a treatment upset to be considered. Another approach that is potentially feasible is the installation of a new interceptor loop from HRSD's 24 inch Cedar Road interceptor to their 36 inch Southeast interceptor at Hillwell Road and Battlefield Boulevard. This objective, which coincides with the Regional Wet Weather Management Plan (RWWMP), would allow HRSD to route flows currently flowing to the Nansemond Wastewater Treatment Plant in Suffolk to their Atlantic Wastewater Treatment Plan in Virginia Beach. This looped solution would provide a long range wastewater solution for Southern Chesapeake, the Williams Farm Tract, and the Dominion Boulevard Corridor. A spur line would be extended southward off of the loop to serve the Williams Farm Tract. Since the pipeline benefits the RWWMP, there is a possibility of some funding through the RWWMP capital project fund. If on-site wastewater service is provided, this site may be considered for aquifer injection under HRSD's Sustainable Water Initiative for Tomorrow (SWIFT) program this is currently under development.

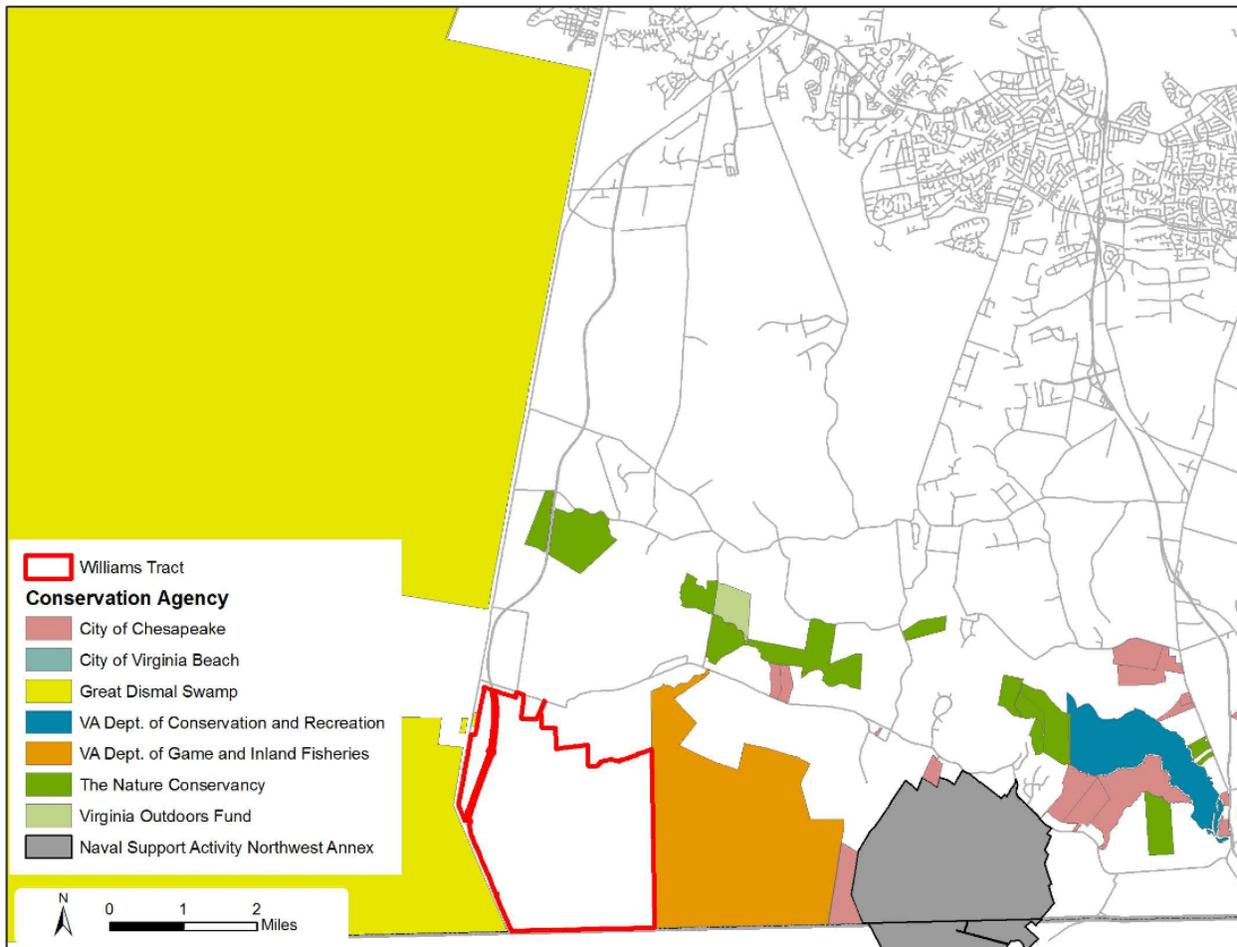
4.5.2 *Comments from the Chesapeake Health Department*

The Chesapeake Health Department (Appendix N) has determined that the Williams Farm Tract has limited health impact or concern and has offered no objections to the use of a self-sufficient water treatment plant and a wastewater treatment facility, rather than a conventional or alternative septic system that has a potential for environmental contamination, limits land usage, and requires maintenance. It was also commented that the extension of City water and sewer along Route 17 raises the issue of connection to public utilities per Chesapeake Chapter 78 (See 4.5, above, for discussion on other possible options for water and sewer utilities). No comments were received from the Virginia Department of Environmental Quality.

4.6 Adjacent Conservation Lands and Jurisdictional Wetlands

The location of a unique economic development use should be compatible with present uses and documented future plans for adjacent conservation lands such as the Great Dismal Swamp Wildlife Refuge, the Cavalier Wildlife Management Area, Nature Conservancy holdings, U.S. Army Corps of Engineers jurisdictional wetlands, and similar resources. This criteria is assessed based on information received from representatives for the Great Dismal Swamp Wildlife Refuge, Virginia Department of Conservation and Recreation, Virginia Department of Game and Inland Fisheries, The Nature Conservancy, and information regarding wetlands delineations of the Williams Farm Tract.

4.6.1 Adjacent Conservation Lands



The Williams Farm Tract is bound on the west side by the Great Dismal Swamp Wildlife Refuge and on the east by the Virginia Department of Game and Inland Fisheries' Cavalier Wildlife Management Area (WMA). Several conservation easements are held by The Nature Conservancy and 2,773 acres are owned by the Department of Conservation and Recreation along the Northwest River.

The Great Dismal Swamp Wildlife Refuge Manager has concerns about intense development of the Williams Farm Tract (Appendix H). While the preference is for the area to remain open for wildlife, an industrial park would be preferable over a residential development. Impacts could be mitigated and the tract developed to benefit wildlife by including forested corridors to the Cavalier WMA.

The Virginia Department of Game and Inland Fisheries provided comments regarding the 2015 VDGIF Virginia's Wildlife Action Plan, a Congressionally-mandated document that identifies species that may become threatened or endangered (Appendix I). Over 880 species of great conservation need (SGCN) were identified across Virginia. More than 50 SGCN are associated

with the watershed that include the Williams Farm Tract. One of the primary conservation zones for the state endangered canebrake rattlesnake is identified as the Cavalier Wildlife Management Area and the Williams Farm Tract. The VDGIF welcomes the opportunity to work with the City in the evaluation and identification of priority habitats and habitat restoration opportunities conducted in alignment with the Virginia Wildlife Action Plan and the Canebrake Rattlesnake Conservation Plan. The VDGIF offered additional comments for consideration, including creating one or more significant wildlife corridors, ideally in the southern part of the property to facilitate wildlife movement between the Great Dismal Swamp National Wildlife Refuge and the Cavalier Wildlife Management Area, the inclusion of natural buffers on the Williams Farm Tract and the Cavalier WMA, the evaluation of impacts on the Dismal Swamp Canal Trail and wildlife recreation activities, and, finally, an evaluation of groundwater mining and hydrologic functions which may impact habitat restoration activities in the Cavalier WMA.

While the Virginia Department of Conservation and Recreation supports the value of economic development, they do not consider the Williams Farm Tract the best location for a large scale development due to significant federal, state, and local investment in the Northwest River corridor and the effects on drinking water supplies and natural resources (Appendix K).

Finally, the Southern Rivers Program Director for The Nature Conservancy offered similar comments to the other environmental agencies. The changes in land cover and use of property may influence the quality and quantity of surface and groundwater runoff. Groundwater withdrawals could influence groundwater levels on the Great Dismal Swamp NWR and Cavalier WMA (Appendix I). Water retention is managed by the Fish and Wildlife Service to reduce risks of peat fires. Conversions to non-open land could influence priority wildlife species. The Williams Farm Tract should study options that are compatible with public use of protected lands and signature recreational attractions and ecotourism.

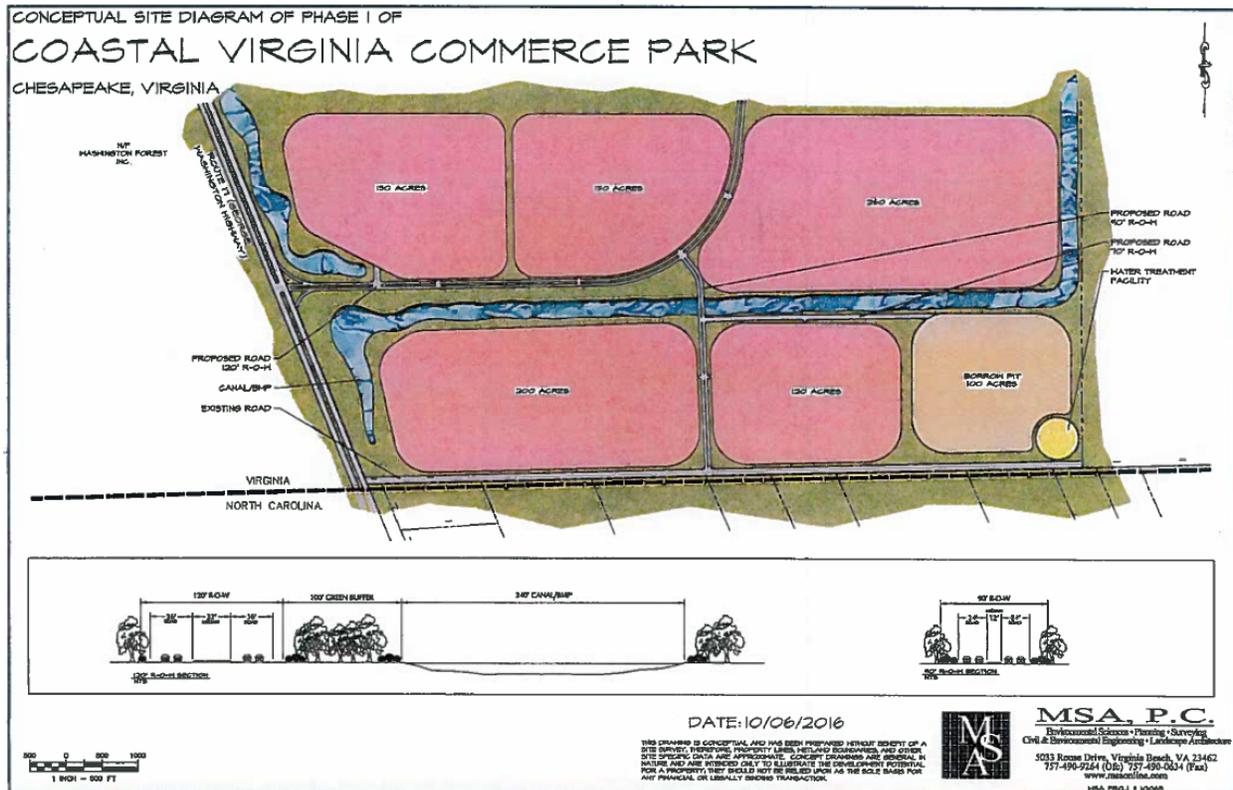
Representatives for the Williams Farm Tract have discussed the possibility of incorporating wildlife corridors into the designs for the proposed Coastal Virginia Commerce Park (Phase I). A wildlife corridor would generally follow the bmps/canals shown in the conceptual plan in section 4.7.

4.6.2 Wetlands Delineation for Jurisdiction Wetlands

The City's Agricultural Director commented that the property is unique in the opportunities it poses for agriculture/open space and industrial /commercial development, two types of competing land uses (Appendix L). The tract is considered prime farmland and is currently well managed and high yielding farmland. Much of this large parcel is likely prior converted wetland. The predominate soil types are Hyde Mucky Silt Loam and Deloss Mucky Fine Sandy Loam. Both soil types have a natural drainage class of "very poorly drained". However, they can both be "prime farmland" if drained, which is what occurred when the large tract was cleared.

There has been concern expressed that the tract may potentially be impacted by jurisdictional wetlands. An application is currently being reviewed by the Army Corps of Engineers for a 1,420 acre portion of the Williams Farm Tract known as the Coastal Virginia Commerce Park. This application indicates that 1.3-1.5% of the 1,420 acres may be considered jurisdictional wetlands. This would equate to approximately 19 to 21 acres that may need to be mitigated.

4.7 Commercial or Industrial Use Not Typically Occurring in Chesapeake



A “unique economic development opportunity” is defined as a commercial or industrial use that has not typically occurred in Chesapeake, preferably a high-technology enterprise operated by a single entity that does not include residential uses. A unique economic development use should also be capable of generating a significantly positive fiscal impact when evaluated by the City’s fiscal impact analysis model. Furthermore, there is an expectation that a unique economic development use will generate major economic benefits that have citywide impact through investment and creation of new employment opportunities that result from locating significant headquarters, administrative or service sector operations in Chesapeake.

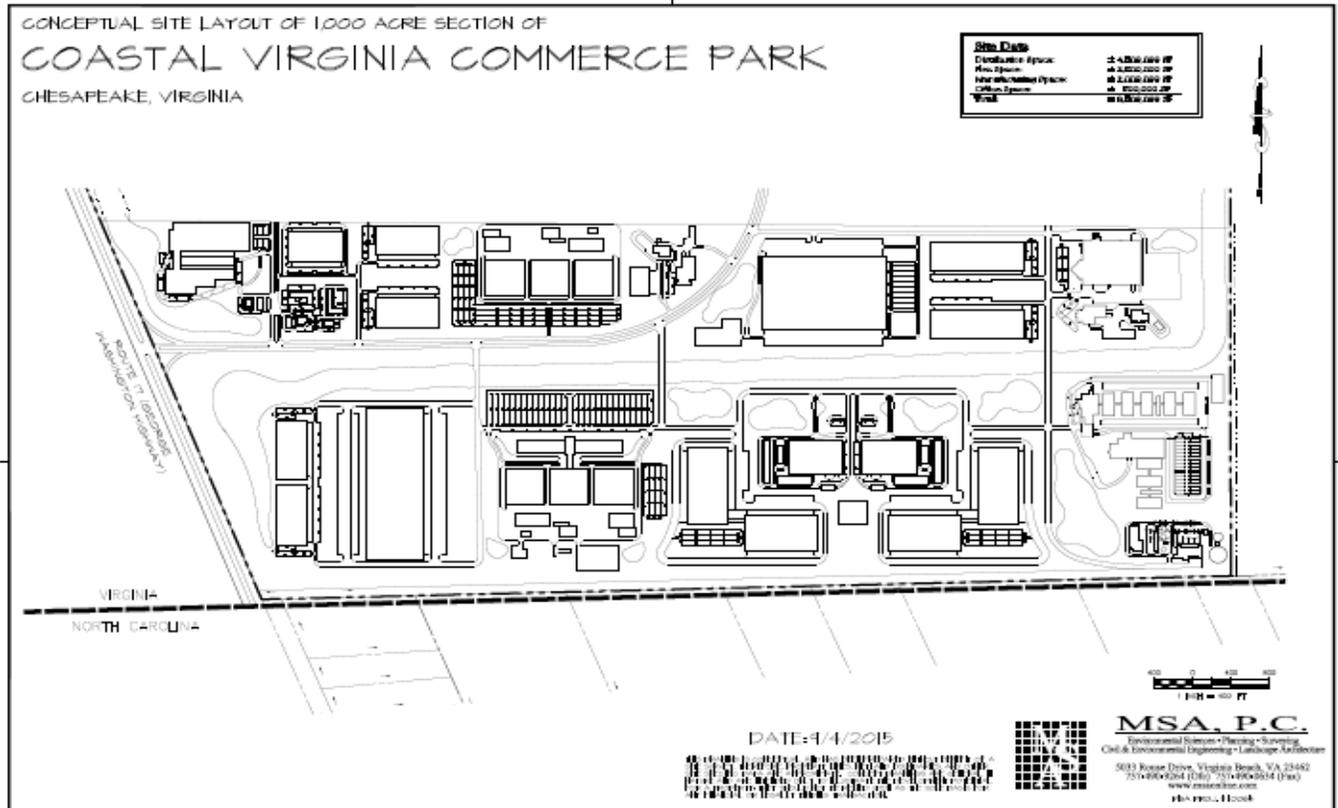
Economic Development commented that the entire Williams Farm Tract is unique in that there is not another site in the Commonwealth of Virginia of its size (Attachment M). The Tract allows the City the ability to compete for economic development projects due to the potential for 15-16 Mega-Sites of 250 acres on the Williams Tract, which could potentially accommodate 10-15 large employers in the high tech and office sectors or for one advanced manufacturing

campus. The Tract is within 20 miles of the Port of Virginia and has ease of access due to existing transportation infrastructure. Furthermore, there is a population of 250,000 within a 30 minute drive of the site, a population of 1.7 million in Hampton Roads, and a skilled workforce, which is a critical consideration for major employers and a rare advantage over sites of 1,000 acres or more, typically found in rural regions of the state.

