

Route 58 Economic Development and Land Use Plan

Background Appendices

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- A. Community Meeting Summaries
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Appendix A
Community Meeting Summaries

Kick Off Meeting with the Southern Development Committee – November 26, 2007

Southern Development Committee Work Session – January 29, 2008

Public Forum # 1: “Creating a Vision for the Future of the Route 58 Corridor” – January 29, 2007

Southern Development Committee Work Session – April 1, 2008

Public Forum # 2: “Alternative futures for the Route 58 Corridor” – April 1, 2008

Public Forum # 3: “Implementing the vision for the Route 58 Corridor” – June 30, 2008

ROUTE 58 ECONOMIC DEVELOPMENT AND LAND USE PLAN
Kick Off Meeting with the Southern Development Committee
November 26, 2007
Meeting Summary

The goal of this project is to develop a master land use and economic development vision for the Route 58 corridor that will ensure economic vitality and a high quality of life to the area. The kick off meeting with the consultant team, County staff and the Southern Development Committee (SDC) was held on November 26, 2007 at the Otelia J. Rainey Community Center. The major objectives of the kick off meeting were to:

- Introduce the Consultant Team
- Review Goals & Objectives, Process and Schedule
- Prepare for the Public Workshops
- Provide Opportunity for Q&A / Feedback – Listen to Issues & Concerns

Introduction and Background Presentation

The consultant team (Vlad Gavrilovic and Charles Smith from Renaissance Planning Group, and Tom Flynn of Thomas Point Associates) gave a presentation summarizing the overall purpose, scope and schedule for the project. This was followed by a discussion among the SDC members present on their issues and ideas for the corridor project as a whole.

SDC Discussion on Issues & Opportunities

Following are comments from members of the SDC from the meeting:

- Facilitating economic growth in the area should be a primary goal of the study
- There is a need for children's activities/daycare in the area
- Retail needs in the area include grocery stores, banks, arts & crafts store
- There is also a need for swimming facilities for area youth
- Need activities for youth and seniors
- The property owners in the corridor would like to know what the future Land Uses are in the corridor
- The western part of the study area has excellent rail access with two major railroads intersecting (Norfolk & Southern and CSX)
- The area has very good highway access – Route 58 is a straight shot into the booming Hampton Roads area.

ROUTE 58 ECONOMIC DEVELOPMENT AND LAND USE PLAN
First Project management Meeting with the Southern Development Committee
January 29, 2008 at the Carrsville Elementary School
Meeting Summary

Introduction and Background Presentation

The consultant team (Vlad Gavrilovic and Jason Espie from Renaissance Planning Group, and Tom Flynn of Thomas Point Associates) gave a brief presentation summarizing the findings of the Demographic and Market Analyses and the Land Use and Transportation Analysis. This was followed by a discussion among the SDC members present on their issues and ideas for the project.

SDC Discussion

Following are comments from members of the SDC from the meeting:

- The consultants should check the Carrsville Village Center Boundary shown on the map
- The 10% truck traffic figure on Rt 58 seems low
- The project team should be aware of the impacts of the potential impact fee legislation on the implementation of this project
- The growth potential of the area can be positively influenced by a good master plan
- The Carrsville school constantly faces closure threats, although the enrollment is not dropping – how does this factor into the planning process?
- The degree of residential market demand was questioned, and the consultants discussed factors in determining residential market. The market would probably be for more affordable housing than what is being built in the north of the County, and it will depend greatly on utility availability
- The Board's policy intent for the area is to encourage more industrial growth
- There is public water in the Carrsville as well as Camptown areas, and the County will look to move toward a self-sufficient water supply in the future
- The sewer potential in the area depends on agreements with adjacent jurisdictions. HRSD is open to extending sewer capacity if there is additional growth pressure and cooperative agreements. There is a potential of linking Carrsville to Holland because of their need to deal with fluoride issues.

- If the International Paper Sawmill operation is sold, there will be a lack of water capacity in the area
- There was a discussion on the capacity of the aquifer to provide groundwater to the area and it was agreed that the greatest factor will be the future water needs of new industry in the area

Next Steps

1. The consultants will begin the development of alternative scenarios based on the results of the public workshop and the inventory and analysis for the project
2. The next public workshop for the project will be held in late March or early April to evaluate the alternative scenarios for the corridor
3. Staff will coordinate with the SDC and consultants on a project management meeting to be held in conjunction with the next public workshop
- 4.



- This Development Service District has the largest industrially zoned area in County – however, other parts of the County seem to be getting the new industrial development
- Route 58 used to have 15,000 vehicles per day – it is now down to less than half of that
- Have been waiting for water and sewer – need to see some results
- The consultants should take a look at the history of industrial parks in the County
- There is a need to protect the Carrsville School from overcapacity due to new residential development
- Would like to see progress in the area, but with a minimum of change and disruption
- Hampton Roads is the area's main economic engine and has the freight terminals
- The study should show how best to leverage the main assets of the area, including the airport, the people and the great access
- The project should integrate with other County community and environmental efforts, such as SDC action projects, beautification, signs, DSD boundary and the proposed school memorial project
- Key contacts include the owner of the shopping center on Rt. 58 and Franklin Equipment (a forestry equipment business in the Camptown area)
- Look at the recent article in the Tidewater News on shopping habits of residents in the area
- At one time, IP and Franklin Equipment represented 30% of the total County tax revenue
- International Paper has been slowly reducing its workforce, going from 4,000 employees to 1,400 employees in 20 years
- The Railroad contacted property owners some time ago about keeping railroad crossings open and closed if when property owners did not respond back
- County purchases Water and Sewer capacity from Franklin; in order to expand, approval from City of Franklin or HRSD is needed
- Need to research the boundaries and terms of the revenue sharing agreement with Franklin



- A key issue for area for the future is to increase its self-sufficiency

Next Steps

1. The consultants will summarize the results of the meeting and begin their background inventory and analysis for the project
2. The first public workshop for the project will be held on Tuesday, January 29, 2008 at 7 PM. The format for this meeting will be a brief presentation by the consultants on the findings of their background research, followed by facilitated exercises with the participants to get their ideas for a future vision for the corridor.
3. Staff will coordinate with the SDC and consultants on a project management meeting to be held in conjunction with the public workshop.

ROUTE 58 ECONOMIC DEVELOPMENT AND LAND USE PLAN
First Public Workshop - "Create The Future of the Route 58 Corridor"

January 29, 2008 at the Carrsville Elementary School
7:00 PM to 9:00 PM

MEETING SUMMARY

The first public workshop of the Rt. 58 Economic Development and Land Use Plan project was held at the Carrsville Elementary school on January 29, 2008. The meeting was facilitated by the County staff and the consultant team, and included participation from over 60 people, including members of the Southern Development Committee, Board of Supervisors and Planning Commission. The goal of this workshop was to introduce the public to the project and to solicit input, issues and ideas for a long-term vision for the future of the Route 58 corridor. The specific objectives of workshop were to:

- Review the objectives, process and schedule of the project
- Review background data about Economics, Land Use and Transportation in the Route 58 corridor
- Get the public's input, ideas and visions for the future of the Route 58 corridor

INTRODUCTION AND PRESENTATIONS

The consultant team (Vlad Gavrilovic and Jason Espie from Renaissance Planning Group, and Tom Flynn of Thomas Point Associates) gave a presentation summarizing the findings of the Demographic and Market Analyses and the Land Use and Transportation Analysis. In addition, Amy Ring of the County Planning Department gave a brief presentation on the results of the Route 58 Community Survey and Visual Preference Survey. This was followed by a facilitated mapping exercise where the participants were invited to share their ideas for the future of the Rt. 58 corridor and to locate potential new development centers of activity along the corridor.

RESULTS OF THE MAPPING EXERCISES

The results from the small group mapping exercises will be summarized in an accompanying file of photographs of the maps. Below is a written summary of the presentations of each group:

Group 2 (note there was no Group 1):

Group 2 noted a number of desired protected areas – all three churches, schools, fire department, historic homes. They talked about why it's hard to attract industry or residents. The lack of water and sewer service is a major constraint. The Camptown area is currently residential but the whole surroundings are primarily industrial and the future of the area should be industrial. They even raised the tough issue of relocating Camptown but they acknowledged that is probably "pipe dream," not likely to occur in their lifetime. Along 58, they allocated some mixed use, and also identified some farmland preservation

areas. They noted the need for more living areas in Carrsville. They also noted that the Railroad needs to be changed, or improved, as it can be a detractor to revitalization.

Group 3:

Group 3 wanted to preserve churches and schools, recreation areas, and the post office. They would like to see immediate improvements to Camptown with appearance improvements, lighting, streets, sidewalks. They would also like to see some improvements by the railroad and all along 58, especially around the 7-11. Other areas that could use improvements include the old Airway shopping center, and secondary streets in Carrsville. They clustered some residential and working centers; however, they felt the half-mile diameter dots used in the exercise were too large. They located one center near the Jacobs Mill intersection, and one at the current skating rink. This center could have a shopping center, with perhaps some minor retail, fast food, or even a small theater or other recreational use. Near the Springdale apartments they would also like to see some services for seniors such as drugstores, a bank, small grocery store for essentials, that would help those in the Camptown area as well.