A potential model for the Williams Farm Tract is the Meadowville Technology Park in Chesterfield County, Virginia, a site originally developed as a “semi-conductor” production facility, but later developed as a non-residential multi-purpose location with users such as Amazon and Capital One after the semi-conductor sector shifted offshore. The Meadowville Industrial Park is now at capacity and state economic development officials have encouraged the City to consider the Williams Tract for a similar development.

Current conceptual plans have shown a portion of the Williams Farm Tract to be developed as the Coastal Virginia Commerce Park (Phase I). This industrial park is to be for light industrial/logistics uses on approximately 1,420 acres of the 4,027 acre site. The UEDO criteria, as stated above, prefers a high-technology enterprise operated by a single entity without residential uses. While specific users of this site are unknown at this time, Bob Addy, a nationally known economic developer, identified the Williams Farm Tract for three possible general types of users, similar to the concept of the Meadowville Technology Park. These users include (See Appendix D):

- 1) Manufacturing facilities with products for overseas markets requiring “speed to market” (250-400 acre sites).
- 2) Warehouse and distribution centers that would receive cargo, warehouse it temporarily until it could be broken down and distribute it by truck to the U.S. market (50-200 acres sites).
- 3) Data centers and high tech-firms, taking advantage of a high quality labor force (50-250 acre sites).



The conceptual plan provided for the Coastal Virginia Commerce Park indicates the following uses:

Distribution Logistics	4,500,000 SF
Flex (Office/Warehouse)	2,500,000 SF
Manufacturing Space:	2,000,000 SF
<u>Office Space:</u>	<u>500,000 SF</u>
Total:	9,500,000 SF

From the square footage provided by the conceptual plans and using a 10 year build out, the City's fiscal impact model indicates that the proposed Coastal Virginia Commerce Park could generate a positive surplus to the City budget of \$150,163,000 over 20 years.

While several users may utilize the site, they would be unified as a single entity under the Coastal Virginia Commerce Park. Each individual user would utilize a 120-260 acre site. In contrast, there are approximately 210 buildings in the 600-acre Cavalier Industrial Park. The Tract is unique in that there are very few contiguous properties of over 500 acres in Hampton Roads or in Virginia. In the VirginiaScan database for sites/land over 500 acres, 32 properties are listed. Of these 32 properties, 19 are located in the Coastal Region, and only five (5), including the Williams Farm Tract, are in Hampton Roads. Of the five sites, the Williams Farm Tract is the closest to the Port of Virginia and other ports of entry, including Norfolk,

Portsmouth and Newport News. Additionally, as stated above, the site has the advantage of a large population and skilled workforce within close proximity, unlike similar properties of over 1,000 acres located in the rural regions of the state.

4.8 Planned Unit Development - Industrial Park Benchmark

Recognizing the potential diversity of options for the minimum size and geographic location of land tracts needed to accommodate unique economic development opportunities, it is recommended that the criteria contained in the Zoning Ordinance for locating planned unit development industrial park districts (PUD-IP) be used as a comparable benchmark, preferably on tracts of land ranging in size from a minimum of 15 acres upwards, generally contained within 5 or fewer contiguous parcels.

The Williams Farm Tract is made up of nine contiguous parcels owned by Frank T. Williams. The proposed Coastal Virginia Commerce Park (Phase I) is estimated to be 1,420 acres on the Virginia/ North Carolina border. This proposed developed would likely include the four southernmost parcels of the Tract estimated to be 805 acres and approximately 615 acres of the largest parcel of the Williams Farm Tract, which contains a total of approximately 2,737 acres. As referenced in Section 4.7, above, the users could include manufacturing, warehouse and distribution, and high tech data centers.

The PUD-IP district is defined in the Chesapeake Zoning ordinance to be located within any of the areas designated by the adopted land use plan for the City of Chesapeake for water-related industry, general manufacturing, warehousing, office-research-light industry, and airport development or other areas deemed by the Planning Director to be consistent with the policies and intent of the City's Comprehensive Plan. The proposed Coastal Virginia Commerce Park (Phase I) appears to fit within the description of the PUD-IP. However, the Tract is currently zoned A-1 agriculture land and would require rezoning to a PUD-IP district or to a zoning consistent with the Coastal Virginia Commerce Park and the proposed UEDO.

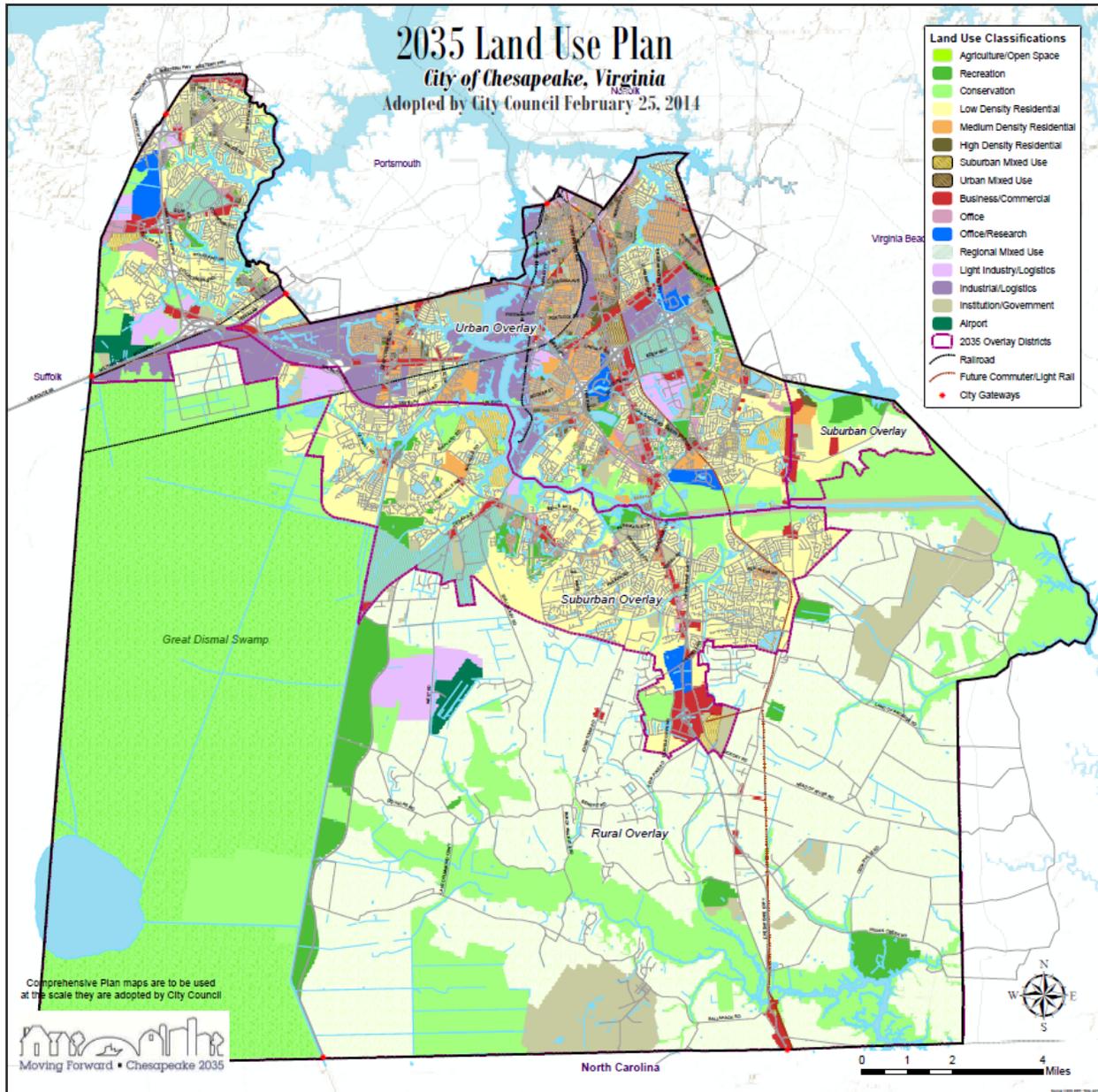
4.9 Consistency with City Policy and Ordinances

Areas and/or sites identified for a unique economic development use should be consistent with the Comprehensive Plan and accompanying Land Use Plan and Master Transportation Plan. Notwithstanding this policy or any other applicable City policy or ordinance, consideration may be given for a unique economic development use to occur outside the Public Utilities Franchise Area, if public utilities are not necessary (see Section 4.5.1 for discussion on Water and Sewer Utilities).

4.9.1 Moving Forward Chesapeake 2035 Comprehensive Plan

Moving Forward Chesapeake 2035 Comprehensive Plan includes the 2035 Land Use Plan, 2050 Master Transportation Plan, and the 2050 Development Pattern Map. In terms of consistency

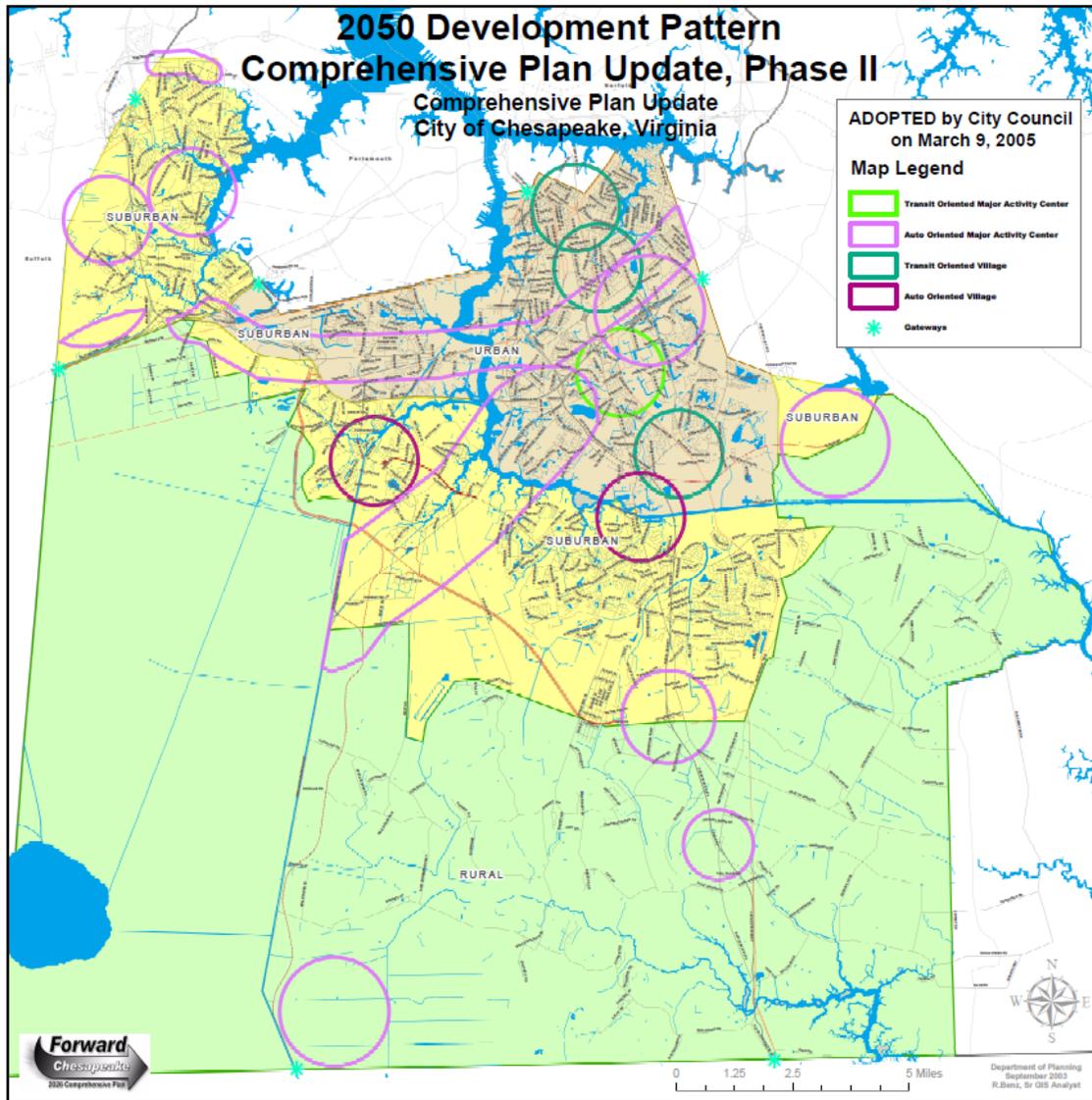
with the Comprehensive Plan, the 2035 Land Use Map designates the area for the Williams Farm Tract for Agriculture/Open Space uses, which does not coincide with a PUD-IP designation or commercial and/or industrial uses. A Comprehensive Plan amendment would be required to remove this barrier to a designation as a UEDO.



The Williams Farm Tract, however, is a gateway as it sits on the Virginia/North Carolina border. Gateways into Chesapeake are a means to take advantage of the special opportunities associated with being an entryway into the City. A Design Guidelines Manual (2007) was approved by City Council to provide guidance on Gateways, mixed-use and infill development in the Urban and Suburban Overlays, Rural Overlay Development, and Public Art. The potential type of gateway for the Williams Farm Tract would be a regional gateway. A regional gateway

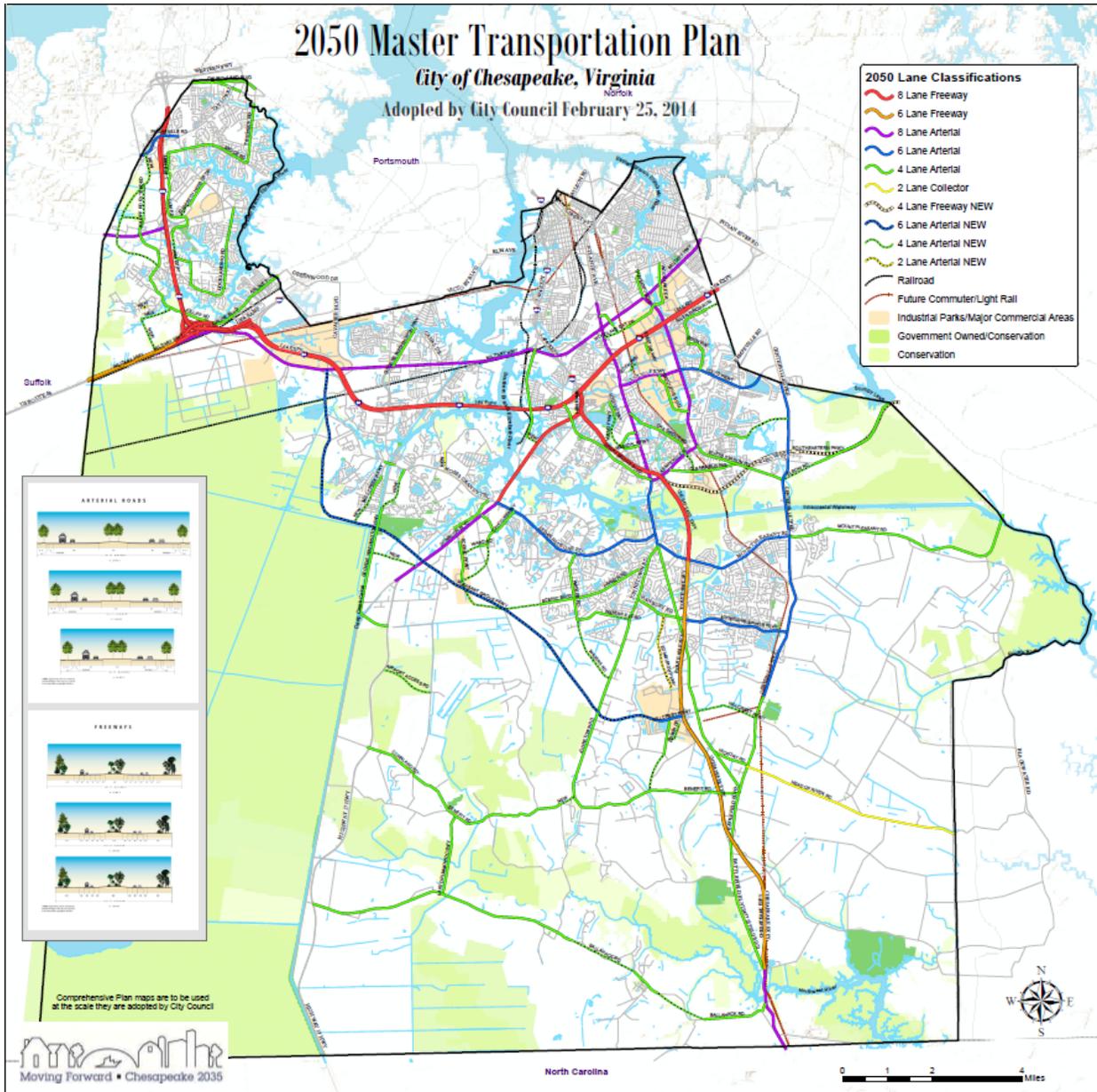
welcomes those from North Carolina and adjacent Hampton Roads cities. The scale should include scenic views, architectural thresholds, and other natural and man-made elements such as bridges, signs, and views framed by vegetation and lighting design.

The 2050 Development Pattern Map designates the Williams Farm Tract as an Auto Oriented Major Activity Center. The Auto Oriented Major Activity Center is designed with an emphasis on customers who use automobiles to travel to and through the site.



Finally, the 2050 Master Transportation Plan shows Ballahack Road as a future four-lane arterial. There is existing access on U.S. Route 17 at Ballahack Road. Due to the potentially large size of the Coastal Virginia Commerce Park (Phase I), Route 17 would need to be reviewed and studied for the number and type of access points, such as at-grade or interchange access points, required along U.S. Route 17 (Appendix F). Currently, there are three median breaks, one mile apart on Route 17. However, U.S. Route 17 may also need to be studied as a limited

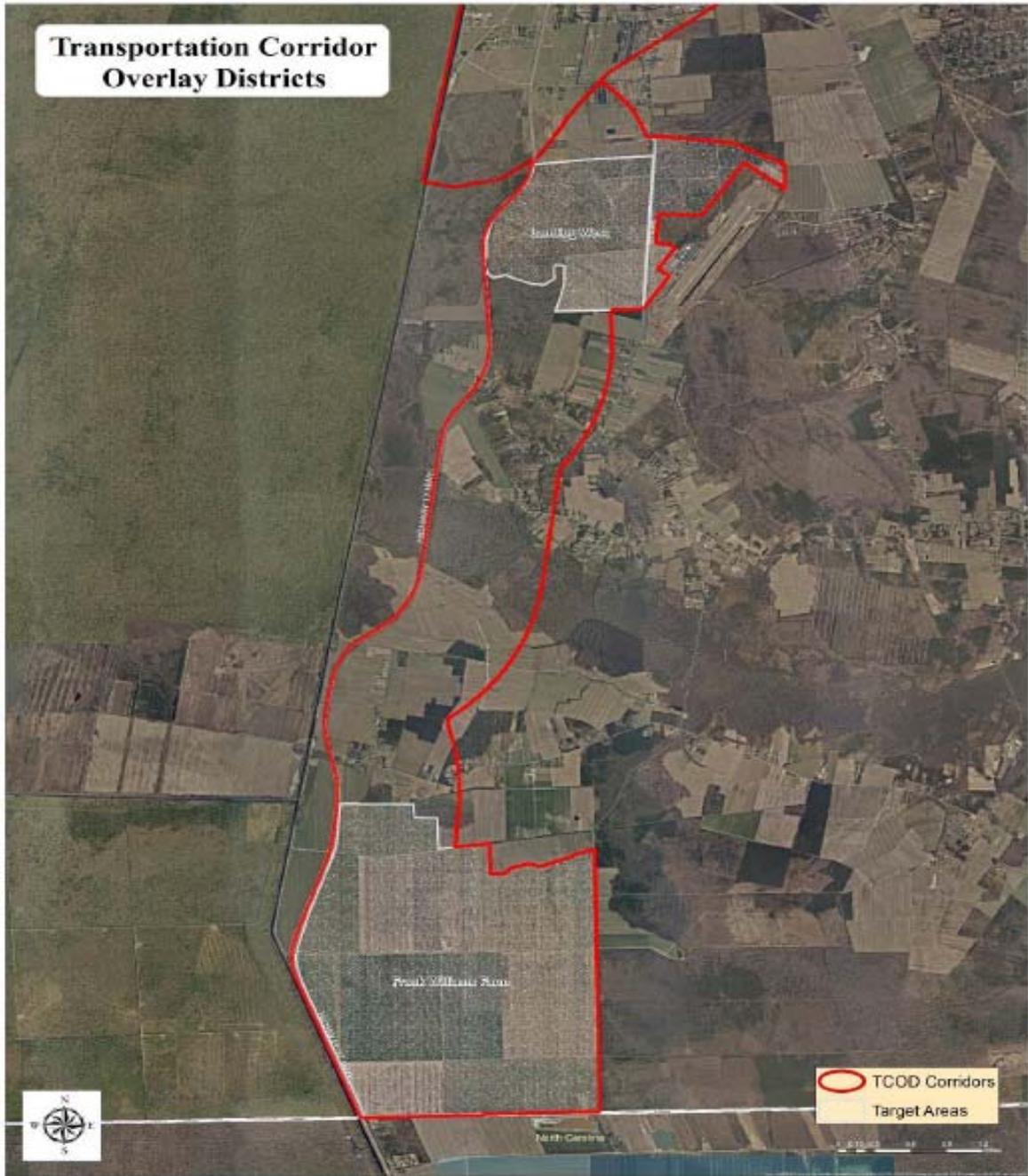
access highway with acceleration and deceleration lanes. The owner may also consider a clover leaf interchange to be built on the Tract in the future to assist with traffic merging onto the highway.



4.9.2 Transportation Corridor Overlay District

The Transportation Corridor Overlay District Policy (TCOD) was originally adopted by City Council on June 13, 2000. TCOD manages growth that occurs along transportation improvements, preserves highly visible, highly accessible sites for economic development purposes, and provides design guidelines for development throughout the corridor. Currently,

the Policy includes target areas within the Chesapeake Expressway and Dominion Boulevard Corridors. An amendment to the policy is currently under consideration to include Route 17 as a TCOD corridor. Within the Route 17 corridor, Landing West and the Frank Williams Farm Tract are proposed as target areas. Development should only occur within the target areas. The suggested uses within these target areas are industrial uses, logistics, the transfer of goods, and uses that support airport functions. The proposed TCOD policy would support the Williams Farm Tract for the proposed Coastal Virginia Commerce Park (Phase I) and uses consistent with the PUD-IP District.



4.10 Additional Considerations

Concerns regarding public safety, historic preservation, and under-use of the Cavalier Industrial Park were expressed during public comment. To address public safety concerns, it should be noted that the uses that are proposed for the Coastal Virginia Commerce Park would be light industrial or commercial and would typically require less emergency calls as opposed to residential uses, which may increase or relocate populations to that area of the City. The Coastal Virginia Commerce Park would be served by the 3rd Precinct Police Station located at

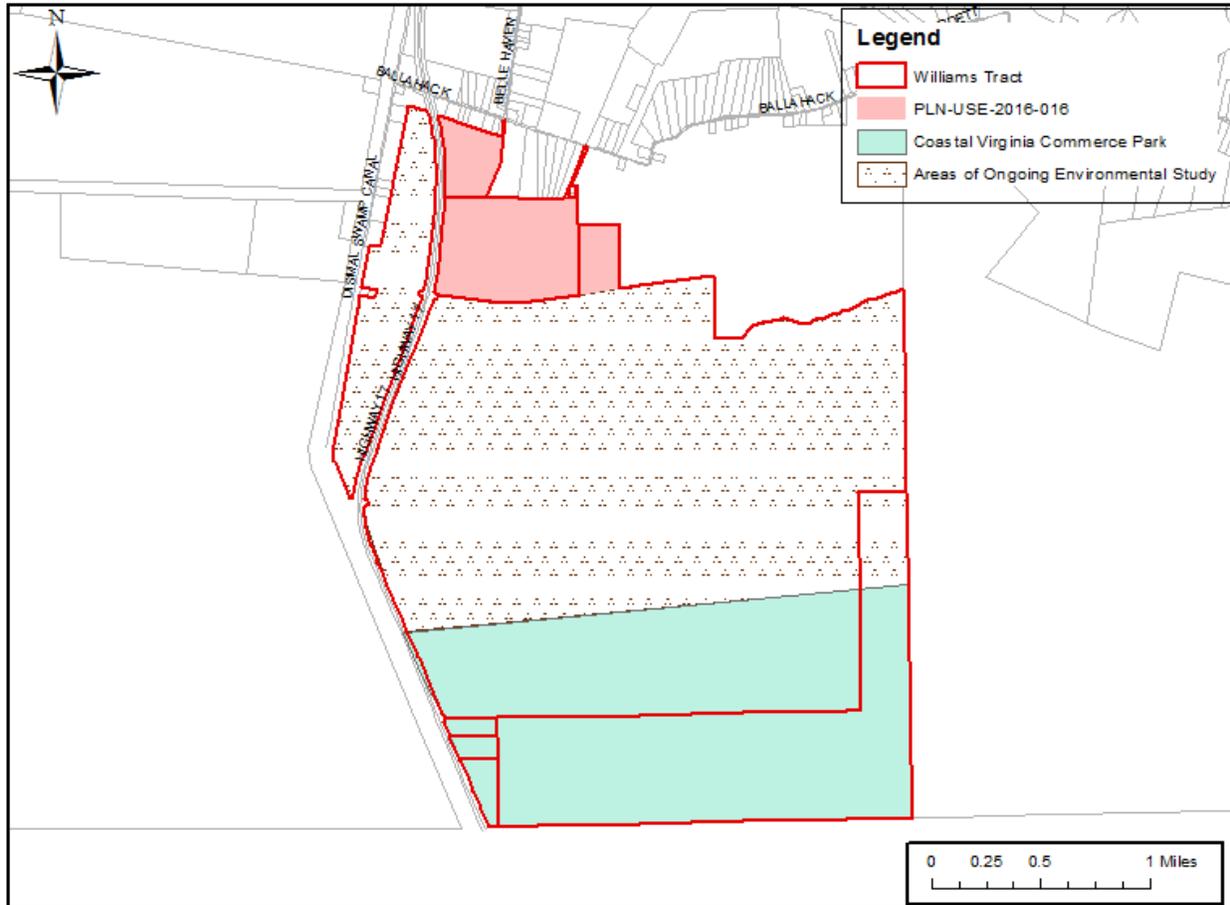
949 George Washington Highway and by Fire Station 13 located at 2900 Benefit Road. Emergency and response times will be reviewed prior to development. Next, the Historic Preservation Commission was asked to comment on the Williams Farm Tract to address concerns of historic preservation. While they support the consideration of a UEDO, the design for the development should be carefully considered to be consistent with the rural nature of the surrounding area (Appendix G). Finally, the Economic Development Department addressed the citizen comment regarding vacancy at the Cavalier Industrial Park. An assessment of the Cavalier Industrial Park was conducted and it was found that the vacancy rate in 2015 was around 3.8%. This is much lower than the vacancy rates around the region, which are estimated to be around 15%.

5.0 Recommendations

Staff has found that portions of the Frank Williams Farm Tract may be considered for designation as a Unique Economic Development Opportunity as described in the Moving Forward Chesapeake 2035 Comprehensive Plan.

The area recommended as a UEDO is the southernmost 1,420 acre portion of the farm, designated as the location for the future Coastal Virginia Commerce Park (Phase I). The basis for this recommendation is as follows:

1. This portion of the property is the only portion with a specific proposed use. The UEDO policy requires a single user to be identified. In this case, that single user will be the Coastal Virginia Commerce Park, which is unified in that it is a large-scale industrial park.
2. Questions remain regarding the extent of wetland impacts through the middle portion of the farm. Additionally, natural resource agencies have emphasized the importance of retaining an east-west wildlife corridor through the property. For these reason, it does not appear to be prudent to extend the UEDO designation to the central area of the overall Williams Farm Tract.
3. In a recent City Council decision regarding a proposed solar farm (PLN-USE-2016-16) on the northernmost portion of the Williams Tract, the Council's finding for denying the request was that the proposed use was "incompatible with agriculture preservation values." This action is seen as an indicator of Council's support for the maintenance of agricultural uses on a least a portion of the Frank Williams Farm.



A comprehensive review of the qualifying criteria for designation as a UEDO has shown that the subject property is capable of meeting the requirements for the designation. If designated, the developer should continue working to develop reliable water and sewer utilities for the property. Additionally, any plans for a potential Coastal Virginia Commerce Park should be reviewed by the U.S. Navy and incorporate designs to reduce or eliminate interference with ROTHR or other military functions. Transportation issues, especially those related to access points for ingress and egress should be examined for compatibility with the Route 17 Access Management Plan. Finally, the potential UEDO developments should comply with all federal wetland regulations, use BMPs or other methods to mitigate pollutants from stormwater into the Northwest River Watershed, reduce negative impacts to hydrology, and work towards environmentally sensitive designs that are beneficial to wildlife that may utilize portions of the Tract as a crossing between the Great Dismal Swamp and the Cavalier WMA.

In order for the Frank Williams Farm Tract to comply with the requirement that a UEDO be compliant with City Plans and Policies, City Council will need to approve an amendment to the Land Use Plan to designate the property for a land use that is consistent with the policy. Additionally, expansions to the HRSD Service Area Policy and Public Utility Franchise Area Policy may also be required to correlate to the public water and sewer strategy implemented.

City Council may choose to approve a UEDO for the Williams Farm Tract with or without initiating a Comprehensive Plan amendment. Assuming City Council wishes to confirm the designation of a UEDO, the following options are provided:

- 1) Approve a resolution identifying the Williams Tract as a UEDO without changes to the 2035 Land Use Map.
- 2) At Council's discretion, they may further choose to initiate a Comprehensive Plan amendment by resolution, directing the Planning Commission to review and make recommendations regarding designating all or a portion of the Williams Farm Tract as a UEDO Special Policy Area on the 2035 Land Use Plan.
- 3) Alternatively, Council may choose to initiate a Comprehensive Plan Amendment, directing the Planning Commission to review and make recommendations regarding specific Land Use Plan changes, such as designating the Tract as a Light Industrial/Logistics land use classification.



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APPENDIX A

**Public Open House for the Consideration of the Frank T. Williams
Farms Properties as a Unique Economic Development Opportunity
(UEDO)**

September 29, 2015

Please answer the questions below. You may use additional space on the back, if necessary.

1) Would designating the Williams Tract as a Unique Economic Development Opportunity be compatible with present military operations?

For Example:

- 1) The UEDO cannot be located in the Northwest Annex Relocatable Over the Horizon Radar (ROTHR) Electromagnetic Interference (EMI) Prohibited Zone and Restricted Area. It may be located within the ROTHR EMI Military Influence Area/Region of Influence; uses will be evaluated on a case-by-case basis.

- 2) It must be evaluated for its compatibility with the Joint Land Use Study (JLUS)/ Air Installations Compatible Use Zones (AICUZ) Planning Maps and the Fentress Airfield Overlay District. These maps and studies show accident potential zones, as well as noise zones.

2) Would designating the Williams Tract as a Unique Economic Development Opportunity be compatible with existing City policies?

For example:

- 1) The UEDO should follow existing development review processes, including rezoning, subdivision, and site plan review, as well as Public Utility Franchise Area expansions. It should not be dependent on a commitment by the City to provide public utilities or sewerage facilities.

- 2) The site identified for a unique economic development use should be consistent with the Comprehensive Plan and accompanying Land Use Plan and Master Transportation Plan.

3) Would designating the Williams Tract as a Unique Economic Development Opportunity be compatible with environmentally sensitive uses on adjacent lands?

For example:

- The Great Dismal Swamp National Wildlife Refuge
- Virginia Department of Game and Inland Fisheries Cavalier Tract
- Nature Conservancy holdings
- Army Corps of Engineer Jurisdictional Wetlands
- Northwest River Watershed Protection District
- City and U.S. Navy Conservation Lands and Easements

4) Does the Williams Tract create an opportunity for a unique commercial or industrial use not typically occurring in Chesapeake?

For example:

- 1) A unique economic development use should generate a positive fiscal impact for the City.
- 2) It should generate major economic benefits that have a citywide impact through investment and new employment opportunities.
- 3) The recommended zoning for a UEDO would be a planned unit development industrial park district *(PUD-IP) or a similar zoning.

*A PUD-IP is a comprehensively planned and managed zoning that allows for light industrial, office/research, water-related industry, and warehousing.

5) Please include any other comments you may have about designating the Williams Tract as a Unique Economic Development Opportunity.

After the public open house, you may submit this form before October 9, 2015 to Senior Planner Alexis Baker via email at arbaker@cityofchesapeake.net or by fax at 757-382-6406.

APPENDIX B

**Comments from Public Open House:
Consideration of Frank Williams Tract as a Unique Economic Development Opportunity**

Date: September 29, 2015

Time: 5:00 pm -7:00 pm

Location: Chesapeake Regional Airport Lobby

Questions are based on UEDO Policy guidance. Four stations were set up in the Chesapeake Regional Airport Lobby.

Existing Plan and Policy

Question: Would designating the Williams Tract be compatible with existing City policies?

- Check compatibility with historic resources
- Need to consider establishing a TIF or special tax district to make utilities plausible
- Ultimate provision of public utilities or plans for the same not exclude other large tracts from “tie-ins”
- Package sewer plans would be feasible
- Could a new regional treatment plant be built in Southern Chesapeake or Virginia Beach?

UEDO Uses

Question: Does the Williams Tract create an opportunity not typically occurring in Chesapeake?

- How does this affect emergency services (police and Fire/EMS)? Will we need new stations?
Proposed station 6 is on Battlefield. There could be a long response time
- Cavalier Industrial park has several empty spaces. (See Economic Development Response)

Environmental

Question: Would designating the Williams Tract be compatible with environmentally sensitive uses on adjacent land?

- Need to consider how development integrates with trails and other amenities - connectivity
- There is chance to create/ complete conservation corridor from refuge eastward
- Effects on water quality in Northwest River
- If development used deep wells, would it affect neighboring properties ability to have a well?
Could it hurt the aquifer?

Military

Question: Would designating the Williams Tract as a UEDO be compatible with present military operations?

- How might the proposal affect or conflict with future uses or expansions of the U.S. Naval Facility at Northwest
- Doesn't look like Williams Tract would impact Fentress Airfield
- There are ways to mitigate EMI through buffering and hardening of walls
- Northwest Annex might have future missions/activities that they would want buffered/protected from the west

Notes on Frank Williams Farm: Key Stakeholder Comments and Main Themes from Meetings

- On August 18, 2015, City Council passed a resolution to undertake further study and consideration of the Frank Williams Farm Tract as a unique economic development opportunity.
- Two meetings were held on September 29, 2015. A morning meeting was held for stakeholders addressed in the UEDO Policy and the City Council Resolution. These stakeholders included:
 - U.S. Fish and Wildlife Service
 - Virginia Department of Game and Inland Fisheries
 - U.S. Army Corps of Engineers
 - U.S. Navy
 - Hampton Road Sanitation District
 - Chesapeake Health Department
 - Virginia Department of Environmental Quality
 - the Virginia Department of Conservation and Recreation
 - The Nature Conservancy

The stakeholders were requested to submit comments addressing the Williams Tract's eligibility as a UEDO and its relationship to their future plans and policies.