Group 4:

Group 4 looked at the whole district. They'd like to put a truck stop in at the intersection of 58 & 258. They wished to preserve churches, schools and historic, country homes (Piney Grove Church, Beaverdam Church, McCutchin home). They would improve the airport and keep International Paper industrial. They would like to see the development of some mixed use zoning, but generally they would keep residential growth where it is rather than spread it out. Preserving the wetlands and buffers along streams is important.

Group 5:

Group 5 also wanted to save religious areas, schools, civic centers all the positive attributes of the area. They suggested a large but attractive truck stop, to service the high level of truck stops, as well as people who can work on the trucks. They noted Camp See-Gar as an area to protect and enhance to give kids places to go and learn. They also recommend a new tri-level retirement village which can accommodate phases of life from more independent to more assisted care. They emphasized taking care of young and able bodied as well.

Group 6:

Group 6 said that they liked Group 3's ideas. They would also like to see mixed use, and better living centers in the Camptown area. They also said that parks and recreation areas are lacking in that area, and they'd like to see another employment center there as well. They wanted to rehab the old Airway shopping center as a shopping and gathering place. They questioned why it's so hard to attract industry and residents – a number of factors going against us was cited as the reason. If an area appears dilapidated this will keep people or new homes from being built. Beautification is important, and upkeep of homes. All of the area should be multi-purpose, and the industrial areas should stay industrial. They cited the condition of land and houses as needing improvement.

Group 7:

Group 7 said that they would like to protect the churches in the area and especially near Camptown. The vacant shopping center would be nice to revitalize and attract more franchise businesses. More shopping is needed near the airport. Street improvements in and around Camptown are also important. They'd like to see a recreational park there as well as some industry. In the residential areas, they'd like to see better houses and wider streets. They would like to see a mixed use community near Carrsville. They also think the land area around Camptown should be 'rehabbed' before adding any new housing. The poor condition and visual appearance of the land near Camptown was cited as an issue, and removal of the 'sticky briars' (overgrowth of invasive plant species) would help encourage new housing.

Group 8:

Group 8 focused on the Camptown area. They'd like to see more affordable housing, shopping with an expanded recreation center/community centers. They wished to preserve the existing community, churches, pedestrian areas, and other landmarks. There are a lot of trucks that come in and out of the area, and they realize these support IP, the lifeline of the community, but perhaps their speed could be reduced. The old church right next to International Paper is very important.

Group 9:

Group 9 said that they would prefer to tear down the Airway shopping center rather than revitalize it. They noted that it had been through three different owners, all attempted to do something with it and it just wasn't working out. More businesses like Ed's Duct Work would be good, more industries like those will bring jobs. There is an industrial park with a water tower sitting there empty, and that area should be utilized it as a working center. The area needs more restaurants, like Joes Pizza, and recreation areas. They would like to see International Paper preserved, or maintained. In Carrsville the Fire Station and dump are important facilities to keep. At the intersection of 58/258, they would put a multiuse center, including housing, retail, recreation, etc, and would utilize both sides of the roads (rec/housing/retail center). They would also put a shopping center at the intersection of Holly Run and Carrsville Hwy. If something significant were to be built on parcels further away from Franklin, closer to Carrsville, it would draw more people to interest there. Downtown Carrsville could be revitalized as more of a village center.

Next Steps

1. The consultants will begin the development of alternative scenarios based on the results of the public workshop and the inventory and analysis for the project
2. The next public workshop for the project will be held in late March or early April to evaluate the alternative scenarios for the corridor
3. Staff will coordinate with the SDC and consultants on a project management meeting to be held in conjunction with the next public workshop

ROUTE 58 ECONOMIC DEVELOPMENT AND LAND USE PLAN
Third Project management Meeting with the Southern Development Committee
April 1, 2008 at the Carrsville Elementary School
Meeting Summary

Introduction and Background Presentation

The consultant team (Vlad Gavrilovic, Charles Smith and Jason Espie from Renaissance Planning Group, and Tom Flynn of Thomas Point Associates) gave a presentation summarizing the results of the first Community Workshop, a review of the three Alternative Future Scenarios, and preliminary evaluation of the alternatives from a traffic and market/fiscal impact standpoint. This was followed by a discussion among the SDC members present on their issues and ideas for the project.

SDC Discussion

Following are comments from members of the SDC from the meeting:

SDC Comments

- The 1,500 jobs that were assumed in the consultant's baseline (Low estimate) may be actually be a Medium or High Estimate, based on the previous trends of decline, rather than expansion, in industry in the corridor
- The assumptions should take into account a potential that I.P. may close within the 25 year horizon of the study
- Jobs have actually declined in the last 10 years.
- The assumption on which the estimates are based is for an aggressive County promotion of Industrial in this corridor.
- On the residential baseline assumption, 10 houses per year should be considered as high growth at today's market
- Need enough houses to get a grocery store
- Trend scenario wouldn't happen as shown because of the current County Comprehensive Plan that is in place.
- Industrial Centers alternative shows development sitting on the landfill & on I.P. land.
- Lee's Mill Road has willing prop. Owners for new development along it
- The Rural Villages alternative in Carrsville shows houses on County property
- County desire would be to see an expansion of the airport within the time horizon of this study.
- The existing houses on Rt. 58 @ Elmwood could transition to commercial in the long-term (25 year) future.
- Traffic estimates should consider I.P. wood yard expansion that is in the works.



Next Steps

1. The consultants will begin the development of a Preferred Scenario based on the results of the public workshop and the SDC meeting
2. The next public workshop for the project will be held in late May or early June to review a draft Master Plan for the corridor and solicit input on Implementation Actions
3. Staff will coordinate with the SDC and consultants on a project management meeting to be held prior the next public workshop to review the Preferred Scenario



ROUTE 58 ECONOMIC DEVELOPMENT AND LAND USE PLAN
Second Public Workshop - "Evaluating Alternative Visions for the Route 58 Corridor"

April 1, 2008 at the Carrsville Elementary School
7:00 PM to 9:00 PM

MEETING SUMMARY

The second public workshop of the Rt. 58 Economic Development and Land Use Plan project was held at the Carrsville Elementary school on April 1, 2008. The meeting was facilitated by the County staff and the consultant team, and included participation from over 35 people, including members of the Southern Development Committee, Board of Supervisors, Planning Commissioners and the public at large. The goal of this workshop was to review the alternative Future Scenarios that have been developed for the corridor, solicit input and evaluation of each alternative, as well as input on a potential preferred alternative or combination of the alternatives. The specific objectives of workshop were to:

- *Explore Alternative Visions for the Corridor*
- *Get the public's input on evaluating the Alternatives*
- *Give direction on a Preferred Alternative*

INTRODUCTION AND PRESENTATIONS

The consultant team (Vlad Gavrilovic, Charles Smith and Jason Espie from Renaissance Planning Group, and Tom Flynn of Thomas Point Associates) gave a presentation summarizing the results of the first Community Workshop, a review of the three Alternative Future Scenarios, and preliminary evaluation of the alternatives from a traffic and market/fiscal impact standpoint. This was followed by a facilitated mapping exercise where the participants were invited to share their ideas and suggestions on each Alternative, as well as decide on a preferred Alternative.

GENERAL COMMENTS/DISCUSSION

The following comments were noted as general comments from the participants, prior to or in conjunction with the mapping exercises:

- Consider future location/impact of the Navy's OLF and potential flyover noise from military aircraft if it were located near the study area.
- Airport Expansion needs to be considered as an Industrial opportunity increase (economic development tool)
- A new bridge is scheduled to be constructed fro Rt 58 over the Blackwater River – it will be 4 lane and higher than the current bridge

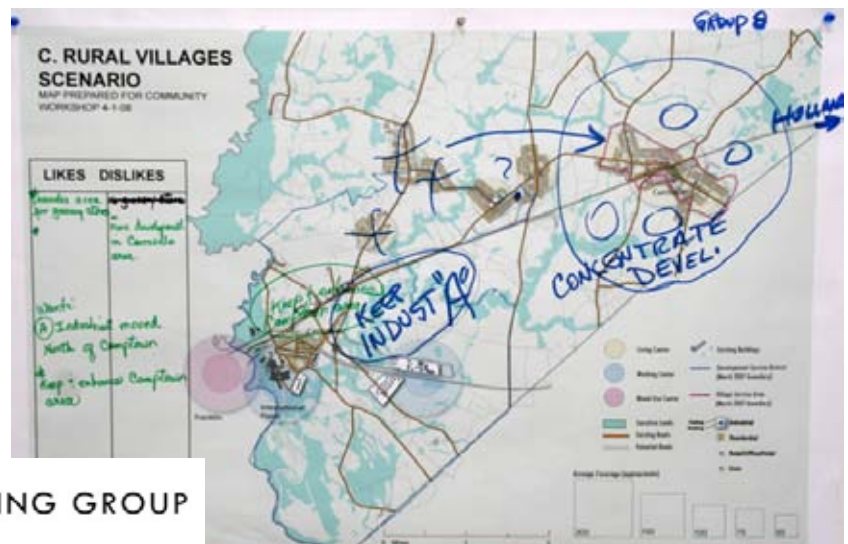
- Are the industrial expansion baseline assumptions realistic, given the fact that prior trends in the corridor have shown decline, not expansion?
 - The consultant team and County Economic Development Director both expressed confidence in the industrial expansion assumptions due to a number of factors, especially the Hampton Roads terminal expansion
- There are currently 1,500 Unit development proposed in Holland – these will bring sewer up 58.
- There is a proposal to develop 1,000 houses South of Franklin
- The County is planning a new Reverse Osmosis water treatment plant – with a line that will run to Beaver dam Road. (Where water tower is currently.)

RESULTS OF THE MAPPING EXERCISES

The results from the small group mapping exercises are summarized below, in addition to a photograph of each group's Preferred Scenario map:

Group 8

- Preferred the Rural Villages Alternative C, with some modifications.
- Liked how this provides for a grocery store and locates more development in Carrsville.
- Some of the residential clusters along Beaverdam Road are questionable, and these could be moved closer to Carrsville, where there should be even stronger concentrated development (see map)
- Keep the Industrial in the western part of the corridor, while also keeping and enhancing the Camptown community.
- Sewer should be extended through corridor, to Holland.
- Concentrate development in Carrsville, will attract people from Holland. One person wants grocery store in Carrsville.
- Let's keep development along 58 and enhance Camptown area, but don't make it larger. People who live there already know they are living in an industrial area.
- Keep the western portions industrial as shown on charts, at intersection of 258/58 and around airport.
- Want more development – more industrial development needed north of Camptown. But there is lots of wetlands to work around.
- Disliked how the Town Edge scenario has residential development along Rt 258 (around Hunt Club Rd) and not along the Rt 58 Corridor and outside of DSD.
- Disliked where the Town Edge scenario had the

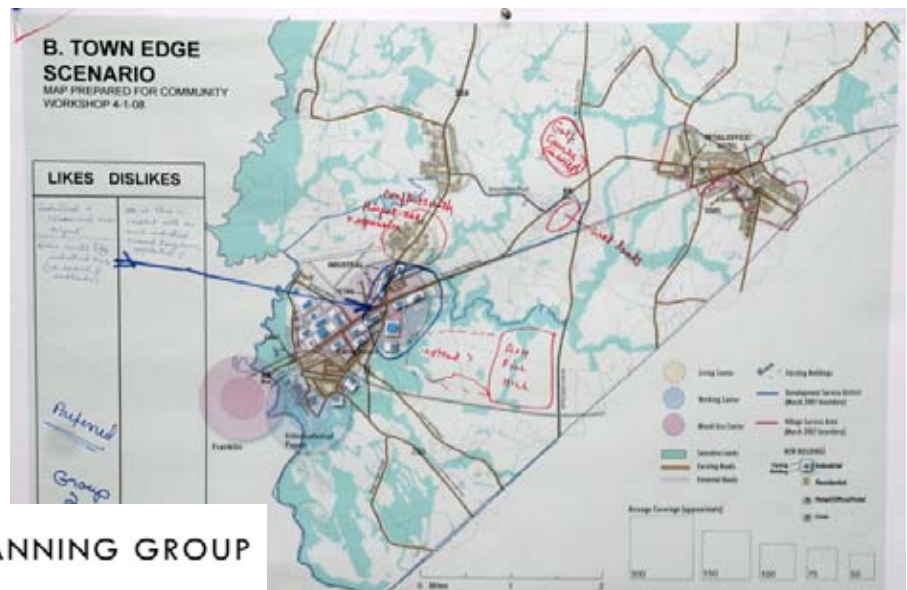


development in the flight path of the airport traffic.

- Felt that there were some aspects of the Industrial Centers alternative that they liked, such as the location of the industrial (but further north perhaps), the concentrating of development in and around Carrsville and enhancing and improving the residential area around Camptown.

Group 2

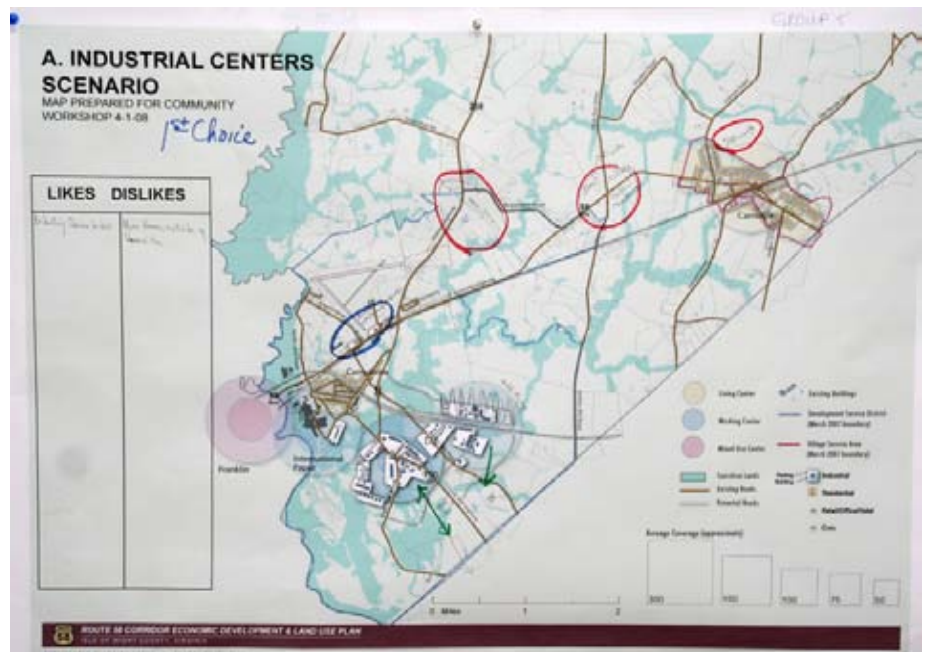
- Preferred the Town Edge Scenario because it concentrates more residential development in Carrsville.
- Liked how industrial and commercial allocations are near the airports. The blue circle at the intersection of 258/58 is an ideal location for an industrial park, though there are some wetlands there.
- Disliked how there may be a conflict with too much industrial near the residential areas of Camptown; but were uncertain how to resolve this.
- This scenario should better consider the conflicts with the airport traffic overlap zone, and how the airport might be expanded in the future. Its hemmed in, river on one side and a road on the other.
- Ash fill Hill needs to be noted (the IP landfill).
- There are wetlands not noted on the map, SE of 58 but NW of Jenkins Mill Road.
- Be careful where some residential is currently located, especially on some of Mr. Camp's properties.
- The location of the industrial in Alternative A industrial is generally workable. However, don't put industrial on historic properties, land fills or cemeteries as occurs on some other alternatives show. Avoid putting industrial on Mount Trashmore (IP landfill), which will probably extend. The maps should show the landfills.
- Having industrial close to the airport is good, and near rail road.
- With both industrial proposals there too much industrial development around Camptown area and how does this work with this as a residential place This is an issue someone is going to have to deal with.
- Avoid residential development in the flight path of the airport. Planes take off to the east.
- The Rural Village scenario does a good job of clustering villages with housing, parks and some shops
- Bike paths would be nice.



- If larger lots are the desired market choice should some housing be shown that reflects that, the current housing is all very clustered, perhaps this is unrealistic?
- Disliked how the Industrial Centers alternative located industrial in areas that were historic family homes and cemeteries. They suggested relocation closer to the airport, and the intersection quadrants around 258/58 (see map).

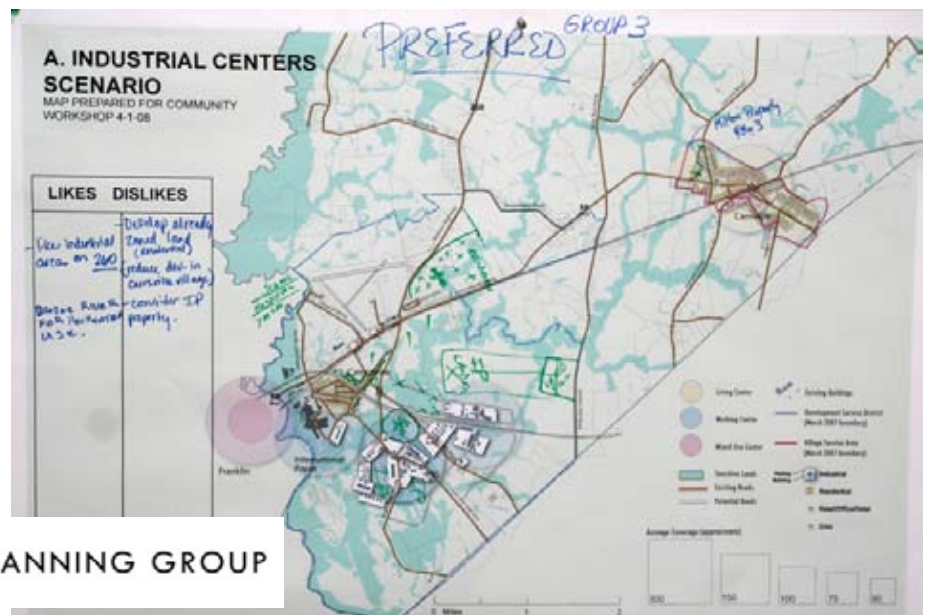
Group 5

- Preferred the Industrial Centers alternative but with some modifications.
- Some residents of Camptown expressed an interest that some residents did desire to move out of Camptown, and if they do they could convert that area to more mixed use or light industry.
- Intersection of 58 & 258 should be more mixed use. Housing and small retail shops could be relocated (see map). Industry along 260 should be relocated (see map). Move some more housing out of Carrsville and keep development within the existing DSD lines.
- Liked how the industry was closer to 260 (great mill road)
- Disliked how too many houses were located in just Carrsville. Suggested to move some to inside the DSD along 258 south of Beaverdam road.
- Suggested a mixed use, commercial industrial complex at the airport, near airport drive.
- Suggested a village center, with small retail at the intersection of 58 and Holly Run/Jenkins Mill Rd – currently is outside of the DSD but could be included if boundaries change.
- Recommended shifting some of the industrial allocations around some (see map)
- In the Town Edge alternative, they liked the higher industrial uses, more jobs but disliked the industrial locations along 260 (Great Mill Highway) and the location of houses outside the DSD. Industrial development shown between airport drive and North Lynn Road is very unlikely to occur.
- In the Rural Villages alternative, they liked how it locates housing to the east and industries to the west, and liked the inclusion of community areas (pools, indoor, outdoor, rec) but disliked how there were too many houses shown, especially near the airport and near IP.