- A public open house was also held at the Chesapeake Regional Airport for the general public on the evening of September 29, 2015. The below questions were asked:
 1. Would designating the Williams Tract as a Unique Economic Development Opportunity be compatible with present military operations?
 2. Would designating the Williams Tract as a Unique Economic Development Opportunity be compatible with existing City policies?
 3. Would designating the Williams Tract as a Unique Economic Development Opportunity be compatible with environmentally sensitive uses on adjacent lands?
 4. Does the Williams Tract create an opportunity for a unique commercial or industrial use not typically occurring in Chesapeake?
- To date, staff received comments from the

- U.S. Fish and Wildlife Service,
- Virginia Department of Game and Inland Fisheries
- U.S. Navy
- Chesapeake Department of Health
- Virginia Department of Conservation and Recreation,
- The Nature Conservancy
- Chesapeake Economic Development Department,
- Chesapeake Agriculture Department/ Cooperative Extension\
- Chesapeake Public Utilities Department.
- Chesapeake Historic Preservation Commission
- Chesapeake Public Works
- General Public

Comments

- ***U.S. Fish and Wildlife Service, Dismal Swamp Refuge (Chris Lowie):***
Industrial park preferable to residential development. Could mitigate impact on wildlife with proper design and landscaping. Broad forested corridors could link refuge to Cavalier Tract. Incorporate wildlife overpass and bird-friendly designs and lighting. Concerns on potential effects on water quality and aquifer.
- ***Virginia Department of Game and Inland Fisheries (Becky Gwynn):***
Consideration of wildlife corridors in southern part of property for movement between Cavalier and Great Dismal Swamp. Natural buffers to maintain habitat and provide separation of hunters from Williams Farm. City should evaluate impacts on Dismal Swamp Canal and wildlife related recreational activities. Evaluate groundwater mining and hydrologic functions, including runoff and stormwater retention, for any development. Conservation of habitat for state endangered canebrake rattlesnake
- ***U.S. Navy (Brian Ballard):*** The Navy monitors and maintains EMI prohibited zones at NSA NWA as well as proposed sources within a 5-mile radius of influence (ROI) that help ensure the ROTHr system is operating in the quietest electromagnetic environment possible. Any increase in infrastructure, activities and/or structures within the EMI zones becomes additive over time and has the potential of raising the ambient noise floor. Testing and baseline evaluation will need to be conducted for propagation loss on the wooded tracts. It is important to maintain a conservation easement with high density growth on the adjacent Cavalier Tract. Other Navy and non-Navy tenants (e.g. Coast Guard) besides ROTHr at the Northwest Annex have potential EMI concerns.
- ***Chesapeake Health Department:*** “limited health impact or concern....they would need to meet the standards in accordance with the Sewage and Handling Disposal Regulations.” Supports idea of self-sufficient water treatment plant and wastewater treatment facility as conventional or alternative septic systems can fail and create contamination. There are also issues of connection to public utilities.
- ***Virginia Department of Conservation and Recreation (Darren Loomis):*** DCR

owns and manages 2,773 acres on the Northwest River. This tract represents a significant link in the natural corridor between the Northwest River and the Great Dismal Swamp. DCR fully supports the importance and value of much needed economic development, but this would not be the place given the significant federal, state and local investment in the Northwest River corridor to protect drinking water supplies and natural resource values.

- ***The Nature Conservancy (Brian van Eerden):*** Changes in land cover and use of the property may influence the quality and quantity of surface and groundwater runoff. City should evaluate the property's contributions to the Northwest River flows. Groundwater withdrawals could influence groundwater levels on the Great Dismal Swamp NWR and Cavalier WMA. Water retention is being managed by the FWS to reduce risks of peat fires. Conversions to non-open land could influence priority wildlife species. Study development options for Williams Farm that are compatible with public use of nearby protected lands and signature recreational attractions and ecotourism.
- ***Richard Browner (Williams Farm Developer):*** Mentions Bob Ady, a respected and nationally known economic developer. "Mr. Ady believes the Williams Farm property is positioned favorably because the Veterans Bridge and Dominion Boulevard improvements allow easy access to the Port of Virginia and international markets." Ady mentioned manufacturing facilities, warehouse and distribution centers, and tech firms as possible opportunities for the tract.
- ***Public Works (Sam Sawan):*** "The proposed development will have to dedicate drainage easements along the existing public drainage outfalls (No. 1, 2 &3 ditches carry stormwater runoff from Rte. 17 to Northwest river). Also, a master stormwater plan and study should be submitted for the entire development showing proposed on-site stormwater management facilities and no impact to downstream channels & waterways."
- ***Public Works (Steve Froncillo):*** "We would need to review the U.S. Route 17 access plan (VDOT approved plan); given the size of this project it would most likely need additional access to 17 and improvements to Ballahack. Our MTP does show Ballahack as a future 4-lane arterial and there is existing access on 17 at Ballahack ; but, we would need to look at 17 and determine the type of access (at-grade or interchange) and modify the access plan for additional points along 17."
- ***Chesapeake Agriculture Department/Cooperative Extension (Watson Lawrence):*** Property is indeed unique in the opportunities it poses for agriculture/open space and industrial/commercial development. These two types of land use sometimes compete. Considered prime farmland and is currently well managed and high yielding farmland. Much of this large parcel is probably prior converted wetland. The predominate soil types are Hyde Mucky Silt Loam and Deloss Mucky Fine Sandy Loam. Both soil types have a natural drainage class of "very poorly drained". However, they can both be "prime farmland" if drained, which is what occurred back in the 1950's when Mr. Williams cleared the large tract. Mr. Williams still has the bulldozer parked in a shelter at his Virginia Beach farm used to clear that property. Federal laws today would

likely not allow such a natural resource as this to be cleared because of wetland regulations.

- **Chesapeake Historic Preservation Commission (Patti McCambridge):** Supports consideration of a UEDO but should be carefully considered and defined to be consistent with the rural nature of the property.
- **Chesapeake Economic Development (Casey Gilchrist/ Ben White):** Addressed public comment from evening meeting regarding vacancy in Cavalier Industrial Park. The vacancy is very low in Cavalier Industrial Park at around 3.8% vacancy rate. This is much lower than vacancy rates around the region, which are estimated to be around 15%.
- **Chesapeake Public Utilities:** Potential issues arise for public utilities. It is approximately 12 miles to public sewer and water mains. A preliminary report was created later with solutions for water

Public Concerns/Main themes

1. Utilities
 - Package sewer plans may be feasible
 - Could a new regional treatment plant be built?
 - Need to consider TIF or tax district to make utilities possible
 - Allow other properties to use public utilities if brought down
2. Environmental
 - Integration with trails
 - Need conservation corridors for wildlife and proper design to protect wildlife
 - Effects on water in Northwest River
 - Concerns about aquifer for deep wells. Would it hurt neighboring wells?
 - Effects on recreation and ecotourism
 - Need more information on wetlands to determine amount of developable land
3. Military
 - What are the conflicts with futures uses or expansion of the U.S. Naval Facility
 - Mitigate EMI interference through buffering and walls
 - Future missions for Northwest Annex many need buffering or protection from west
4. Location
 - Location attractive as near North Carolina and now has better access due to improvements to Dominion Blvd and the new Veteran's Bridge. However, it still may need additional access on Ballahack or Route 17.
 - Must consider emergency services and response time for any new development. Will a new station be needed as proposed station 6 is on Battlefield?

APPENDIX C

FROM: RICHARD BURROUGHS
BAYVILLE FARMS ASSEC.
RICHARD.BURROUGHS1@gmail.com
PHONE 757-640 8210

Public Open House for the Consideration of the Frank T. Williams
Farms Properties as a Unique Economic Development Opportunity
(UEDO)

September 29, 2015

Please answer the questions below. You may use additional space on the back, if necessary.

1) Would designating the Williams Tract as a Unique Economic Development Opportunity be compatible with present military operations?

For Example:

- 1) The UEDO cannot be located in the Northwest Annex Relocatable Over the Horizon Radar (ROTHR) Electromagnetic Interference (EMI) Prohibited Zone and Restricted Area. It may be located within the ROTHR EMI Military Influence Area/Region of Influence; uses will be evaluated on a case-by-case basis.
- 2) It must be evaluated for its compatibility with the Joint Land Use Study (JLUS)/ Air Installations Compatible Use Zones (AICUZ) Planning Maps and the Fentress Airfield Overlay District. These maps and studies show accident potential zones, as well as noise zones.

IT SEEMS THAT THE NAVY HAS A HUGE INFLUENCE ON
THE USE OF SURROUNDING PROPERTIES, NOT JUST THE
WILLIAMS TRACT. HAS THE CITY PLANNERS
TALKED WITH THE APPROPRIATE GOVERNMENT OFFICIALS
REGARDING THEIR VIEW OF THE POSSIBLE
DEVELOPMENT? IF SO, ARE THOSE FINDINGS
AVAILABLE TO THE GENERAL PUBLIC?

2) Would designating the Williams Tract as a Unique Economic Development Opportunity be compatible with existing City policies?

For example:

- 1) The UEDO should follow existing development review processes, including rezoning, subdivision, and site plan review, as well as Public Utility Franchise Area expansions. It should not be dependent on a commitment by the City to provide public utilities or sewerage facilities.
- 2) The site identified for a unique economic development use should be consistent with the Comprehensive Plan and accompanying Land Use Plan and Master Transportation Plan.

THE PUBLIC UTILITY FRANCHISE AREA EXPANSIONS SHOULD BENEFIT CONTIGUOUS PROPERTIES, NOT A SINGLE PROPERTY OWNER. IN PARTICULAR, THE PROPERTY OF BAYVILLE FARMS ASSOC. 724 ACRES IMMEDIATELY NORTH OF THE WILLIAMS TRACT FRONTING ON BALWATACK ROAD.

3) Would designating the Williams Tract as a Unique Economic Development Opportunity be compatible with environmentally sensitive uses on adjacent lands?

For example:

- The Great Dismal Swamp National Wildlife Refuge
- Virginia Department of Game and Inland Fisheries Cavalier Tract
- Nature Conservancy holdings
- Army Corps of Engineer Jurisdictional Wetlands
- Northwest River Watershed Protection District
- City and U.S. Navy Conservation Lands and Easements

RICHARD BURROUGHS
BAYVILLE FARMS

SINCE THIS PROPERTY IS PRIOR CONDUCTED
WETLANDS THE ARMY CORPS OF ENGINEERS
SHOULD NOT HAVE JURISDICTION. CORRECT?

4) Does the Williams Tract create an opportunity for a unique commercial or industrial use not typically occurring in Chesapeake?

For example:

- 1) A unique economic development use should generate a positive fiscal impact for the City.
- 2) It should generate major economic benefits that have a citywide impact through investment and new employment opportunities.
- 3) The recommended zoning for a UEDO would be a planned unit development industrial park district *(PUD-IP) or a similar zoning.

*A PUD-IP is a comprehensively planned and managed zoning that allows for light industrial, office/research, water-related industry, and warehousing.

NO COMMENT

5) Please include any other comments you may have about designating the Williams Tract as a Unique Economic Development Opportunity.

RICHARD BURROUGHS
BAYVILLE FARMS

After the public open house, you may submit this form before October 9, 2015 to Senior Planner Alexis Baker via email at arbaker@cityofchesapeake.net or by fax at 757-382-6406.

RICHARD BURROUGHS
BAYVILLE FARMS

Alexis Baker

From: Terry Gearhart <tgearhart@roseandwomble.com>
Sent: Thursday, October 01, 2015 8:21 AM
To: Alexis Baker
Subject: Williams Farm

Ms. Baker,

Thanks for the opportunity to attend the Planning Department Workshop on the Williams Farm tract the other day.

I think the presentation was as comprehensive, and that you have asked the proper questions that needed to be asked...at this stage of the process. I understand that this will be a lengthy process of working through issues related to the military, the environment, public works infrastructure, traffic and the like. I like Question #4 - I think the Williams Farm *does* create a unique opportunity given the availability of large tracts of commercial/industrial within the City.

The tracts location relative to North Carolina also makes this piece attractive, especially as Rt. 17 improvements are completed, effectively creating the possibility of Rt. 17 from the Veteran's Bridge southward for Interstate consideration and port traffic that could be redirected from Wilmington to our ports.

As you mentioned, it's *very* early in the process. Thanks for starting to ask the right questions. Clearly many, many more will emerge in this process.

Terry

Terry Gearhart, MIRM, REALTOR®
Sales Manager
Rose & Womble Realty
tgearhart@roseandwomble.com

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APPENDIX D

RICHARD BROWNER

Received By

OCT 09 2015

Chesapeake Planning
Department

TO: Jaleh Shea, Director of Planning
City of Chesapeake

FROM: Richard Browner

RE: Frank T. Williams Farms – A Unique Economic Development
Opportunity for Chesapeake, the region and the Commonwealth
Of Virginia

DATE: October 7, 2015

Chesapeake has a positive history of creating environments that have allowed unique economic development opportunities. In analyzing the Williams Farm property, it's important to look at what's been successful in the past and to get opinions from experts in the economic development field about current trends. Chesapeake is no stranger to large scale mixed use commerce parks. In the early 1970's, Chesapeake's local and state leaders had the vision to see a "unique economic opportunity" by converting a former 3,000 acre nursery property into what we now know as Greenbrier; a mixed use P.U.D.

The same leadership paved the way for the development of the 750 acre Cavalier Industrial Park. Recognizing these two "economic development opportunities" resulted in the creation of an estimated 53,000 jobs. This represents more than half the jobs in Chesapeake (see attached V-P article). Recent vacant land surveys show that 95% of the land in these commerce parks has been developed and sold. They are the "economic engines" that have generated the tax revenues required to provide services to the citizens of Chesapeake.

Thanks to the support of Delegate Knight, Senator Cosgrove, Mayor Krasnoff, and the Chesapeake City Council, its clear the quality of political leadership that made Greenbrier and Cavalier Industrial Park a success exists today. The primary questions become what areas within the city are suitable for economic development opportunities for the next thirty years, and as it is with the development of any plan, what land uses are in demand and appropriate for the site?

To help answer these questions, we brought in Bob Ady, a highly respected and nationally known economic developer, to look at the property and the region, evaluate our labor force and provide us with his expertise of current trends in economic development.

Bob came to our attention after reading an article about him in Site Selection Magazine. The article reviewed his track record in finding suitable sites for a number of Fortune 500 companies. With his background and expertise in site selection, we thought Bob would be the ideal person to

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outline the major criteria corporate decision makers consider when making site selections. We wanted his opinion about the potential of the Williams Farm property, specifically the types of businesses likely to have an interest in locating in the commerce park.

As to the types of firms likely to locate, Bob said there has been a dramatic transformation in the global market place resulting in new demands and changing requirements for industrial real estate in the United States and around the world. There is a growing trend for corporations to close older inefficient plants and consolidate operations in mega sites located in campus settings large enough to accommodate the principle use of a manufacturing plant, as well as accessory uses which include suppliers. There is a desire to reduce inventories which can be accomplished by locating manufacturer's suppliers adjacent to the main facility. These consolidated facilities are often located in 250–450 acre tracts. Another critical factor, foremost in the minds of corporate executives, is “speed to market”. Mr. Ady believes the Williams Farm property is positioned favorably because the Veterans Bridge and Dominion Boulevard improvements allow easy access to the Port of Virginia and international markets.

Bob also emphasized that the “state of readiness” of a site is another major factor in the site selection process. Executives seek to minimize risks, reduce the unknowns and expedite the time line. This does not mean that all the required utility and infrastructure is in place at the site; however, it does mean that any gaps in the utility or roadway infrastructure have been evaluated and a plan of action to close the gaps have been put in place. Bob pointed out that a critical part of any master planned industrial parks is a concept plan outlining the costs of the necessary infrastructure and a financing plan in place so the CEO can have a high degree of confidence the improvements can be completed within a defined time line.

When asked about the economic development opportunities that would be created by the development of the Williams Tract, Ady mentioned the following:

1. Manufacturing facilities with products destined for overseas markets who desire “speed to market” (250–400 acre sites).
2. Warehouse and distribution centers that would receive cargo, warehouse it temporarily until it could be broken down and distributed by truck to the U.S. market (50–200 acre sites).
3. Data centers and high tech-firms would be potential users taking advantage of our high quality labor force (50-250 acre sites).

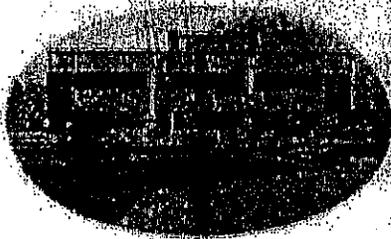
John Loftus, sites and building manager for the Virginia Economic Partnership, discussed the need for shovel-ready sites in the 200+ acre range at a recent council workshop. Mr. Loftus pointed out that Virginia is currently limited in its ability to compete with other states because of our lack of large scale (200+ acres) shovel-ready sites. In fact, according to John, Virginia only has three shovel ready sites in the 250+ acre size to show perspective clients. This information provides additional support that the Williams Farm property is positioned to be a “unique economic development opportunity” for Chesapeake, the region, and the Commonwealth of Virginia.

Jaleh, there is widespread community support for viewing the Williams Tract as a unique development opportunity. Two recent editorials in the *Virginian Pilot* (attached), one entitled Mega-Site, Mega Potential in Chesapeake, August 7, 2015 and a second entitled Sobering News on the Regions Economy, October 9, 2015, provide convincing arguments for designating the Williams Tract as a planned unit development industrial park district, in the comprehensive plan. Both editorials recognize the need for Hampton Roads to diversify its economic base and become less reliant on defense spending.

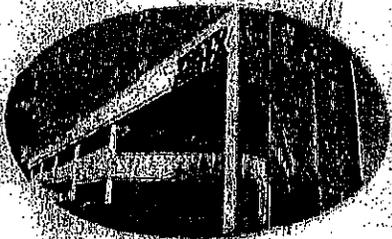
The first step in that process is to provide shovel-ready sites for the businesses needed to provide those jobs. The Williams Tract provides us with that opportunity.