Group3

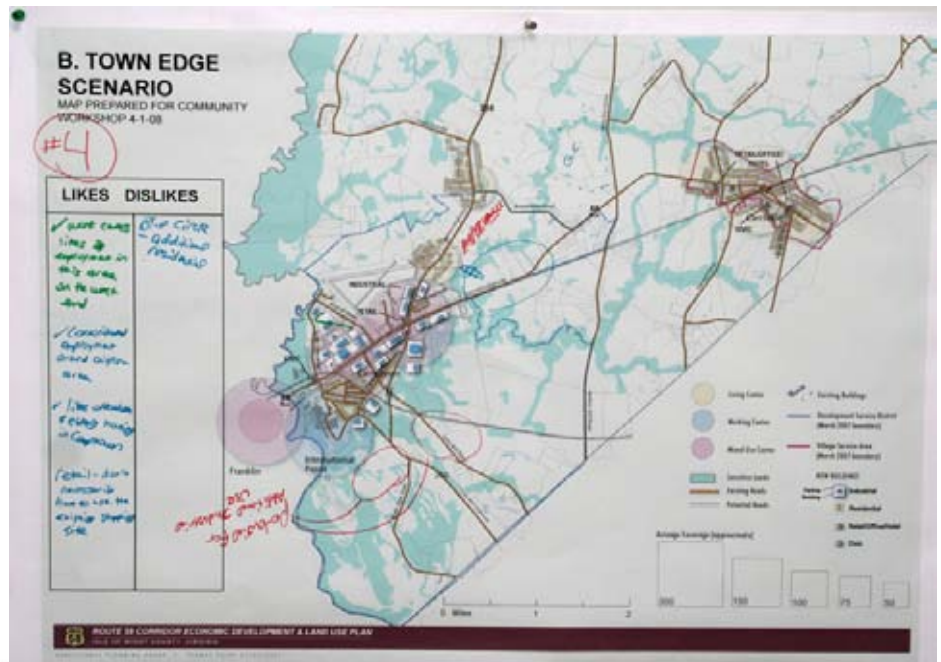
- Preferred the Industrial Centers Alternative A with some modifications.
- Move residential into area already zoned residential. Carrsville has a lot of land that folks won't sell for a long time. There is a large area (see map) that could hold 700 residences that is already zoned to hold new residential growth.
- Mt Trashmore (IP landfill) is going to keep growing and these mounds are already high (100 -150') and will grow higher. That land will not be able to be used anytime soon.
- They are generally happy with industrial areas the way they are. People from Camptown seem to be interested in moving from Camptown, but the people in camptown could be surveyed. Perhaps they could be moved directly away from directly next to IP but still keep them nearby since they have ties to the area and family. The County could look into this, finding a new nearby affordable housing location for current camptown residents.
- Access to the river is problematic. It could be used more if clearing trees so it would be usable for recreation. Currently the river is useless for recreation, even for fishing because of terrain. Not so much dredging, but clear out the trees at the bottom of the river, to make it useful for johnboats.
- Disliked how much development was located in Carrsville Village.
- The scenario should consider IP property, such as the land fill and areas that wont develop (see map markings).
- In the Town Edge alternative, they liked the location of industrial in this scenario and liked the location of new civic center near Camptown, however they noted that it was unrealistic to assume the high end of industrial sqare footage as shown in this scenario and should cancel the hotel plans, this wont happen.
- The design shown here for Carrsville Village needs a detailed review. Landfills should be noted.
- The new residential development shows on 258 and hunt club road should be relocated to along 58 corridor, within the DSD, same for the area shown in the airport traffic flyover zone.
- In the Rural Village alternative they liked the idea of having something similar to Harbor View area in Northern Suffolk, liked utilities along 58 and development should follow utilities. However, they disliked where some of the clusters of homes were shown, they should be moved to along 58. This area does not need any more mini-marts, Tom Wright said this is all small projected growth would support. If



Franklin struggles to keep some of its businesses going, how will this end of IOWC support the same thing? You are only talking a matter of 2-3 miles difference. This scenario should keep in mind county owned property.

Group 4

- Town Edge Alternative B is the preferred scenario with some modifications.
- They had some of the same thoughts as other group, notably that there are already areas of the land use plan set aside for residential.
- The Beaver Dam Swamp could be nature walk, it was a man made swamp that got its name from man made dam made during the Civil War.
- Industrial complex should locate as shown on the map comments, on the south side of the railroad. 50 years from more industrial complexes should be closer to Rt 58, and closer to the airport. Perhaps one day there could be a good, new hotel (Holiday Inn Express) there.
- Affordable housing is important for Camptown. Some might want to move, some might want to stay but even if they do move they don't want to move too far and housing needs to be affordable. Perhaps some nearby housing could be affordable. Sewer line could be extended from Franklin with the bridge, it would be cheaper than extending from Holland.
- With increased gas prices, putting houses close to jobs is important, especially if people want to bike or walk to work.
- Would it be possible to put a grocery store in this area of the county? For example, how much would it cost to upgrade the shopping center, would it be easier to just replace it with something we could be proud of. If we are going to do things on this end of the county so people respect it the way that we do, these are some of the things we will need to do.
- They liked how work centers and employment in this area on the western end of the corridor, how this scenario considered employment around the airport area, and how it could help affordable and elderly housing in and around Campton.
- The existing shopping site is not necessarily needed for future retail.
- More residential development move away from airport traffic are closer to 58 corridor (see blue on map).



- There could be additional industrial uses along Wash Hole Road (west) and Lees Mill Road (see red markings on map)

Group 6

- Preferred the Industrial Centers Alternative with modifications.
- They liked the emphasis on the airport commercial, industrial amenity; and liked the development of Carrsville and that it maintains sense of community.
- The County needs to coordinating extension of sewer extension to Holland with Suffolk and HRSD. Working with the neighbors is important both with Franklin, Suffolk, and Holland, to build a new water sewer facility that would serve all communities. Bringing water and sewer to this area will encourage other development, and maybe more than we want but we need to be very careful so we don't encourage more development than we may want.
- More mixed use retail is needed along Carrsville Highway (Rt 58 north of 258/58 intersection)
- Some areas of the Camptown community may require redevelopment (residential)
- Need more mixed use is needed near the industrial areas.
- The airport is an amenity in the long run to servicing the industrial area.
- Suggested residential off of 258 just south of Beaverdam (same location as group 5)
- Infrastructure is critical, not just water and sewer, but schools and roads. You'll have to build another 2 lanes in here to accommodate traffic. There are already a large number of trucks coming into IP every day. Industrial alternative is conducive to main corridors but let's get away from industrial, whether it would be environmental, congestion, noise and everything else.
- Consider the impacts of large residential growth. Build homes may help bring a grocery store but what is going to take to build a home? If you don't have the proper drainage, sewage is and issue and you'll start to see those mounds (above ground septic) appear, or you will need a larger area to build that many homes. So the heavy residential options are not really feasible. In reality the best scenario is the Industrial Centers one industrial.
- Camptown is historic to this community and to relocate that community is gong to be more expensive than redevelopment here. Water and sewer are already available here. They would like to have some creative urban redevelopment in the Camptown area to preserve historical structures and create more of village setting that might be attractive for apartments, senior living facility, and perhaps some mixed use retail and shopping.
- Industrial alternative supports a growing tax base that supports the other development and infrastructure needs. Start small and realistically, and have strong leadership.
- In the Town Edge alternative, they liked how it emphasized work and living in the same area, and the general location of industrial development which was consistent with patterns in the western end of Rt 58. They disliked the increased industrial development builds revenue to support residential and commercial development.



ROUTE 58 ECONOMIC DEVELOPMENT AND LAND USE PLAN
Third Public Workshop - "Affirming The Vision for the Route 58 Corridor"

June 30, 2008 at the Carrsville Elementary School
7:00 PM to 9:00 PM

MEETING SUMMARY

The third public workshop of the Rt. 58 Economic Development and Land Use Plan project was held at the Carrsville Elementary school on June 30, 2008. The meeting was facilitated by the County staff and the consultant team, and included participation from approximately 25 people, including members of the Southern Development Committee, Board of Supervisors, Planning Commissioners and the public at large. The goal of this workshop was to review the draft Master Plan that has been developed as a result of the input from the last workshop, and to get input and ideas on finalizing and implementing the Draft Plan. The specific objectives of workshop were to:

- *Review the results of the last Forum and the Draft Plan for the Corridor*
- *Evaluate/Affirm the Draft Plan*
- *Give direction/ideas on how you would like to see the Plan implemented*

INTRODUCTION AND PRESENTATIONS

The consultant team (Vlad Gavrilovic, Charles Smith and Jason Espie from Renaissance Planning Group, and Tom Flynn of Thomas Point Associates) gave a presentation summarizing the results of the second Community Workshop, a review of the draft Master Plan, and preliminary evaluation of the market considerations for the draft Plan. This was followed by a facilitated mapping exercise where the participants were invited to share their ideas and suggestions on the Draft Plan, as well as offer suggestions for implementation.

GENERAL COMMENTS/DISCUSSION

The following comments were noted as general comments from the participants, prior to or in conjunction with the mapping exercises:

- Is there a definition of affordable housing? County has definition of 'workforce' housing
- Need to check Floodplain @ Airway center for drainage issues
- What is the Plan's relationship with private prop. owners intentions?
 - A plan is not a rezoning, but a policy guide. Does not mean it will actually happen. Any development still depends on initiation by private property owners.
- What is Light Industry? Need to refine definition.
- Railroad: An asset or hindrance? - an asset
 - Plan works with existing Railroad crossings – doesn't propose new ones.

RESULTS OF THE MAPPING EXERCISES

The results from the small group mapping exercises are summarized below, in addition to a photograph of each group's marked up map. **There were only four groups – Group 1, 4, 5 and 6 (there were no groups 2 and 3).**

GROUP 1

(Note – the numbers after each comment relate to suggested implementation time frames – 1 year, 5 years, 10-15 years, etc.)

- Provide Sidewalks, Drainage, Curb/gutter & lighting in Camptown, Carrsville. (5)
- Enhance the Industrial Gateway (5)
- Construct Memorial Park, Boat ramp, trails (5)
- Need a Detailed transportation plan (1)
- Extend Water & sewer – already underway for 58 (10-15 years for Rt 258)
- Construct Dam and lake @ Beaverdam (5+)

MAP NOTES:

(notes around Carrsville)

- Keep Bridge
- Sidewalks
- Lights curb/guttering
- Village
- Public access
- Town ctr – Civic
- Residential

- Landscape R/R – CSX
- Brick housing
- Buffer

- Residential only
- Mixed use

- Water/Sewer lines

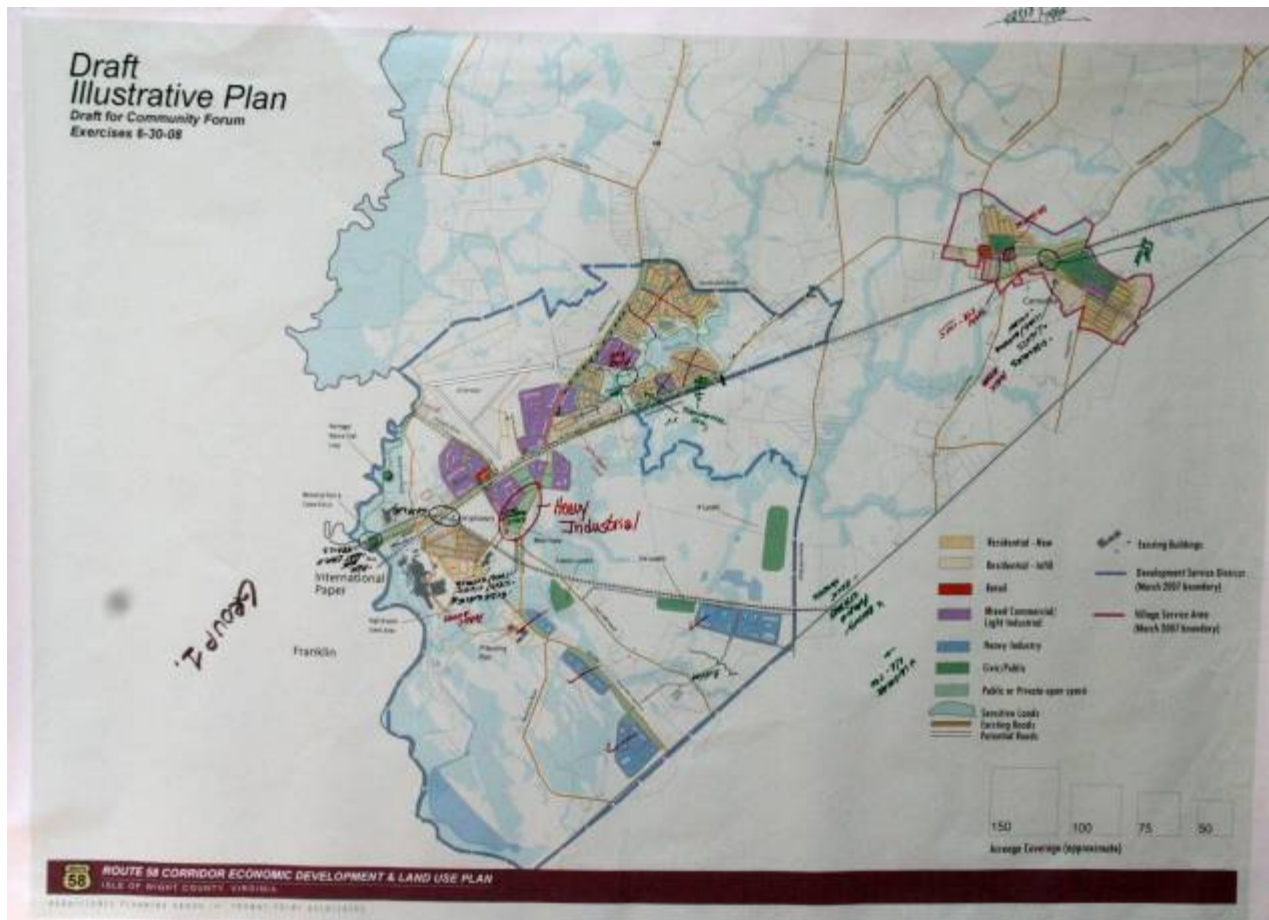
- Heavy Industrial

Camptown

- Gateway
- Sidewalks
- Street lights



- Curb gutters
- Public access
- Mem. Park
- Boat Ramp
- Trails



GROUP 4

- Need to see some Action! Do it now!
- Extend Water & Sewer Service
- Resolve Flood control (drainage issues) Blackwater River
- Resolve issue of proffer policies = make them easy (proffers are too expensive)
- Existing Highway overlay ordinances should be revised for the 58/258 context
- Obtain Grant funding for improvements
- Focus on Airway center redevelopment

- Dress up entire highway (Rt 58 prior to dressing up Rt 258, rail line)

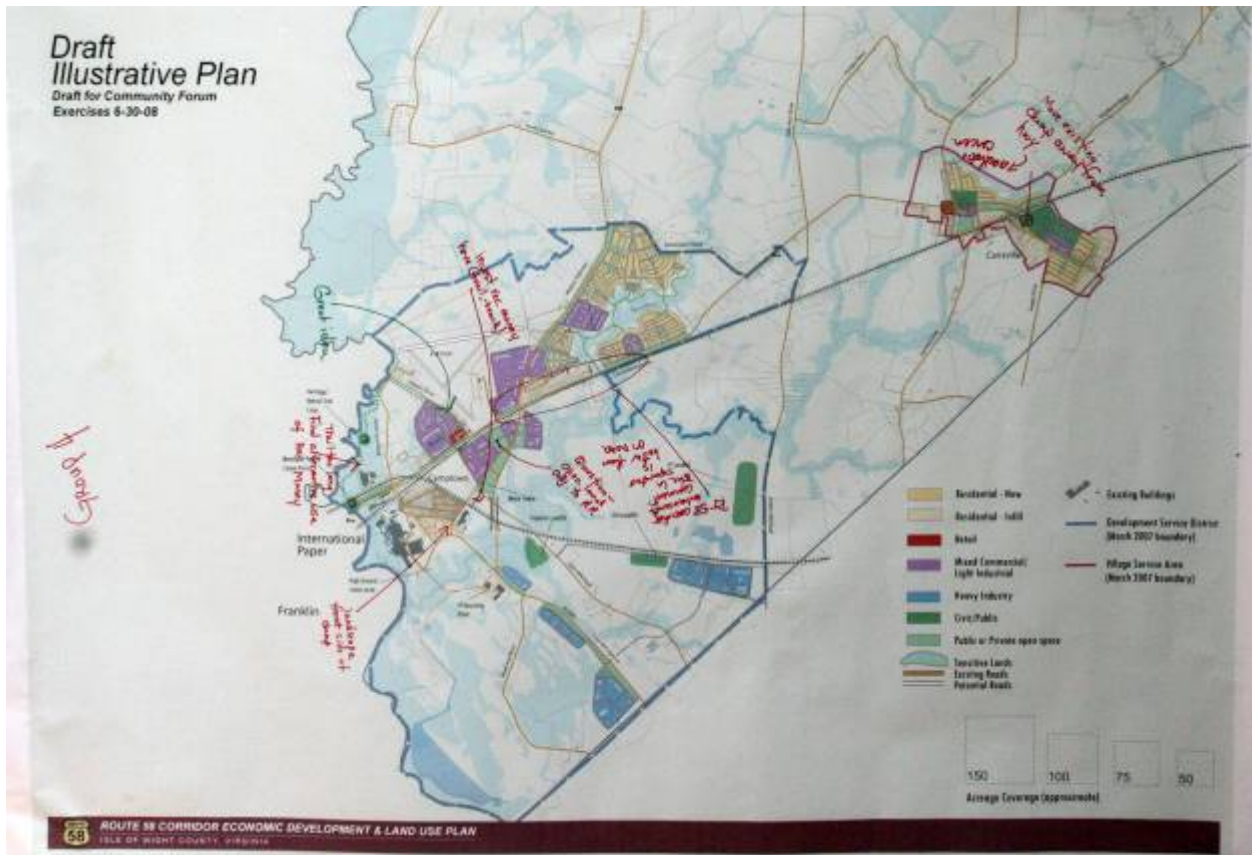
MAP NOTES

Camptown

- Invest rec money here (trail, track)
- Great idea (pointing to airport drive area)
- Trail too long – find alternate use of trail money
- Landscape front side of dump
- Question open land adjacent to RR
- Rt 58 corridor enhancements comment: Bike ln. Separated is better than on road.