BUSINESS

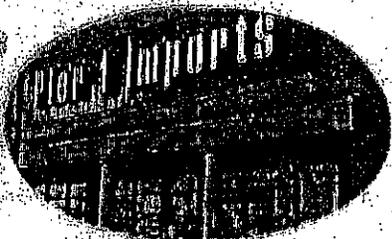
CHESAPEAKE | JOB GROWTH



Greenbrier office complex



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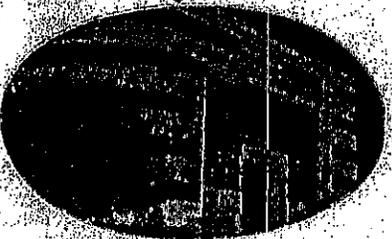


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Does Greenbrier



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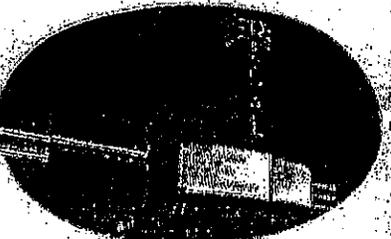


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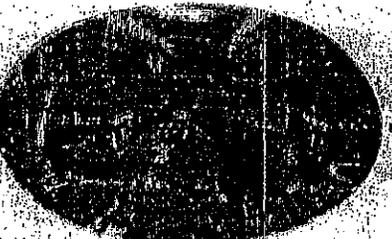


Cox cable

have more jobs than



Regal Cinema



Greenbrier Mall



Residence Marriott

Analysts say budget will hurt economy

BY JEFFREY A. S.

WASHINGTON — President Bush's plan to pack in a record amount of spending in the United States to its budget, raising the health and ordinary Americans' lives.

Here's the problem: The deficits will lead to high borrowing costs for consumers and companies, slowing economic activity.

As the United States seeks to borrow money to finance those deficits, security and interest rates will push up on mortgages, home equity and credit cards.

"That's a risk to the summer," says a senior official at Bank of America's financial services division.

For business and corporate banks, it would be a blow to borrowing plants and other capital projects. With a eu

Plan



Regal Cinema

Greenbrier Mall

Residence Marriott

downtown Norfolk?

The answer is yes — with a but. Norfolk officials question the boundaries Chesapeake uses. Regardless, Greenbrier has come a long way from its rural roots.

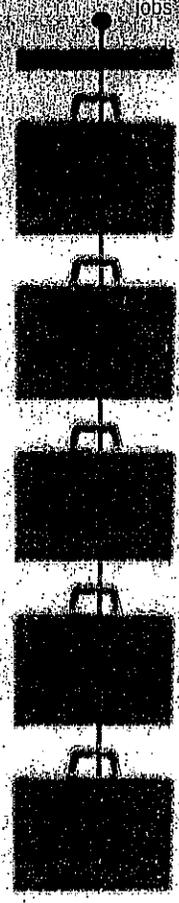
BY MIKE GRUSS
THE VIRGINIAN-PILOT

CHESAPEAKE — From suburban stalwarts such as Best Buy and Bed Bath & Beyond to Michael's and Harris Teeter, Greenbrier Parkway is a retail mecca for the region's shoppers. Yet tucked within the area's winding back roads rests millions of square feet of office and commercial space, including QVC and Mitsubishi Chemical.

While Norfolk has cast a long shadow across South Hampton Roads as the area's cultural and social center, Greenbrier is now home to more jobs than a strictly defined downtown Norfolk. "It strengthens our resolve about the role Greenbrier plays, not only in Chesapeake but in the region," said Warren Harris, Chesapeake's economic development director. Greenbrier was once a 3,000-acre outdoor nursery, neighbored by

the South Norfolk airport and dairy farms. In the early '70s, Greenbrier gave up its rural roots to a Washington developer. Shortly thereafter, Volvo moved in and requested exits off Interstate 64 — providing crucial access to the area and a parallel thoroughfare to Battlefield Boulevard. By the mid-1990s, the hotel industry in the area soared, and Greenbrier now features 2,100

Downtown Norfolk about 51,000 jobs



Please see Jobs, Page D2

APPLES AND ORANGES?

Norfolk and Greenbrier have developed in different ways — Greenbrier outward, Norfolk upward. The survey makes a critical distinction in the way it measures both areas.

Greenbrier's employment included all jobs within a three-mile radius of Volvo and Greenbrier parkways, while downtown Norfolk was measured as a much smaller area. Mayor Paul Fraim points to thousands of jobs that are not counted that are within a three-mile radius of downtown Norfolk.

Greenbrier about 53,000 jobs



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Jobs: Leaders say the cities aren't in competition with each other

Continued from Page D1

hotel rooms.

Gradually, Greenbrier has become a retail hub in South Hampton Roads, spoked by 14 million square feet of office space and several large employers.

The area includes 53,000 jobs, more than half of the city's total work force and about 2,000 more jobs than downtown Norfolk.

"You don't have to say Greenbrier in Chesapeake, Virginia," Harris said. "You just say Greenbrier. It sells itself."

In a comparison using Claritas/SiteReports.com, Greenbrier included properties as far as three miles away from the intersection of Greenbrier and Volvo parkways. Downtown Norfolk was bounded by Tidewater Drive to the east, Brambleton Avenue to the north, Boush Street on the west and the Elizabeth River to the south.

Chesapeake eked ahead of downtown Norfolk for jobs.

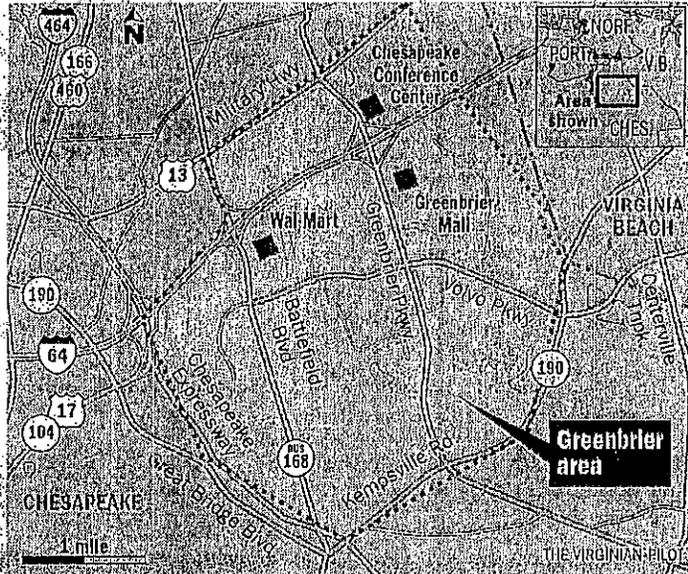
"You're not comparing apples-to-apples," Norfolk Mayor Paul Fraim said. He points to thousands of jobs that are not counted from Old Dominion University, Norfolk State University, and the Jones Institute at Eastern Virginia Medical School. All three schools would be within a three-mile radius of downtown Norfolk.

"We continue to be the business and financial hub of Hampton Roads as well as the cultural center," Fraim said.

While developers in Norfolk built up, developers in Chesapeake had the land and space to spread out.

"Our skyline is just horizontal," Harris said.

Consider EDS, the human resources and benefits company formerly known as Towers Perrin. The massive building stretches nearly 200,000 square feet over one story in the Crossways at Greenbrier office park. Vertically, the building could easily stand at



folk.

James Koch, an economics professor at Old Dominion University, said the emergence of a job center in Chesapeake is evidence of South Hampton Roads' maturity. As traffic woes continue to cause congestion and real estate prices continue to tick upward, more companies are looking to save time and money and stray from the traditional downtown environment.

Koch expects another cluster of Hampton Roads jobs to emerge in Suffolk in the next decade.

However, Chesapeake city leaders want to ensure that Greenbrier remains an attrac-

tive area for new businesses.

In 2004, the City Council approved a special tax district for the Greenbrier area — one that would capture a part of the area's tax revenue and reserve it for improvements to the area.

"We cannot rest on the way it is today," Harris said.

Leaders hope to make Greenbrier more pedestrian friendly, to help solve some of the traffic problems and congestion and to increase the area's safety.

They're also hoping to continue adding jobs.

Reach Mike Gruss at 222-5207 or mike.gruss@pilotonline.com.



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that are not counted from Old Dominion University, Norfolk State University, and the Jones Institute at Eastern Virginia Medical School. All three schools would be within a three-mile radius of downtown Norfolk.

"We continue to be the business and financial hub of Hampton Roads as well as the cultural center," Frain said.

While developers in Norfolk built up, developers in Chesapeake had the land and space to spread out.

"Our skyline is just horizontal," Harris said.

Consider EDS, the human resources and benefits company formerly known as Towers Perrin. The massive building stretches nearly 200,000 square feet over one story in the Crossways at Greenbrier office park. Vertically, the building could easily stand at least six stories tall.

Chesapeake and Norfolk leaders stress the cities are not in competition with each other. In fact, new jobs in Norfolk often go to workers who live outside of the city limits. Chesapeake's downtown, city leaders say, is downtown Nor-

environment. Koch expects another cluster of Hampton Roads jobs to emerge in Suffolk in the next decade.

However, Chesapeake city leaders want to ensure that Greenbrier remains an attrac-

tion to help solve some of the traffic problems and congestion and to increase the area's safety.

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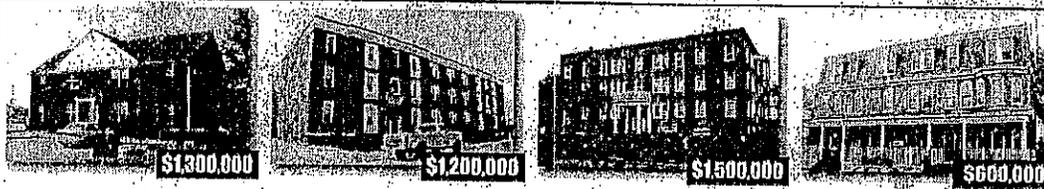
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PilotOnline.com

Mega-site, mega potential in Chesapeake

The Virginian-Pilot

© August 7, 2015

Chesapeake's improvements to Dominion Boulevard, particularly its new four-lane, high-rise Veterans Bridge, have put the city in a position to lure a major industrial or commercial project — and stirred excitement among Virginia's economic development officers.

They're understandably enthusiastic after having watched Caterpillar Inc., Continental Tire and other companies eschew Virginia for other states that had sites ready for development. Virginia has only about four "mega-sites" — large undeveloped tracts with no environmental hurdles and with engineering work done to extend water, sewer and gas service and roads — to market.

It may soon have one more. Frank T. Williams Farms, just north of the North Carolina line and east of the Great Dismal Swamp, is available for development. Williams is ready to sell his 4,000 acres, and with the improvements under way on Dominion Boulevard, any development there will have easy access to Virginia's port.

This is exactly how Chesapeake can diversify its economy, add jobs and reduce the city's reliance on residential property taxes for its budget. It will take diligent preparation to attract the type of industry that brings something new to the city, doesn't conflict with the Navy or hurt the Northwest River Watershed or Dismal Swamp.

In a meeting with the Chesapeake City Council last week, John Loftis, site manager with Virginia Economic Development Partnership, said the state is working to identify all possible mega-sites to increase its ability to market Virginia as business-friendly.

To be designated a mega-site and presented by state officials as a candidate to large employers, The Pilot's Mary Beth Gahan reported, a tract must have the potential to bring in more than 400 jobs and a capital investment of at least \$250 million.

Williams Farms, said Del. Barry Knight, who represents the area, "is the best mega-site in the state."

The next step: Chesapeake must identify the property as a candidate for "unique economic development opportunities" — a status that allows the city to determine whether the land is appropriate for "non-residential or industrial use not typically occurring in Chesapeake." It allows for the possibility of state money, and gives the staff the authority to study utility connections and propose land-use changes.

Development of Williams Farms has been discussed for decades, but projects fell through, including a plan proposed in 2007 for luxury homes and a theme park.

The property is well south of existing city water and sewer lines, so extending utilities will be expensive. The city plans to create a utility island on the land and then, as demand increases, connect to the city's pipes.

Conducting studies, rezoning from agricultural use to industrial or commercial, and installing utilities likely will take more than a year, officials said. That would be just in time for the completion of the Dominion Boulevard improvements, scheduled to finish in early 2017.

Chesapeake has put itself in an excellent position to grow strategically — and to add heft to Virginia's push for more jobs. As state Sen. John Cosgrove noted last week, Savannah, Ga., has moved ahead of Virginia in offering sites for development and opportunities to do business with its successful port.

This is an opportunity the city must pursue aggressively. But it must insist that the public — particularly property owners nearby — be part of the process. Southern Chesapeake is on the cusp of tremendous growth and change, and it needs the community engaged.

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PilotOnline.com

Sobering news on the region's economy

The Virginian-Pilot
© October 9, 2015

THE STATE of the region's economy isn't great. The region's job market, in particular, remains poor.

Old Dominion University economist James V. Koch may not have put it precisely that way in his annual report, but it's hard to conclude otherwise after reading this year's version.

"2015 has been another 'Goldilocks' year - not too hot, not too cold - economically speaking," Koch wrote in this year's "State of the Region." "We grew faster than the rest of Virginia, but slower than the U.S. It appears that 2016 will reprise this scenario."

The reasons are complicated, but the cause is simple: Our economy still rises and falls with one industry.

For a region so heavily dependent on Defense Department spending, the combination of sequestration - entirely the fault of Congress and the White House - and a precipitous military draw-down have proven particularly difficult for the region's economy. (It should be said that the draw-down has been far more devastating for the well-being of the nations in the Middle East.)

Hampton Roads remains about 22,000 jobs short of its peak employment in 2007. It's even worse when we're compared with our primary economic competitors. Charlotte, Raleigh, Durham, Jacksonville and Richmond all created more jobs in the past seven years than did Hampton Roads.

Despite that, the unemployment rate fell here, as it has done across the United States. But a disturbing trend is hidden in the gross unemployment numbers: More people have given up trying to find work.

That's distressing for a variety of societal and individual reasons. "It results in sharply diminished economic prospects for the individuals who have 'dropped out' and also generates increased social costs relating to welfare payments and criminal activity," wrote Koch, who presented his findings earlier this week.

The difference in the current job market is especially stark for folks who remember the huge economic growth that marked the first decade of the new century. Those salad days, Koch points out, are quite clearly over for now in Hampton Roads.

Defense spending accounted for 39.3 percent of all economic activity in Hampton Roads in 2014, the lowest proportion since the recession began. It will be further reduced in the current year.

But most importantly for the local economy, defense spending is likely to fall further, and probably faster, in the future. DOD employment is down 23.7 percent since its peak. And while all that is holding back the economy of Hampton Roads, the news isn't entirely bad.

"The upshot of declining DOD spending is that it has forcibly diversified the Hampton Roads economy," wrote Koch.

For those of us who have been arguing that defense spending can't substitute for business and industrial growth, the current numbers and trajectory provide some cold truth.

Hampton Roads will have to adapt if it wants to survive. With the current economic climate, it will have to do so more quickly if it hopes to avoid further disruption and pain, to say nothing of further bad news in Koch's "State of the Region."

Login

Write a comment

1 Comment

Eric J Lewis, Washington, DC

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It should be said that the draw down has been far more devastating for the well-being of the nations in the Middle East.) - No I would say our shortsighted military intervention in Middle East Affairs have been devastating for the well-being of the nations in the Middle East. How far can increasing military spending go to improve the well-being of the nations in the Middle East? No for our intervention and the "War on Terror" have done nothing but make us universally hated in the Middle East and have been a great marketing tool for ISIS and Al Qaeda. We as a nation cannot continue to spend our fortune on misguided military interventions. Hampton Roads in order to prosper has got to diversify its economy. The city of Norfolk seems to get it and is actively trying to assist and nurture home grown businesses to make them bigger and even larger employers. I think the business start up credit idea is brilliant and should be implemented nationwide.

August 17, 2015

The Honorable Mayor and Members of
the Chesapeake City Council

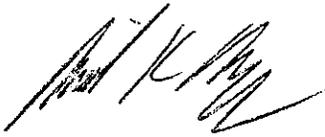
Chesapeake's business organizations want to express our continued support for the progress made on the Dominion Boulevard and Veterans Bridge projects. We commend City Council and the city administration for these efforts. We all look forward to the completion of these much needed transportation projects.

Additionally, we want to thank Council for supporting the effort to have the Federal Highway Administration designate Raleigh to Hampton Roads as a future Interstate Corridor. It is vital to link our regional economy with our sister state of North Carolina. The resulting economic benefits to Chesapeake and Hampton Roads will be reaped in the coming decades.

It is now time to take the next step in this process. In January, 2015 Council requested the Commonwealth of Virginia to designate the Williams Farm as a "Mega Site" for possible future development. In order to plan for an orderly future development of the Williams Farm, Council should formally designate the Williams Farm as a future development opportunity in its Comprehensive Plan. This will permit various utilities and other service providers to begin preparing cost studies and related analyses of the potential for the Williams Farm opportunity. It would be difficult to overstate the importance of this project for Chesapeake, Hampton Roads and the Commonwealth of Virginia. This is—quite literally—a "once in a lifetime" opportunity. We must take advantage of it.

Every organization that has signed this letter pledges to work with City Council, City administration, the General Assembly and the Governor's office to bring this project to fruition. Thank you all for what you have done thus far. If we all stay the course, we can collectively bring this vital project forward.

Respectfully submitted,



David Ropp
Chair
Hampton Roads Chamber
of Commerce - Chesapeake



Glenn Hampton
Chair
Chesapeake Alliance



Reese Smith
President
Tidewater Builders Association

APPENDIX E

Alexis Baker

From: Ballard, Brian P CIV NAVFAC MIDLANT, AM <brian.p.ballard@navy.mil>
Sent: Wednesday, October 14, 2015 9:44 AM
To: Alexis Baker
Cc: Mark Woodward; King, Michael S CIV NAVFAC MIDLANT, AM
Subject: RE: UEDO- Frank Williams Farm

Alexis-

I did have one addition to our comment below. There are other Navy and non-Navy tenants (e.g. Coast Guard) besides ROTHR at the Northwest Annex that also have potential EMI concerns with development in proximity to the installation.