Carrsville

- Move existing dump away from hwy. - Aesthetic concern

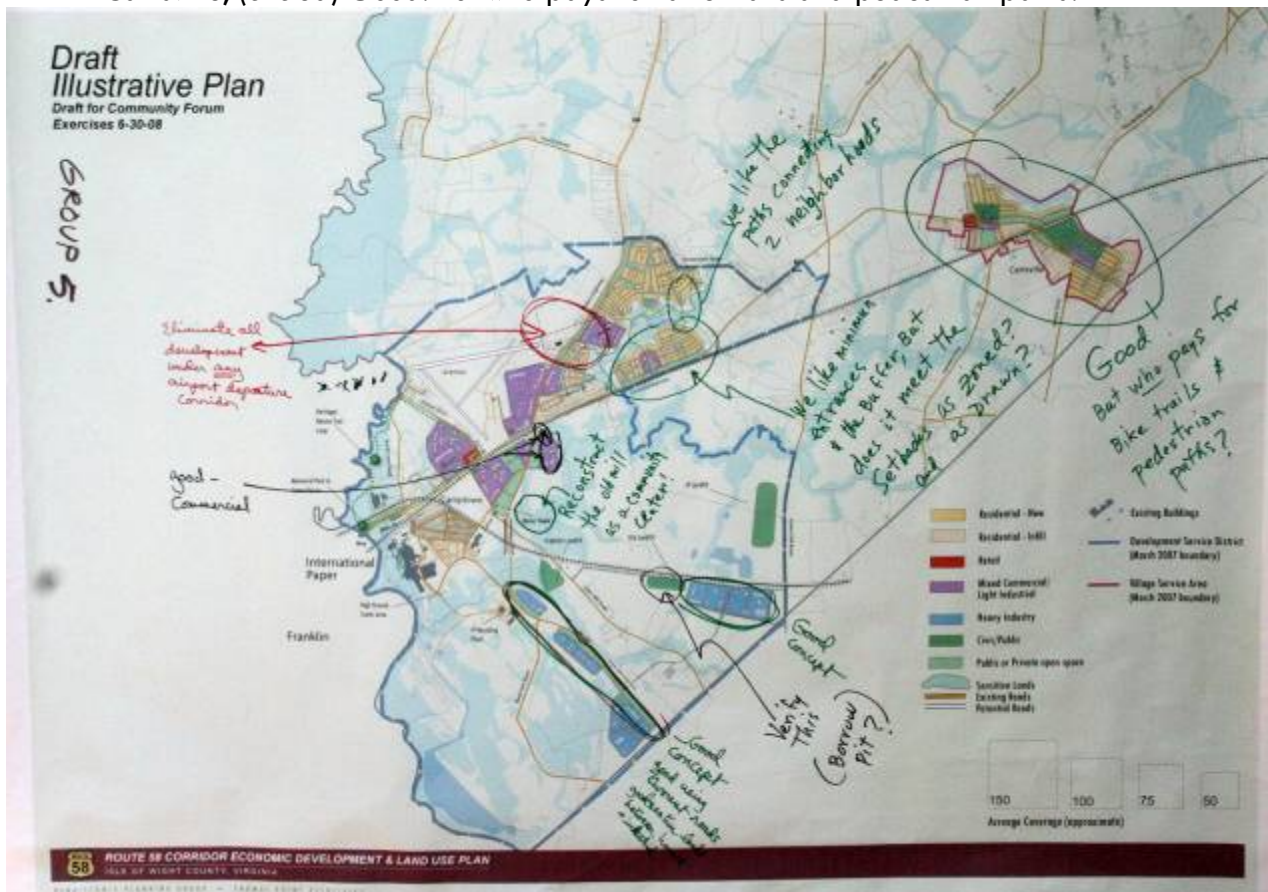


GROUP 5

- Water & sewer comes first – essential (1-5 year time frame)
- Bring in planned residential development (“rooftops”) BUT Need Commercial development to off-set public expenses from residential
- The Plan fits a 30-year + time frame

MAP NOTES

- Eliminate all development under any airport departure corridor
- Good – commercial
- (@ water tower) Reconstruct the old mill as a community center
- Good concept – good using current roads good sensitive land between houses and industrial
- Verify this (borrow pit?)
- Good concept
- We like the minimum entrances and the buffer, but does it meet the setbacks as zoned? And as drawn?
- We like the paths connecting two neighborhoods
- Carrsville, (circled) Good! But who pays for bike trails and pedestrian paths?

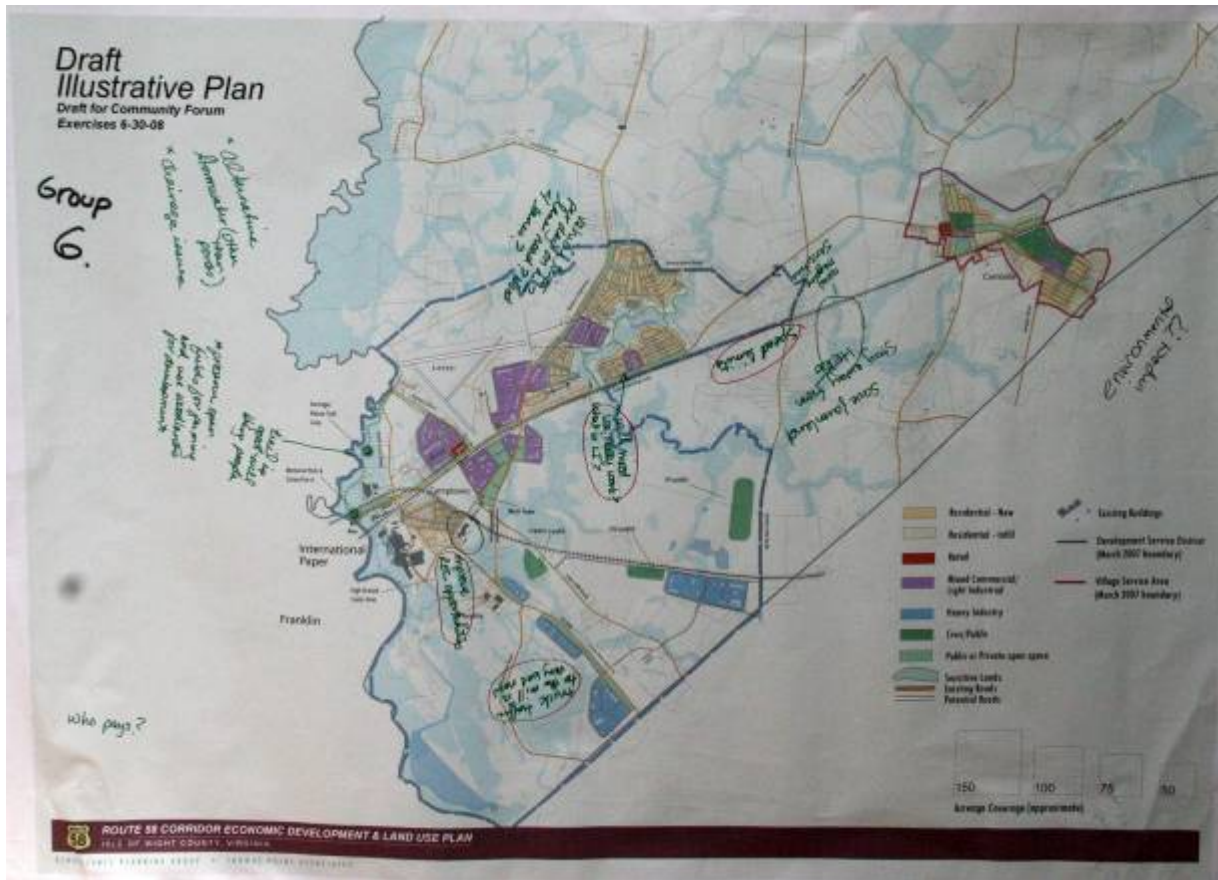


Group 6

- School capacity is a concern if plan is built out
- Roadway capacity should also be looked at
- Water/sewer capacity as well
- Industrial areas are far down the list as far as timing
- Large residential areas are also far down on the implementation list
- Old shopping center area needs to be redeveloped
- Agriculture in the area should be preserved/enhanced

MAP NOTES

- Alternative Stormwater (other than ponds)
- Drainage issues
- Preserve open fields for farming and use woodlands for development
- Trail is good – will bring people
- Improve REC opportunities
- Truck traffic to the mill is very bad now
- Will mixed use really work? What is L.I.?
- Vehicle trips per day on a 2 lane road? Need 4 lanes?
- Speed limits
- Review mapping sensitive
- Stay away from here
- Save farm land
- Environmental impact??



Next Steps

1. The consultants will begin the development of the final project report based on the results of the public workshop and the SDC meeting
2. Once the plan is complete, it will be reviewed by the County staff, sdc AND Planning Commission before going to the County Board.
3. Staff will coordinate with the consultants on a County staff meeting to be held prior to commencing on preparation of the final report.

Photos from the Workshop (following pages)

Appendix B

Economic & Market Analysis Data

Census Overview, 2007, Rte. 58 Corridor Market Area and Isle of Wight County

Description	<i>Corridor</i>		<i>10 Minute Drive</i>		<i>County</i>	
	No.	%	No.	%	No.	%
Population						
2011 Projection	1,955		5,083		36,028	
2006 Estimate	1,932		5,000		33,717	
2000 Census	1,907		4,839		29,728	
1990 Census	1,739		4,914		25,053	
 Growth 1990-2000	 9.66%		 -1.53%		 18.66%	
 2000 Population by Single Race Classification	 1,907		 4,839		 29,728	
White Alone	1,187	62.2	2,268	46.87	21,130	71.1
Black or African American Alone	703	36.9	2,498	51.62	8,071	27.1
American Indian and Alaska Native Alone	4	0.2	8	0.17	78	0.3
Asian Alone	2	0.1	26	0.54	101	0.3
Native Hawaiian and Other Pacific Islander Alone	0	0.0	0	0.00	8	0.0
Some Other Race Alone	2	0.1	7	0.14	83	0.3
Two or More Races	8	0.4	32	0.66	257	0.9
 2000 Population Hispanic or Latino by Origin	 1,907		 4,839		 29,728	
Not Hispanic or Latino	1,900	99.6	4,818	99.57	29,474	99.1
Hispanic or Latino:	7	0.4	21	0.43	254	0.9
Mexican	0	0.0	5	23.81	71	28.0
Puerto Rican	0	0.0	2	9.52	60	23.6
Cuban	0	0.0	1	4.76	12	4.7
All Other Hispanic or Latino	7	100.0	13	61.90	111	43.7
 2000 Hispanic or Latino by Single Race Class.	 7		 21		 254	
White Alone	3	42.9	9	42.86	138	54.3
Black or African American Alone	2	28.6	7	33.33	26	10.2
American Indian and Alaska Native Alone	1	14.3	2	9.52	3	1.2
Asian Alone	0	0.0	0	0.00	0	0.0
Native Hawaiian and Other Pacific Islander Alone	0	0.0	0	0.00	0	0.0
Some Other Race Alone	1	14.3	3	14.29	55	21.7
Two or More Races	0	0.0	1	4.76	32	12.6
 2000 Population by Sex	 1,907		 4,839		 29,728	
Male	876	45.9	2,211	45.69	14,538	48.9
Female	1,031	54.1	2,628	54.31	15,190	51.1
Male/Female Ratio	0.85		0.84		0.96	

2000 Population by Age	1,907		4,839		29,728	
Age 0 - 4	104	5.5	265	5.48	1,790	6.0
Age 5 - 9	136	7.1	367	7.58	2,131	7.2
Age 10 - 14	144	7.6	397	8.20	2,313	7.8
Age 15 - 17	87	4.6	233	4.82	1,310	4.4
Age 18 - 20	58	3.0	161	3.33	937	3.2
Age 21 - 24	73	3.8	199	4.11	1,025	3.4
Age 25 - 34	203	10.6	551	11.39	3,289	11.1
Age 35 - 44	318	16.7	793	16.39	5,515	18.6
Age 45 - 49	143	7.5	349	7.21	2,434	8.2
Age 50 - 54	109	5.7	306	6.32	2,118	7.1
Age 55 - 59	103	5.4	253	5.23	1,787	6.0
Age 60 - 64	85	4.5	214	4.42	1,441	4.8
Age 65 - 74	195	10.2	408	8.43	2,139	7.2
Age 75 - 84	121	6.3	270	5.58	1,160	3.9
Age 85 and over	28	1.5	73	1.51	339	1.1
Age 16 and over	1,490	78.1	3,732	77.12	23,067	77.6
Age 18 and over	1,435	75.2	3,576	73.90	22,184	74.6
Age 21 and over	1,377	72.2	3,416	70.59	21,247	71.5
Age 65 and over	343	18.0	752	15.54	3,638	12.2
2000 Median Age	39.67		38.11		38.75	
2000 Average Age	39.69		38.33		37.84	
2000 Male Population by Age	876		2,211		14,538	
Age 0 - 4	41	4.7	126	5.70	910	6.3
Age 5 - 9	65	7.4	178	8.05	1,082	7.4
Age 10 - 14	64	7.3	195	8.82	1,253	8.6
Age 15 - 17	44	5.0	117	5.29	684	4.7
Age 18 - 20	26	3.0	80	3.62	486	3.3
Age 21 - 24	27	3.1	93	4.21	495	3.4
Age 25 - 34	92	10.5	238	10.76	1,557	10.7
Age 35 - 44	164	18.7	364	16.46	2,701	18.6
Age 45 - 49	73	8.3	167	7.55	1,163	8.0
Age 50 - 54	48	5.5	142	6.42	1,034	7.1
Age 55 - 59	57	6.5	120	5.43	927	6.4
Age 60 - 64	33	3.8	91	4.12	685	4.7
Age 65 - 74	91	10.4	177	8.01	1,030	7.1
Age 75 - 84	49	5.6	104	4.70	457	3.1
Age 85 and over	3	0.3	18	0.81	74	0.5
2000 Median Age, Male	39.85		37.15		37.97	
2000 Average Age, Male	39.27		36.93		36.73	

2000 Female Population by Age	1,031		2,628		15,190	
Age 0 - 4	63	6.1	139	5.29	880	5.8
Age 5 - 9	72	7.0	190	7.23	1,049	6.9
Age 10 - 14	80	7.8	201	7.65	1,060	7.0
Age 15 - 17	43	4.2	116	4.41	626	4.1
Age 18 - 20	32	3.1	80	3.04	451	3.0
Age 21 - 24	46	4.5	106	4.03	530	3.5
Age 25 - 34	111	10.8	313	11.91	1,732	11.4
Age 35 - 44	154	14.9	428	16.29	2,814	18.5
Age 45 - 49	71	6.9	181	6.89	1,271	8.4
Age 50 - 54	60	5.8	164	6.24	1,084	7.1
Age 55 - 59	46	4.5	133	5.06	860	5.7
Age 60 - 64	52	5.0	123	4.68	756	5.0
Age 65 - 74	104	10.1	231	8.79	1,109	7.3
Age 75 - 84	72	7.0	167	6.35	703	4.6
Age 85 and over	24	2.3	55	2.09	265	1.7
2000 Median Age, Female	39.42		38.94		39.50	
2000 Average Age, Female	40.05		39.50		38.90	
2000 Population Age 15+ by Marital Status	1,529		3,826		23,457	
Total, Never Married	269	17.6	1,010	26.40	4,974	21.2
Married, Spouse present	821	53.7	1,825	47.70	14,127	60.2
Married, Spouse absent	100	6.5	259	6.77	1,093	4.7
Widowed	239	15.6	422	11.03	1,599	6.8
Divorced	100	6.5	312	8.15	1,664	7.1
Males, Never Married	148	9.7	471	12.31	2,614	11.1
Previously Married	128	8.4	291	7.61	1,485	6.3
Females, Never Married	121	7.9	539	14.09	2,360	10.1
Previously Married	285	18.6	643	16.81	2,586	11.0
2000 Population Age 25+ by Educational Attainment	1,324		3,243		20,121	
Less than 9th grade	220	16.6	505	15.57	1,662	8.3
Some High School, no diploma	317	23.9	644	19.86	3,122	15.5
High School Graduate (or GED)	448	33.8	969	29.88	6,146	30.5
Some College, no degree	210	15.9	593	18.29	4,280	21.3
Associate Degree	58	4.4	153	4.72	1,392	6.9
Bachelor's Degree	60	4.5	271	8.36	2,476	12.3
Master's Degree	8	0.6	85	2.62	819	4.1
Professional School Degree	4	0.3	19	0.59	160	0.8
Doctorate Degree	0	0.0	3	0.09	64	0.3
Households						
2011 Projection	838		2,159		14,219	
2006 Estimate	819		2,094		13,159	
2000 Census	787		1,965		11,319	
1990 Census	672		1,874		9,032	
Growth 1990-2000	17.11%		4.86%		25.32%	