Thank you.

Brian

-----Original Message-----

From: Alexis Baker [mailto:arBaker@cityofchesapeake.net]
Sent: Wednesday, October 14, 2015 9:39 AM
To: Ballard, Brian P CIV NAVFAC MIDLANT, AM
Cc: Mark Woodward; King, Michael S CIV NAVFAC MIDLANT, AM
Subject: RE: UEDO- Frank Williams Farm

Brian-

Thank you so much for your comments. These will definitely be included in our report.

Alexis

Alexis Baker
Senior Planner
Comprehensive Planning Division
Chesapeake Planning Department
306 Cedar Rd., 2nd Floor, Chesapeake, VA 23322
Ph: 757-382-6176
Email: arbaker@cityofchesapeake.net

-----Original Message-----

From: Ballard, Brian P CIV NAVFAC MIDLANT, AM [mailto:brian.p.ballard@navy.mil]
Sent: Wednesday, October 14, 2015 9:29 AM
To: Alexis Baker
Cc: Mark Woodward; King, Michael S CIV NAVFAC MIDLANT, AM
Subject: RE: UEDO- Frank Williams Farm

Alexis-

See below for our comments. Please let me know if you have any questions or if you need any additional information. Thank you for the opportunity to provide feedback on the report and please keep us posted as this moves forward.

ROTHR is the only persistent long-range system used by USSOUTHCOM/JIATF-S to meet DOD statutory requirements (10 USC Section 124) for drug interdiction detection and monitoring. Eliminating or mitigating impacts from High Frequency Electromagnetic Interference (EMI) is critical to ROTHR operations. We have operational concerns for any project with the potential of High Frequency Electromagnetic Interference (EMI) near the radar. At the ROTHR receive sites, such as the one located at NSA NWA, we maintain EMI prohibited zones as well as monitor for any proposed sources within a 5-mile radius of influence (ROI) that help ensure the ROTHR system is operating in the quietest electromagnetic environment possible. Any increase in infrastructure, activities and/or structures within the EMI zones becomes additive over time and has the potential of raising the ambient noise floor. This results in lost tracks or targets becoming masked in the elevated noise floor.

The planning and civil/site consultants recently met with the base Commanding Officer and other base personnel in late September to share information regarding the project status and discuss EMI concerns. The level of development design for the Williams Tract property is currently too preliminary to develop specific EMI concerns. The group discussed two tasks that have high value in providing some information regarding EMI impacts - 1) establishment of an EMI baseline level at the site and 2) conduct a propagation loss test that will provide an evaluation of distance and also effects of the wooded Cavalier tract between the Williams property and ROTHR. Currently, FSSC is developing project scope for the proposed test, and received a commitment from the civil design consultant to assist with site access coordination. The group also discussed the importance of maintaining a conservation easement with high density growth at the adjacent Cavalier Tract (Virginia State property adjacent and to the east of the Coastal Virginia piece).

Thanks-
Brian

-----Original Message-----

From: Alexis Baker [mailto:arBaker@cityofchesapeake.net]
Sent: Tuesday, October 06, 2015 5:12 PM
To: Ballard, Brian P CIV NAVFAC MIDLANT, AM
Cc: Mark Woodward; King, Michael S CIV NAVFAC MIDLANT, AM
Subject: RE: UEDO- Frank Williams Farm

Hi Brian,

We did not have representation from the Navy, but it is very important for a complete report on the property. As mentioned, a letter was addressed to you at William DuFault's old address along with the UEDO policy, Council Resolution, and a map of the Williams Tract (attached). It was not returned to us, and I was unaware until today about your actual address. I apologize for the inconvenience, and I appreciate how quickly you are reaching out to others.

As a little background, there were two meetings on September 29th. There was a morning meeting for the main stakeholders who were mentioned in the UEDO Policy and the City Council Resolution (see sign in sheet for those in attendance); and an evening meeting for the public.

General comments at this time would be perfect. There is not much to provide other than what we have on the website. If it would be helpful, Mark Woodward and I could conference call you. Please let me know what would be helpful for you.

Thanks for all your help!

Alexis

Alexis Baker
Senior Planner
Comprehensive Planning Division
Chesapeake Planning Department
306 Cedar Rd., 2nd Floor, Chesapeake, VA 23322
Ph: 757-382-6176
Email: arbaker@cityofchesapeake.net

-----Original Message-----

From: Ballard, Brian P CIV NAVFAC MIDLANT, AM [mailto:brian.p.ballard@navy.mil]
Sent: Tuesday, October 06, 2015 4:48 PM
To: Alexis Baker
Cc: Mark Woodward; King, Michael S CIV NAVFAC MIDLANT, AM
Subject: RE: UEDO- Frank Williams Farm

Alexis-

Thank you for the information below. Unfortunately this is the first that I have heard that the City is requesting comments for the UDEO study. I can't promise that we will have comments by Friday given that the deadline is 3 days away but will start reaching out to folks this afternoon. I anticipate that we will have only general comments to offer at this stage since there is limited information on the future use of the site beyond the UEDO definition from the Comp Plan. I followed the link below for the study and saw the question about compatibility with military operations from the September 29th open house. Was there anyone from the Navy at the meeting? Was information about the meeting sent to anyone from the Navy?

Thanks-
Brian

Brian P. Ballard, AICP
Regional Community Plans & Liaison Officer - CNMRA Intergovernmental Branch Manager - NAVFAC AM3
757.341.0264

-----Original Message-----

From: Alexis Baker [mailto:arBaker@cityofchesapeake.net]
Sent: Tuesday, October 06, 2015 4:13 PM
To: Ballard, Brian P CIV NAVFAC MIDLANT, AM
Cc: Mark Woodward
Subject: UEDO- Frank Williams Farm

Brian,

Thanks so much for calling me back and I apologize for the mail issues. I know it is not much notice, but if you could get us comments by close of business Friday, it would be incredibly helpful. I know that it may be a bit of a struggle, however. I was informed that there is a briefing to the City Manager next Tuesday about the Frank Williams Farm.

Here is link to our website about the UEDO:

<http://www.cityofchesapeake.net/government/City-Departments/Departments/Planning-Department/Planning-Library/unique-economic-development-opportunity-study-frank-t-williams-property.htm>

Thanks so much for your help!

Alexis

Alexis Baker

Senior Planner

Comprehensive Planning Division

Chesapeake Planning Department

306 Cedar Rd., 2nd Floor, Chesapeake, VA 23322

Ph: 757-382-6176

Email: arbaker@cityofchesapeake.net

Planning_Logo_Final

Subject: Re: Coastal Virginia Commerce Park, ROTH, #10065
From: Robert Miller (robert.miller@msaonline.com)
To: Rsbrowner@yahoo.com;
Date: Thursday, October 8, 2015 10:42 AM

Received By
OCT 09 2015
Chesapeake Planning
Department

I would address the #1 question as follows:

- We met with the CO of Northwest Annex, Naval Support Group, Capt. Jack Freeman and LCDR Brian DeMange, OIC. Further we met with Bob Bush (WR Systems ROTH PMO), Barry Corwin (Forces Surveillance Support Center, Dept Head ROTH), Dave (Radar Dishes on Naval Support Activity Northwest Annex) specifically in regards to the ROTH systems and any related EMI concerns. We all agreed that the development of The Coastal Commerce Park/Williams property should be able to occur with a set of agreed upon specifications for the buildings and site development.
- Based on this meeting MSA,PC participated in a conference call set up by Bob Bush with WR Systems ROTH PMO that included Greg Liposchak (Raytheon - EMI) and Dan Layton (FSSC - EMI).
- As a result of the conference call we agreed that it was in best interest to proceed with some EMI testing on and around the site before the end of the calendar year as the next step in our collaboration. MSA,PC concurred and agreed to provide coordination support. We discussed two (2) tasks that have high value in providing some information regarding EMI impacts – 1) establishment of an EMI baseline level and 2) conduct a propagation loss test that will provide an evaluation of distance and also effects of the wooded Cavalier (owned by the State of Virginia) tract between the Williams property and ROTH. Greg is looking into what would be involved to conduct a test and also looking at a potential dates so we can coordinate with MSA,PC. We concurred that this approach would help address the “numerical” impact concerns and give excellent baseline information. Additionally we talked about some general concepts to mitigate noise and EMI:
 - We agreed that on the Cavalier (owned by the State of Virginia) between the Williams Property and the ROTH site there should be a conservation easement maintaining high density growth. This conservation easement needs to be granted without any clearing/timbering exceptions. This offers a good mitigation option against noise or EMI effects on the ROTH system, especially when compared against effectiveness of other possible options we discussed. Delegate Barry Knight has stated that the conservation easement can be accomplished.
 - Shielding (use of certain materials and/or surfaces) of the new buildings could be effective solution if it is maintained properly. Open doors could short cut the effectiveness and impacts the effectiveness of shielding individual equipment because of the need for access. Additionally any shielding would need to resolve the possible affect of EMI being propagated through other metals such as cables to other parts of the building and to the outdoor portions of the site.
 - We also discussed the applicability of an earthen berm. This could be an option, however any berm will need to be very large because of the long wave length (100 meters) in this HF band. With the size of the Williams property such a berm could be constructed.

- We discussed the possibility of mitigation through siting manufacturing toward the NW side of Williams and administration toward the east. However the additional distance of 1 or 2 miles would probably not provide useful additional mitigation.

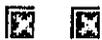
Bob

Robert S. Miller, III, PE, FNSPE
Partner

MSA, P.C.
5033 Rouse Drive
Virginia Beach, VA 23462
Office: 757-490-9264
Cell: 757-572-3400
robert.miller@msaonline.com

Veteran Owned Small Business
Environmental Sciences • Planning • Surveying
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Connect with us:



On Wed, Sep 30, 2015 at 8:56 AM, Robert Miller <robert.miller@msaonline.com> wrote:
FYI

Bob

Robert S. Miller, III, PE, FNSPE
Partner

MSA, P.C.
5033 Rouse Drive
Virginia Beach, VA 23462
Office: 757-490-9264
Cell: 757-572-3400
robert.miller@msaonline.com

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Connect with us:



APPENDIX F

Alexis Baker

From: Sam Sawan
Sent: Tuesday, November 03, 2015 5:45 PM
To: Alexis Baker
Subject: FW: Frank Williams Farm

Here it is , sorry you were not copied on this email below .

From: Sam Sawan
Sent: Monday, October 19, 2015 12:47 PM
To: Steven Froncillo; Earl Sorey
Subject: RE: Frank Williams Farm

The proposed development will have to dedicate drainage easements along the existing public drainage outfalls (No. 1, 2 & 3 ditches carry stormwater runoff from Rte. 17 to Northwest river) .
Also, a master stormwater plan and study should be submitted for the entire development showing proposed on-site stormwater management facilities and no impact to downstream channels & waterways .

From: Steven Froncillo
Sent: Friday, October 16, 2015 3:19 PM
To: Earl Sorey; Sam Sawan
Subject: RE: Frank Williams Farm

Our existing transportation network and improvements (Ballahack Road) planned in the MTP will support the proposed development. We will need to modify the Dominion Access Management plan. Overall I don't see any major transportation issues.

Earl – will email response suffice, or do you need a memo response to Planning?

From: Earl Sorey
Sent: Thursday, October 15, 2015 5:28 PM
To: Steven Froncillo; Sam Sawan
Cc: Alexis Baker
Subject: Fwd: Frank Williams Farm

See attached. Please review and comment.

Thanks

Sent from my Verizon Wireless 4G LTE Tablet

----- Original message -----

From: Alexis Baker <arBaker@cityofchesapeake.net>

Date: 10/15/2015 5:18 PM (GMT-05:00)

To: Earl Sorey <earsorey@CityOfChesapeake.Net>

Subject: Frank Williams Farm

Hi Earl,

As you may have heard, we are working on a report on the consideration of the Frank T. Williams Farm Tract as a Unique Economic Development Opportunity. I was hoping to get comments from Public Works about the site. We have info on our website here: <http://www.cityofchesapeake.net/government/City-Departments/Departments/Planning-Department/Planning-Library/unique-economic-development-opportunity-study-frank-t-williams-property.htm>

Thanks so much for your help!

Alexis

Alexis Baker

Senior Planner

Comprehensive Planning Division

Chesapeake Planning Department

306 Cedar Rd., 2nd Floor, Chesapeake, VA 23322

Ph: 757-382-6176

Email: arbaker@cityofchesapeake.net



Alexis Baker

From: Steven Froncillo
Sent: Wednesday, November 04, 2015 3:10 PM
To: Alexis Baker; Earl Sorey; Sam Sawan
Subject: RE: Frank Williams Farm

Alexis,

We would need to review the U.S. Route 17 access plan (VDOT approved plan); given the size of this project it would most likely need additional access to 17 and improvements to Ballahack. Our MTP does show Ballahack as a future 4-lane arterial and there is existing access on 17 at Ballahack ; but, we would need to look at 17 and determine the type of access (at-grade or interchange) and modify the access plan for additional points along 17.

From: Alexis Baker
Sent: Monday, November 02, 2015 3:29 PM
To: Earl Sorey; Steven Froncillo; Sam Sawan
Subject: RE: Frank Williams Farm

Good afternoon:

I wanted to check back to see if you had any comments on the Frank Williams Tract for consideration as a UEDO.

Thanks,
Alexis

Alexis Baker

Senior Planner
Comprehensive Planning Division
Chesapeake Planning Department
306 Cedar Rd., 2nd Floor, Chesapeake, VA 23322
Ph: 757-382-6176
Email: arbaker@cityofchesapeake.net



From: Earl Sorey
Sent: Thursday, October 15, 2015 5:28 PM
To: Steven Froncillo; Sam Sawan
Cc: Alexis Baker
Subject: Fwd: Frank Williams Farm

See attached. Please review and comment.

Thanks

Sent from my Verizon Wireless 4G LTE Tablet

----- Original message -----

From: Alexis Baker <arBaker@cityofchesapeake.net>

Date: 10/15/2015 5:18 PM (GMT-05:00)

To: Earl Sorey <esorey@CityOfChesapeake.Net>

Subject: Frank Williams Farm

Hi Earl,

As you may have heard, we are working on a report on the consideration of the Frank T. Williams Farm Tract as a Unique Economic Development Opportunity. I was hoping to get comments from Public Works about the site. We have info on our website here: <http://www.cityofchesapeake.net/government/City-Departments/Departments/Planning-Department/Planning-Library/unique-economic-development-opportunity-study-frank-t-williams-property.htm>

Thanks so much for your help!

Alexis

Alexis Baker

Senior Planner

Comprehensive Planning Division

Chesapeake Planning Department

306 Cedar Rd., 2nd Floor, Chesapeake, VA 23322

Ph: 757-382-6176

Email: arbaker@cityofchesapeake.net

APPENDIX G

Jaleh Shea, Director
Chesapeake Planning Department
306 Cedar Road
Chesapeake, VA 23322

October 23, 2015

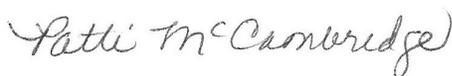
Dear Ms. Shea,

The Chesapeake Historic Preservation Commission (HPC) has been given the opportunity to review and offer comments on the resolution related to the candidacy of the Frank T. Williams Farm Property as a Unique Economic Development Opportunity (UEDO). The property has not been identified by any local, state or federal agency as historic; however, it is within the Northwest River Watershed and is in close proximity to conservation and natural resource areas including the Great Dismal Swamp. Thus, we are interested in the compatibility of the proposal with our mission and our Strategic Plan.

The Commission supports consideration of a UEDO for this over 4000 acre property, but the uniqueness of the opportunity should be carefully considered and clearly defined so as to be consistent with the rural nature of the property. A significant visual, sound and environmental buffer to minimize impact on the existing character of the location, integrated green space and/or park areas, and varied architectural elevations and upgraded building materials could help distinguish the development. Opportunities in biotech, alternative energy, research or ecotourism could not only provide consistent and ever-evolving economic benefits but could be congruent with and supportive of the any future enhancement of historic and cultural resources in the rural section of the City.

We encourage such forward thinking and look forward to being included as a stakeholder in such endeavors in the future.

Sincerely,



Patti McCambridge
Chairman, Chesapeake Historic Preservation Commission

APPENDIX H



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Great Dismal Swamp National Wildlife Refuge
3100 Desert Road
Suffolk, VA 23434
757-986-3705
Fax: 757-986-2353

October 9, 2015

Jaleh Shea, Director
Chesapeake Planning Department
306 Cedar Road, 2nd Floor
Chesapeake, VA 23322

Dear Ms. Shea:

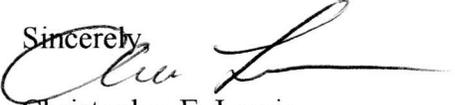
Thank you for the opportunity to provide comments on the City of Chesapeake's consideration of the Frank T. Williams farm as a "Unique Economic Development Opportunity."

As you know, we at the Great Dismal Swamp National Wildlife Refuge have worked with the City of Chesapeake for many years on a shared vision of clean, low-impact economic development focused on the concept of ecotourism in the area east of the refuge along the US Highway 17 corridor. Much progress has already been made: the beautiful Dismal Swamp Canal Trail, the canoe launch, restrooms, interpretive information, and special events such as Paddle for the Border. The U.S. Fish and Wildlife Service is still working toward purchasing land for a visitor center in the area. We feel that any intense development of the Williams farm could negatively impact our joint efforts in this direction.

That being said, an industrial park type of development would be preferable to residential development. The impacts of an industrial park development could perhaps be partially mitigated, and the tract's value to wildlife even enhanced with the right design and landscaping. Broad forested corridors linking the refuge to VDGIF's Cavalier tract would enable wildlife to travel between the two, preserving genetic diversity and healthy populations. Wildlife overpasses over US 17 would make the journey safer for the wildlife and the travelers on US 17. Bird friendly building designs and night-lighting might avoid the detrimental impacts on migratory birds as they make their arduous journey to and from the Great Dismal Swamp. Including open space and useable park and wildlife observation areas could increase the ecotourism potential of the corridor.

We are also concerned about the potential effects on water quality and on the aquifer, and we hope that the City will take these into consideration.

Thank you again for the opportunity to participate in this decision making process. If you have any questions, please don't hesitate to contact me.

Sincerely,

Christopher E. Lowie
Wildlife Refuge Manager

APPENDIX I



COMMONWEALTH of VIRGINIA
Department of Game and Inland Fisheries

Molly J. Ward
Secretary of Natural Resources

Robert W. Duncan
Executive Director

October 12, 2015

Ms. Jaleh M. Shea
Planning Director
City of Chesapeake Department of Planning
P.O. Box 15225
Chesapeake, VA 23328

Dear Ms. Shea:

This letter is in response to your request for feedback regarding the City's consideration of the Williams Farms Property as a candidate Unique Economic Development Opportunity (UEDO) area in the City of Chesapeake. I appreciate the City Council's expressed desire to seek input from adjacent landowners and neighbors in this effort, and the opportunity to learn about this initiative via the stakeholder meeting on September 29, 2015.

As I mentioned at the meeting, the Williams property has long been of interest to the conservation community as a key area to provide for natural wildlife movement between the Great Dismal Swamp National Wildlife Refuge and the Cavalier Wildlife Management Area. It also has tremendous value in our collective efforts to restore natural hydrologic functions to this part of the state and what used to be the greater Great Dismal Swamp. I have provided a number of comments and suggestions in the attached document for your consideration. I am also providing a copy of the Hampton Roads Planning District Commission Local Summary from Virginia's Wildlife Action Plan, the Canebrake Rattlesnake Conservation Plan, the Final Report from our agency's 2009-2011 Wildlife Management Area Study, and the Virginia report from the 2011 National Survey of Hunting, Fishing, and Wildlife-Associated Recreation. Information from these reports may provide useful input into the City's planning and evaluation of a UEDO.

My staffs and I welcome the opportunity to provide additional information or input into any planning or study efforts that the City may undertake. If you have any questions or need more information about the topics I have addressed here, please do feel free to contact me directly at (804) 829-6720 or via e-mail at becky.gwynn@dgif.virginia.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Rebecca K. Gwynn".

Rebecca K. Gwynn
DGIF T&E Species Lead and
Assistant Bureau Director – Eastern Virginia

Attachments

Virginia Department of Game and Inland Fisheries **Potential Unique Economic Development Opportunity – Frank Williams Farms**

Background

The Virginia Department of Game and Inland Fisheries (VDGIF) is the Commonwealth's wildlife and freshwater fish management agency, exercising law enforcement and regulatory jurisdiction over these resources, inclusive of state or federally endangered or threatened wildlife, excluding listed insects of the Class Insecta. The Commonwealth of Virginia owns a statewide system of 39 Wildlife Management Areas (WMAs) comprising more than 203,000 acres located in all geophysical regions. These lands are held in trust by the VDGIF and managed to conserve and enhance habitats for Virginia's native wildlife species. Where feasible and compatible with habitat conservation goals, public access is provided, and many citizens of the Commonwealth view WMAs as places to experience wildlife habitats at their very best. In the City of Chesapeake, the VDGIF owns and manages the Cavalier WMA.

This WMA is comprised of two tracts. The 3,800-acre main tract, located approximately 2.5 miles east of the Great Dismal Swamp National Wildlife Refuge (NWR) along the Virginia/North Carolina border, was once part of the Great Dismal Swamp but was ditched and drained more than 200 years ago. Currently, much of the management area is cutover forestland, with several hundred acres in 15-year-old planted pine. The "Dismal Swamp" tract is approximately 758 acres and is located adjacent to the northeast corner of the Great Dismal Swamp NWR along the Dismal Swamp Canal Trail. The Cavalier WMA provides coastal wetland and forested habitats for a wide range of wildlife, including black bear, neo-tropical migratory songbirds, canebrake rattlesnakes, white-tailed deer, and eastern wild turkeys. The majority of comments provided herein are focused on collaboration and opportunities associated with the 3,800-acre main tract in the southwestern part of the City of Chesapeake.

Wildlife Management and Conservation

The Virginia Department of Game and Inland Fisheries recently completed the 2015 update to **Virginia's Wildlife Action Plan**, a Congressionally-mandated document that is intended to prioritize and focus conservation efforts to prevent species from declining to a point where they become threatened or endangered. Over 880 species of greatest conservation need (SGCN) have been identified across the Commonwealth. Despite the pressures of a more urban environment, this region of Virginia provides habitats for a diversity of these species. More than 50 SGCN are associated with the HUC12 watershed that includes the Williams farm (see attached Hampton Roads Planning Region Location Action Plan Summary chapter from Virginia's Wildlife Action Plan). Within this watershed, more than 40 of these SGCN are identified further as "priority SGCN," in acknowledgement that this Planning Region comprises a significant portion of the range of these species in Virginia.

The updated Wildlife Action Plan identifies six main conservation strategies and associated actions for this region, intended to address threats to the SGCN in this part of the state. Opportunities exist in the southern part of the City of Chesapeake to act on at least three of these strategies – maintaining and restoring wetlands habitats; maintaining and restoring forest

habitats; and maintaining and restoring open habitats – to benefit and improve conditions for priority SGCN.

One of the priority SGCN is the **canebrake rattlesnake** [(*Crotalus horridus*), Coastal Plain population], a state endangered species as designated under Article 6, Title 29.1 of the Code of Virginia. The range of this species in the state is limited to the lower York-James peninsula (York County, cities of Newport News and Hampton), Isle of Wight County, and the cities of Chesapeake, Suffolk, and Virginia Beach, east of the Suffolk Escarpment. This species feeds primarily on gray squirrels and typically only feeds once or twice per year. This snake may also capture and eat other rodents, rabbits, and birds. Canebrake rattlesnakes prefer mature hardwood forests, mixed hardwood-pine forests, cane thickets, and the ridges and glades of swampy areas. Areas with numerous logs, significant leaf litter and humus also provide suitable habitat. This species overwinters in the bases of hollow trees and stumps, and in the underground tunnels resulting from stump and root decomposition. Canebrake rattlesnakes also use and occupy disturbed areas, such as farm fields and cut-overs. Canebrake rattlesnakes have been documented in developed areas, though, and are drawn into these areas to bask on warm pavement and sidewalks. They are also known to occasionally use HVAC concrete pads for basking.

In 1993, scientists estimated that 55% of the known range of the species in Virginia had been lost. At that time, an additional 36% of the range was expected to be lost by 2013 due to commercial and residential development. Today, the largest contiguous areas of habitat for canebrake rattles snakes are primarily in the cities of Suffolk, Chesapeake, and Virginia Beach, with population strongholds occurring at the Great Dismal Swamp National Wildlife Refuge and the Cavalier Wildlife Management Area. One of the primary conservation zones (“1e”) identified in the *Canebrake Rattlesnake Conservation Plan* (attached) includes the Naval Supply Activity Norfolk-Northwest Annex Cavalier WMA and a portion of the Williams farm.

Human-wildlife Interactions

In September 2013, the VDGIF established the Virginia Wildlife Conflict Helpline in collaboration with the U.S. Department of Agriculture-Animal Plant Health Inspection Service-Wildlife Services’ (WS) program. The toll-free Helpline is intended to provide a single source of consistent, expert technical assistance, education, and referrals to callers experiencing human-wildlife conflicts. This program represents the first efforts by entities across the state to document the degree of human-wildlife interactions and conflicts in a systematic, uniform manner. It does not, however, represent the VDGIF’s or WS’ first efforts to provide information to and support for addressing human-wildlife interactions across the Commonwealth. Each agency has been engaged in such activities and discussions for years.

During the first year of operation¹ (September 23, 2013 – September 30, 2014), the Helpline responded to 8,485 calls requesting assistance with a human-wildlife conflict or with questions about wildlife. In this same period, staffs at the Helpline documents 178 of these calls specifically identified with callers living in the City of Chesapeake (Figure 1; Figure 2). The volume of calls placed the City in the “top 10” of jurisdictions across the state. Similar trends

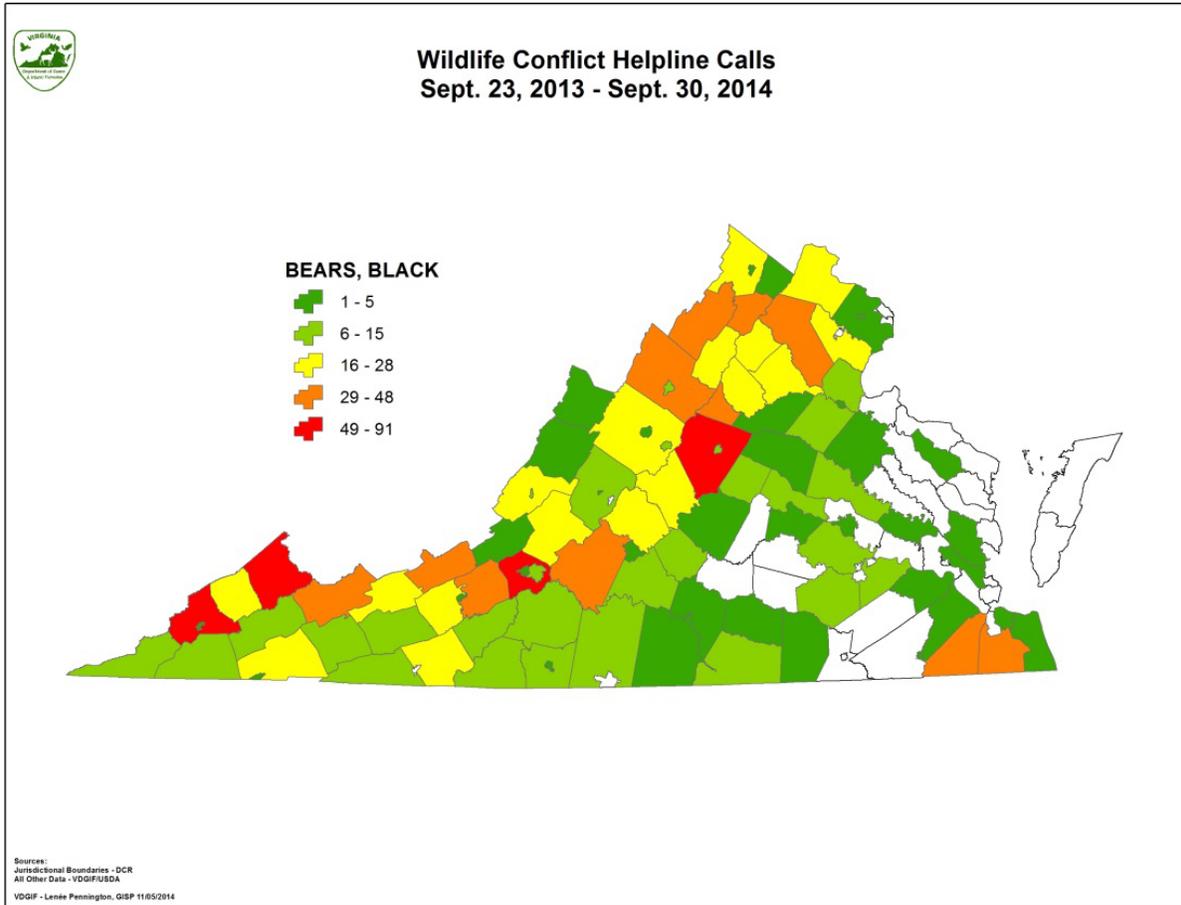


Figure 2. Total calls about black bears to the Virginia Wildlife Conflict Helpline by county/city in federal fiscal year 2014.

An important component of minimizing human-wildlife interactions in areas under development is ensuring that suitable natural buffers and corridors exist that allow wildlife to move and live outside of developed areas. Such an approach would be beneficial to the natural movements of black bears in this part of the City, in particular, and could minimize the likelihood of canebrake rattlesnakes using the developed areas.

Habitat Management

The historic and continuing goal of Virginia’s WMA management program is to *maintain and enhance habitats that support game and nongame wildlife while providing opportunities to hunt, fish, trap, and view wildlife. Other uses of WMAs may be allowed, as long as they do not interfere with these goals and uses of WMAs.* The VDGIF currently manages the Cavalier WMA for upland forests and moist soils, with a small early successional component intended to diversify wildlife-related recreational opportunities. In 2009, the VDGIF initiated a study of WMA users and their opinions related to management practices and completed that evaluation in October 2011. As a result of this study, the VDGIF and the Board of Game and Inland Fisheries identified the following principles to be employed in habitat management at WMAs:

Consistent with site-specific objectives for wildlife populations, habitats, user safety, the purpose for which each WMA was acquired, and subject to budgetary and personnel constraints, the VDGIF will:

- Use science-based management techniques to create, enhance, or maintain wildlife habitat;
- Create, enhance, or maintain habitats to promote game and nongame wildlife;
- Conserve and manage diverse and unique habitats and features (e.g., caves, sinkholes, wetlands) for the benefit of wildlife species;
- Use native, naturalized, or non-invasive agricultural plant species to achieve habitat management goals on WMAs;
- Restore native vegetative species, habitats, and ecosystems;
- Mitigate the effects of exotic/invasive species on native species and habitats;
- Consider the goals of relevant national, regional, state, and local wildlife conservation plans and initiatives in the management of habitat on WMAs;
- Consider the role habitats on WMAs play in the surrounding landscape in the management of habitat on WMAs;
- Use WMAs as scientific research sites to study habitat, recognizing that such efforts may result in periodic or temporary restrictions of other normal uses; and
- Utilize WMAs as educational resources to further public knowledge and understanding of science-based habitat management practices.

Typical habitat management strategies that may be employed at the Cavalier WMA include logging to create openings and promote growth of desired species; use of prescribed fire to reduce fuel loading and promote the growth of desired species; use of herbicides to manage vegetation; use of mechanical techniques (such as mowing and mulching) to manage vegetation; and planting crops to create wildlife food sources and habitat.

Prescribed fire is an essential tool for restoration and management of certain ecosystems and is an integral part of ongoing management efforts at Cavalier WMA: smoke clearly is an inevitable product of these fires. Smoke from wildfires or prescribed burns often are blamed for tragic highway accidents, whether the smoke was, in fact, a significant contributor to hazardous travel or operational conditions or not. Developments in close proximity to areas of active fire management raise safety, logistical, and governmental concerns regarding the future ability of responsible landowners to promote and execute prescribed burns as necessary to restore and maintain these ecosystems.

In 2014, the VDGIF partnered with the Back Bay Restoration Foundation, Virginia Department of Conservation and Recreation, and the U.S. Fish and Wildlife Service to secure a \$4 million “Hurricane Sandy” resiliency grant. A substantial portion of those funds (\$3 million) are currently being used to study and restore hydrologic function at the Cavalier WMA. Activities or actions that move water quickly off of the WMA or adjacent sites impact subsurface flows and groundwater recharge.

Eco-tourism and Wildlife-Related Recreation

While no specific data exist for the use of the Cavalier WMA, studies have documented that hunting, fishing, wildlife watching, and related outdoor recreation are significant economic drivers across the country. In 2011 (the date of the most recent national survey of hunting, fishing and wildlife-associated recreation), residents and non-residents spent \$3.5 billion on wildlife-related recreation in Virginia. Of that, \$1.1 billion was spent on trip-related expenditures, and \$1.7 billion was spent on equipment. Shifts in demographics and in work/life balance are resulting in increased demands for and expectations of outdoor-related recreational activities and opportunities.

The Cavalier WMA is a destination for hunters and wildlife watchers in the Hampton Roads area. Anecdotally, the VDGIF has documented a significant use by military service members stationed in the region, as there are few other public hunting lands in Tidewater. Issues that occasionally develop associated with development of lands adjacent to a WMA include desire for no hunting buffers, desire for suspension of hunting during legal hunting seasons, and more. Increased demands for uses that are incompatible with the habitat management goals of WMAs, such as horseback riding, ATV or mountain bike use, and more, are being documented. The VDGIF is committed to providing the full array of legitimate wildlife-related recreation at Cavalier WMA, consistent with the purposes of the grants used to purchase the property.

Opportunities for Collaboration

The VDGIF offers the following comments for consideration by the City of Chesapeake in its evaluation of the designation of the Frank Williams Farms (FWF) at a Unique Economic Development Opportunity:

- Consideration of one or more significant wildlife corridors, ideally in the southern part of the property, would provide habitat for natural wildlife movement between the Great Dismal Swamp NWR and the Cavalier WMA and may help reduce human-wildlife interactions. We encourage the City to study opportunities to implement such corridors, and we are happy to provide more specific information that will benefit key wildlife species in this assessment.
- We welcome the opportunity to discuss the implementation or set-aside of natural buffers on the FWF and the Cavalier WMA. Such an approach could help reduce resistance to necessary habitat management actions that the VDGIF will need to continue to employ on its property. Additionally, buffers would provide natural separation between hunters and other users of the WMA and human activity in the adjacent property.
- We encourage the City to conduct an evaluation of the impacts of the Dismal Swamp Canal Trail and related wildlife-related recreational activities in the City of Chesapeake to provide perspective about this important economic driver and the investments already made by the City of Chesapeake, U.S. Fish and Wildlife Service, VDGIF and other public entities.
- An evaluation of groundwater mining and hydrologic function (including runoff and stormwater retention) will be important to understanding the impacts of any development or change of designation on the hydrologic function and habitat restoration activities

currently underway at the Cavalier WMA. We welcome the City's involvement in the hydrologic study currently underway.

- The conservation of habitat for the state endangered canebrake rattlesnake, in particular, and other wildlife is a priority for the VDGIF. We welcome the opportunity to collaborate with the City in the evaluation and identification of priority habitats and habitat restoration opportunities, in alignment with the Virginia Wildlife Action Plan, the Canebrake Rattlesnake Conservation Plan, and other habitat management and restoration plans.

APPENDIX J

October 15, 2015

Ms. Jaleh M. Shea
Planning Director
City of Chesapeake Department of Planning
P.O. Box 15225
Chesapeake, VA 23328

RE: Williams Farms Property

Dear Ms. Shea:

I am pleased to submit this letter in response to a request from the City of Chesapeake Planning Department for input regarding the City's consideration of the Frank T. Williams Farms Property ("Williams Farm") as a Unique Economic Development Opportunity (UEDO). The Nature Conservancy (TNC) appreciates the City's commitment to receive feedback from the conservation community on potential development in ecologically important areas.

The Nature Conservancy's mission is to conserve the lands and waters on which all life depends. We have been working in Virginia for more than 60 years and have conserved over 340,000 acres and hundreds of river miles in the Commonwealth. The Conservancy has a long history of investment and conservation of forest and aquatic resources in the City of Chesapeake. We currently own 3,258 acres of forestland, all within the Northwest River watershed, and have restored over 100 acres of wetlands. Our projects are helping conserve globally important habitats, numerous rare plants and animals, and are contributing to the protection of Northwest River water quality. TNC staff have worked closely with the City on a number of projects including development of the City's Open Space and Agricultural Preservation Program (OSAP) in 2003, securing funds for VA Department of Game & Inland Fisheries' acquisition of the 3,800-acre Cavalier Wildlife Management Area (Cavalier WMA) in 2006, and development of a Northwest River Watershed Plan in 2010 in partnership with the Hampton Roads Planning District Commission. Our long record of conservation work in the City, along with many other public and private partners, underscores the ecological significance of the Northwest River watershed.

The Nature Conservancy is aware that Chesapeake City Council approved a resolution on August 18, 2015 directing the City Manager to communicate and coordinate to the fullest extent possible with TNC, federal and state conservation agencies, and other affected entities concerning potential development of the Williams Farm. The resolution indicates that the City Manager will draw upon feedback from TNC and other entities to eliminate or minimize the impact of development on adjacent and neighboring conservation lands and natural resources. TNC understands that input provided in this letter will be

included in a report Planning Department staff will present to City Council later this month or in November. The presentation will include recommendations on further steps the City should take in its evaluation of the Williams Farm as a UEDO.

Our comments focus on three resources that will be affected to varying degrees by development of the Williams Farm: water, wildlife and recreational. We present several recommendations to conduct impact studies for these resources to help inform the City's evaluation of different development scenarios. We ask that you take these recommendations under equal consideration.

Water Resources

The 4,000-acre Williams Farm encompasses 7% of the Northwest River watershed's catchment area above the City's water intake at the Rt. 168 bridge, an important drinking water source for City residents. Much of the property drains directly into "Central Ditch", one of the largest headwater tributaries to the Northwest River which, due to decades of excavation for drainage purposes, has limited forest buffer and virtually no floodplain connectivity. Changes in land cover and use of a large property such as the Williams Farm, coupled with a very direct and "flashy" connection between the property's discharge channel and the main stem of the Northwest River, may influence the quality and quantity of surface and groundwater runoff that ultimately reaches the City's water intake.

In addition to conducting water quality runoff analyses, we recommend the City closely evaluate the property's current contributions to Northwest River flows through the development of a water budget. An understanding of baseline hydrologic conditions will enable the City to evaluate how increased surface water discharge due to construction of impervious surface on the Williams Farm could reduce groundwater contribution and thereby affect salinity levels at the Rt 168 water intake. An increased frequency of higher-salinity water conditions at the water intake due to recurrent coastal flooding could be exacerbated by reduced freshwater flows in headwater areas. We suggest a hydrologic study also take into consideration how changes in water storage on the Williams Farm due to development could influence the timing and duration of downstream flows during flood events over the next several decades. A flood prediction analysis should incorporate best available data regarding anticipated changes in water surface elevations of Currituck/Albemarle Sounds.

As explained at a July 28, 2015 City Council work session, groundwater wells may be constructed on the Williams Farm to supply potable water for development. TNC recommends the City evaluate how groundwater withdrawals could influence groundwater levels on the Great Dismal Swamp NWR and Cavalier WMA. The United States Fish and Wildlife Service is actively managing groundwater levels at the Dismal Swamp to increase water retention of the refuge's peat soils in an effort to reduce the risk of catastrophic peat fires. Peat fires in 2011 and 2008 led to significant air quality impacts affecting the health and well-being of City residents and many others in the Hampton Roads region. It is in the best interest of the region to ensure fire risk reduction efforts on the Dismal Swamp are not compromised by incompatible water withdrawals on adjoining properties. The evaluation should include an assessment of potential impacts to Cavalier WMA where comparable hydrologic restoration work is being conducted.

Wildlife Resources

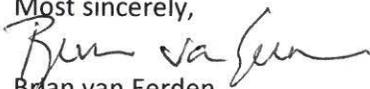
The Williams Farm is situated between the Great Dismal Swamp National Wildlife Refuge to the west and the Cavalier Wildlife Management Area to the east. The property's northeast portion is in close proximity to the Northwest River corridor which includes over 8,000 acres of state, TNC and City-owned conservation lands. These properties support a tremendous diversity of plant and animal life including several rare species. Open land such as the Williams Farm facilitates movement of animals across this network of conservation lands, contributing to health of wildlife populations. Development of open land between conservation tracts could alter connectivity and undercut wildlife health. We recommend the City collaborate with wildlife experts including staff from the VA Department of Game & Inland Fisheries and other public agency biologists as well as academic researchers to evaluate how conversion of the Williams Farm to non-open land could influence priority wildlife species.

Recreational Values

Public lands surrounding the Williams Farm - the Dismal Swamp Canal Trail, Cavalier WMA and Northwest River – help form the unique Rt. 17 gateway corridor to the City. Well over \$10 million has been invested by TNC, federal and state agencies and the City to preserve these lands in part for their public recreational value. The Dismal Swamp Canal Trail is developing into a recreation destination for the Hampton Roads region and continued expansion of amenities such as the proposed Dismal Swamp Visitor's Center will cultivate even greater ecotourism opportunities. The Cavalier WMA also offers unique opportunities for public hunting. These properties are signature attractions that preserve the City's rural character and natural heritage. We encourage the City to develop a vision for desired future ecotourism use of public lands along the Rt. 17 gateway corridor. Such planning will help inform the City's consideration of development options on the Williams Farm and to identify the location and type of development compatible with public use of nearby protected lands.

Again, The Nature Conservancy appreciates the opportunity to provide these comments. Development of the Williams Farm is a legacy decision for the City and one that will influence Northwest River water resources, wildlife health, and the City's rural character and public recreation features. We look forward to further opportunities to provide feedback as the Planning Department moves forward in its planning process. Please feel free to contact me at 804-249-3419 or bvaneerden@tnc.org if you have any questions.

Most sincerely,



Brian van Eerden

Director, Southern Rivers Program

Cc: Chris Lowie, USFWS
Rebecca Gwynn, VA DGIF
Rene Hypes, VA DCR

APPENDIX K

Alexis Baker

From: Loomis, Darren (DCR) <Darren.Loomis@dcr.virginia.gov>
Sent: Friday, October 09, 2015 1:12 PM
To: Alexis Baker
Subject: Williams Property

Alexis here are my comments on the Williams Property

DCR owns and manages 2,773 acres on the Northwest River
This tract represents a significant link in the natural corridor between the Northwest River and the Great Dismal Swamp.
DCR fully supports the importance and value of much needed economic development, but this would not be the place
given the significant federal, state and local investment in the Northwest River corridor to protect drinking water
supplies and natural resource values.

Darren Loomis

Darren Loomis

Southeast Region Steward
VA Dept of Conservation and Recreation
Division of Natural Heritage
1548-A Holland Rd
Suffolk, VA 23434-6500
757-925-2318 (office)
757-510-3487 (cell)

Conserving VA's Biodiversity through Inventory, Protection and Stewardship

www.dcr.virginia.gov/natural_heritage

[Virginia Natural Heritage Program on Facebook](#)

APPENDIX L

Alexis Baker

From: Watson Lawrence
Sent: Monday, September 28, 2015 1:15 PM
To: Alexis Baker
Subject: RE: Unique Economic Development Opportunity Open House for Williams Property

Alexis:

I would only comment that this property is indeed unique in the opportunities it poses for agriculture/open space and industrial/commercial development. These two types of land use sometimes compete. I would consider this property to be prime farmland and is currently well managed and high yielding farmland.

Much of this large parcel is probably prior converted wetland. The predominate soil types are Hyde Mucky Silt Loam and Deloss Mucky Fine Sandy Loam. Both soil types have a natural drainage class of "very poorly drained". However, they can both be "prime farmland" if drained, which is what occurred back in the 1950's when Mr. Williams cleared the large tract. Mr. Williams still has the bulldozer parked in a shelter at his Virginia Beach farm used to clear that property.

Federal laws today would likely not allow such a natural resource as this to be cleared because of wetland regulations.

M. Watson Lawrence, Jr.
Director of Agriculture
Senior Extension Agent
Chesapeake Extension Office
310 Shea Drive
Chesapeake, VA 23322
(757)382-6348
watsonL@vt.edu

"Virginia Cooperative Extension brings the resources of Virginia's land-grant universities, Virginia Tech and Virginia State University, to the people of the Commonwealth."

From: Alexis Baker
Sent: Friday, September 18, 2015 1:55 PM
To: Watson Lawrence
Subject: Unique Economic Development Opportunity Open House for Williams Property

Dear Watson:

You are invited to attend a public meeting to discuss the Frank T. Williams Farms Property's candidacy as a Unique Economic Development Opportunity (UEDO).

The UEDO Policy is an element of the Moving Forward Chesapeake 2035 Comprehensive Plan. Designation as a Unique Economic Development Opportunity allows properties that meet certain conditions to be considered for unique economic development purposes. A site receiving this designation would be strategically promoted for economic development in the City of Chesapeake. Designation as a UEDO requires an evaluation of consistency with specific criteria outlined in the UEDO Policy, including compatibility with your agency's plans and policies. A map of the subject property is attached for your reference.

We would very much appreciate your feedback and would like to know what concerns you may have in this matter. **A public meeting will be held on Tuesday, September 29, 2015 from 5:00 p.m. to 7:00 p.m. at the Chesapeake Regional Airport's main terminal building lobby, 2800 Airport Drive.**

If you are unable to attend the meeting on September 29th, your comments may be sent in writing to Senior Planner Alexis Baker at arbaker@cityofchesapeake.net. Staff will be considering your input in a report that will be shared with City Council in October 2015. Thank you in advance for your assistance on this matter.

Thank you,

Alexis

Alexis Baker

Senior Planner

Comprehensive Planning Division

Chesapeake Planning Department

306 Cedar Rd., 2nd Floor, Chesapeake, VA 23322

Ph: 757-382-6176

Email: arbaker@cityofchesapeake.net



APPENDIX M

Alexis Baker

From: Ben White
Sent: Wednesday, September 30, 2015 3:56 PM
To: Casey C. Gilchrist
Cc: Alexis Baker; Jaleh Shea
Subject: Re: Cavalier Industrial Park Vacancy Analysis

Casey,

Thanks for this information. As we discussed last evening, one of the comments related to the Uniqueness of the Williams tract indicated we didn't need another Industrial park because we have so much vacant space in Cavalier industrial park. I would suggest that 3.8% of 15.3M square feet is a very low vacancy rate. You can verify but I would guess the regions vacancy rate is around +/-15% Additionally, there is no raw land available for sale in Cavalier which is comprised of 600 acres and has taken 40+ years to fully develop.

Based on the the comments of John Loftus, the Sites and Building Manager for VEDP, who indicated the state has a sever shortage of land for large economic development opportunities (only 3 sites of 250+ acres in the entire state and none of those are in Hampton Roads), the fact that the Williams tract could provide a dozen or more such site makes it unique.

Thanks again for providing this information for clarity.

Sincerely,
Ben White
Assistant Director

Chesapeake Economic Development

Office: (757)382-8040
Mobil: (757)646-1270

Sent from my iPhone

On Sep 30, 2015, at 3:18 PM, Casey C. Gilchrist <cgilchrist@cityofchesapeake.net> wrote:

Hi Alexis and Jaleh,

Ben thought this information would be useful based on feedback provided at the public hearing concerning the Frank Williams property last night.

Casey Gilchrist
Marketing Research Specialist
City of Chesapeake Economic Development Department
676 Independence Parkway, Suite 200
Chesapeake, VA 23320
(757) 382-3717
cgilchrist@cityofchesapeake.net

Alexis Baker

From: Benton White <bentonmwhitejr@icloud.com>
Sent: Thursday, October 27, 2016 3:49 PM
To: Alexis Baker
Subject: Williams tract UEDO analysis

Alexis,

The Williams tract is unique in that there is no other site in the Commonwealth of Virginia of its size that has the following characteristics:

- 4,000 AC (potential for 15-16 Mega Sites of 250 - only 3, 1000 acre + sites exist in the entire Commonwealth)
- Close proximity to the Port of Virginia (located within 20 Miles and a 20 minute drive)
- Close proximity to a large population center and skilled workforce to support industry (1.7M population of Hampton Roads) – an available workforce is a critical consideration for major employers
- Ease of access to the site of this size because of road/bridge infrastructure (Hwy 17 has been designated as the future Interstate 87...according to the Virginian-Pilot it could be open to traffic within 10 years)
- Approximately 250,000 live within a 30 minute drive to the site, while the average drive time to work in Hampton Roads is 24 Minuets (ESRI)

The City of Chesapeake currently has a limited amount of large parcels available for unique economic development opportunities. According to state economic development officials and various site selection consultants Chesapeake cannot, due to the lack of larger sites, compete for major economic development projects. If one “mega-site” (informally defined by the Virginia Economic Development Partnership as a minimum of 250 acres) were available in Chesapeake it would qualify as a unique asset in the Commonwealth. The acreage at the Williams Tract is 15-16 times larger than the state’s definition of a mega-site.

The Williams tract is unique in that it provides the City with the flexibility to compete for various Economic Development projects. For example the Willaims tract could be developed as an advanced manufacturing campus for one user. However, should the City determine that a diverse economic development strategy is more desirable, the Williams tract offers the flexibility to accommodate 10 - 15 large employers in both the advanced manufacturing and office sectors.

In addition to a potential mega-site for one user, state representatives have pointed to the Meadowville Technology Park in Chesterfield County, Virginia: <http://meadowville.com>, as a potential model for the development of the Williams Tract. Meadowville, originally developed as a site for a “semi-conductor” production facility, the park is now a multi-purpose location (NO residential), home to various users like Amazon and Capital One, in both the manufacturing and information technology sectors. Once the semi-conductor industry shifted to offshoring Chesterfield County revised their strategy to recruit multiple large employers in lieu of an over-reliance on one major employer. Meadowville Technology Park is nearing capacity and therefore state economic development officials have encouraged the City of Chesapeake to consider the development of the Williams Tract in a similar manner to Meadowville in Chesterfield County.

The Williams Tract is a unique economic development opportunity for Chesapeake because there is not another site like this in Hampton Roads or even the Commonwealth of Virginia. The proximity to the Port of VA and

location accessible by the skilled workforce and population centers of the Hampton Roads MSA gives the site a competitive advantage over any other 1000 + acre sites that are located in rural regions of the state.

In closing, this site is unique because of its 4,000 acre size, ownership by a single individual, proximity to the Port of VA, access to a workforce and access to interstate quality highways. The designation of the Williams Tract as an UEDO will gain national attention and enable the City to compete for significant projects at a state, national, and international level.

Ben White
Assistant Director

Chesapeake Economic Development

Office: (757)382-8040
Mobil: (757)646-1270

Sent from my iPhone

APPENDIX N



COMMONWEALTH of VIRGINIA

Director
Nancy M. Welch, MD, MHA, MBA
757-382-8627

CHESAPEAKE HEALTH DISTRICT
748 BATTLEFIELD BLVD, NORTH
CHESAPEAKE, VA 23320-4941

Main Number 757-382-8600
Fax 757-547-0298
www.vdh.virginia.gov

October 8, 2015

Jaleh M. Shea, AICP, Planning Director
City of Chesapeake
Department of Planning
P.O. Box 15225
Chesapeake, VA 23328

RE: Chesapeake Health Department Comments for Consideration of Williams Farm as a UEDO

Dear Jaleh:

The policy and resolution identifying Frank T. Williams Farms properties as a candidate UEDO has limited public health impact or concern.

Additionally, usage of the land in its entirety, or just certain parcels, will not change the public health impact. I support the idea having a self-sufficient water treatment plant and a wastewater treatment facility at the property as displayed on the site map produced by MSA, P.C. dated January 29, 2015 for the following reasons:

- A conventional or alternative septic system is not designed to last forever, requires maintenance, limits land usage, and has the potential for environmental contamination with public health concerns.
- Extension of city water and sewer along route 17 raises the issue of connection to public utilities per Chesapeake Code Chapter 78.

Bear in mind that if the above is not feasible, they would need to meet the standards in accordance with the Sewage Handling and Disposal Regulations (12 VAC 5-610) and the Regulations for Alternative Onsite /sewage Systems (12 VAC 5-613) subject to the Operations and Maintenance requirements. DEQ may have final regulatory authority of the design if located on the property and the final dispersal of treated effluent is a point source discharge system.

Please do not hesitate to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Nancy M. Welch".

Nancy M. Welch, MD, MHA, MBA
Director