2000 Households by Household Type	787		1,965		11,319	
Family Households	502	63.8	1,306	66.46	8,672	76.6
Nonfamily Households	285	36.2	659	33.54	2,647	23.4
2000 Group Quarters Population	0		15		180	
2000 Households Hispanic or Latino	0	0.0	5	0.25	85	0.8
2000 Households by Household Size	787		1,965		11,319	
1-person household	254	32.3	574	29.21	2,264	20.0
2-person household	220	28.0	597	30.38	4,062	35.9
3-person household	139	17.7	374	19.03	2,269	20.0
4-person household	108	13.7	255	12.98	1,737	15.3
5-person household	47	6.0	112	5.70	696	6.1
6-person household	12	1.5	31	1.58	186	1.6
7 or more person household	8	1.0	22	1.12	105	0.9
2000 Average Household Size	2.42		2.46		2.61	
2000 Households by Household Income	810		1,984		11,307	
Income Less than \$15,000	237	29.3	543	27.37	1,626	14.4
Income \$15,000 - \$24,999	91	11.2	276	13.91	1,381	12.2
Income \$25,000 - \$34,999	140	17.3	304	15.32	1,234	10.9
Income \$35,000 - \$49,999	145	17.9	331	16.68	1,986	17.6
Income \$50,000 - \$74,999	137	16.9	310	15.63	2,586	22.9
Income \$75,000 - \$99,999	43	5.3	120	6.05	1,351	11.9
Income \$100,000 - \$149,999	12	1.5	67	3.38	889	7.9
Income \$150,000 - \$249,999	2	0.2	25	1.26	214	1.9
Income \$250,000 - \$499,999	1	0.1	7	0.35	35	0.3
Income \$500,000 or more	0	0.0	1	0.05	5	0.0
2000 Average Household Income	\$34,896		\$39,496		\$53,056	
2000 Median Household Income	\$30,426		\$30,689		\$45,667	
2000 Per Capita Income	\$14,736		\$16,315		\$20,235	
2000 Household Type, Presence of Own Children	787		1,965		11,319	
Single Male Householder	108	13.7	226	11.50	1,033	9.1
Single Female Householder	145	18.4	348	17.71	1,231	10.9
Married-Couple Family, own children	161	20.5	346	17.61	2,886	25.5
Married-Couple Family, no own children	206	26.2	490	24.94	3,946	34.9
Male Householder, own children	15	1.9	34	1.73	221	2.0
Male Householder, no own children	18	2.3	48	2.44	235	2.1
Female Householder, own children	54	6.9	221	11.25	746	6.6
Female Householder, no own children	48	6.1	167	8.50	638	5.6
Nonfamily, Male Householder	17	2.2	44	2.24	224	2.0
Nonfamily, Female Householder	13	1.7	41	2.09	159	1.4

2000 Households by Presence of People	787		1,965		11,319	
Households with 1 or more People under Age 18:						
Married-Couple Family	172	21.9	379	19.29	3,124	27.6
Other Family, Male Householder	20	2.5	42	2.14	272	2.4
Other Family, Female Householder	64	8.1	267	13.59	899	7.9
Nonfamily, Male Householder	4	0.5	7	0.36	26	0.2
Nonfamily, Female Householder	2	0.3	5	0.25	9	0.1
Households no People under Age 18:						
Married-Couple Family	195	24.8	458	23.31	3,708	32.8
Other Family, Male Householder	13	1.7	40	2.04	184	1.6
Other Family, Female Householder	37	4.7	121	6.16	485	4.3
Nonfamily, Male Householder	122	15.5	263	13.38	1,231	10.9
Nonfamily, Female Householder	157	19.9	384	19.54	1,381	12.2
2000 Households by Number of Vehicles	787		1,965		11,319	
No Vehicles	125	15.9	309	15.73	659	5.8
1 Vehicle	182	23.1	642	32.67	2,600	23.0
2 Vehicles	310	39.4	656	33.38	4,523	40.0
3 Vehicles	137	17.4	253	12.88	2,489	22.0
4 Vehicles	30	3.8	87	4.43	866	7.7
5 or more Vehicles	2	0.3	18	0.92	182	1.6
2000 Average Number of Vehicles	1.71		1.61		2.09	
2000 Families by Poverty Status	532		1,326		8,738	
Income At or Above Poverty Level:						
Married-Couple Family, own children	174	32.7	379	28.58	3,140	35.9
Married-Couple Family, no own children	198	37.2	465	35.07	3,625	41.5
Male Householder, own children	24	4.5	42	3.17	269	3.1
Male Householder, no own children	7	1.3	35	2.64	135	1.5
Female Householder, own children	27	5.1	104	7.84	583	6.7
Female Householder, no own children	47	8.8	104	7.84	409	4.7
Income Below Poverty Level:						
Married-Couple Family, own children	22	4.1	29	2.19	85	1.0
Married-Couple Family, no own children	10	1.9	18	1.36	111	1.3
Male Householder, own children	0	0.0	0	0.00	44	0.5
Male Householder, no own children	0	0.0	0	0.00	6	0.1
Female Householder, own children	15	2.8	135	10.18	265	3.0
Female Householder, no own children	8	1.5	16	1.21	66	0.8
2000 Population Age 16+ by Employment Status	1,488		3,759		23,081	
In Armed Forces	0	0.0	8	0.21	162	0.7
Civilian - Employed	778	52.3	2,012	53.52	14,085	61.0
Civilian - Unemployed	51	3.4	151	4.02	604	2.6
Not in Labor Force	658	44.2	1,588	42.25	8,230	35.7
2000 Civilian Employed Pop. Age 16+ by Occupation	778		2,012		14,085	
Management, Business and Financial Operations	59	7.6	136	6.76	1,751	12.4

Professional and Related Occupations	91	11.7	331	16.45	2,656	18.9
Service	136	17.5	391	19.43	1,705	12.1
Sales and Office	133	17.1	405	20.13	3,336	23.7
Farming, Fishing and Forestry	10	1.3	16	0.80	126	0.9
Construction, Extraction, and Maintenance	142	18.3	291	14.46	1,842	13.1
Production, Transportation, and Material Moving	206	26.5	442	21.97	2,669	18.9
2000 Pop. Age 16+ by Occupation Classification	778		2,012		14,085	
Blue Collar	348	44.7	733	36.43	4,511	32.0
Service and Farm	155	19.9	420	20.87	2,030	14.4
White Collar	275	35.3	859	42.69	7,544	53.6
2000 Workers Age 16+, Transportation To Work	762		1,979		13,986	
Drove Alone	564	74.0	1,479	74.73	11,797	84.3
Car Pooled	148	19.4	366	18.49	1,516	10.8
Public Transportation	0	0.0	20	1.01	13	0.1
Walked	17	2.2	35	1.77	157	1.1
Motorcycle	0	0.0	2	0.10	0	0.0
Bicycle	0	0.0	4	0.20	10	0.1
Other Means	5	0.7	26	1.31	63	0.5
Worked at Home	28	3.7	46	2.32	430	3.1
2000 Workers Age 16+ by Travel Time to Work	734		1,933		13,556	
Less than 15 Minutes	160	21.8	721	37.30	2,964	21.9
15 - 29 Minutes	265	36.1	501	25.92	3,885	28.7
30 - 44 Minutes	151	20.6	321	16.61	3,751	27.7
45 - 59 Minutes	97	13.2	219	11.33	1,895	14.0
60 or more Minutes	61	8.3	169	8.74	1,061	7.8
2000 Average Travel Time to Work in Minutes	30.69		27.64		31.89	
2000 Tenure of Occupied Housing Units	787		1,965		11,319	
Owner Occupied	553	70.3	1,147	58.37	9,150	80.8
Renter Occupied	234	29.7	818	41.63	2,169	19.2
2000 Occ Housing Units, Avg Length of Residence	14		12		12	
2000 Tenure By Age of Householder	785		1,964		11,319	
Owner Occupied	557		1,158		9,153	
Householder 15 to 24 Years	12	2.2	10	0.86	87	1.0
Householder 25 to 34 Years	52	9.3	102	8.81	947	10.3
Householder 35 to 44 Years	142	25.5	260	22.45	2,366	25.8
Householder 45 to 54 Years	81	14.5	247	21.33	1,980	21.6
Householder 55 to 59 Years	51	9.2	119	10.28	956	10.4
Householder 60 to 64 Years	57	10.2	82	7.08	794	8.7
Householder 65 to 74 Years	113	20.3	207	17.88	1,311	14.3
Householder 75 to 84 Years	49	8.8	121	10.45	608	6.6
Householder 85 and over	0	0.0	10	0.86	104	1.1
Renter Occupied	229		805		2,166	

Householder 15 to 24 Years	13	5.7	49	6.09	204	9.4
Householder 25 to 34 Years	40	17.5	180	22.36	346	16.0
Householder 35 to 44 Years	53	23.1	180	22.36	715	33.0
Householder 45 to 54 Years	15	6.6	131	16.27	314	14.5
Householder 55 to 59 Years	11	4.8	55	6.83	109	5.0
Householder 60 to 64 Years	7	3.1	42	5.22	86	4.0
Householder 65 to 74 Years	28	12.2	67	8.32	155	7.2
Householder 75 to 84 Years	50	21.8	82	10.19	195	9.0
Householder 85 and over	13	5.7	20	2.48	42	1.9

2000 Pop 65 and over by HH Type and Relationship

Total for Pop 65 and over	365		725		3,556	
In Households:	365		720		3,445	
In Family Households:	205	56.2	449	61.93	2,481	69.8
Householder	124	34.0	271	37.38	1,371	38.6
Male	85	23.3	184	25.38	1,104	31.0
Female	39	10.7	87	12.00	267	7.5
Spouse	67	18.4	136	18.76	852	24.0
Parent	8	2.2	28	3.86	172	4.8
Other Relatives	0	0.0	9	1.24	80	2.2
Nonrelatives	6	1.6	5	0.69	6	0.2
In Non-Family Households:	160	43.8	271	37.38	964	27.1
Male householder	37	10.1	64	8.83	228	6.4
Living Alone	37	10.1	62	8.55	217	6.1
Not Living Alone	0	0.0	3	0.41	11	0.3
Female Householder	123	33.7	196	27.03	715	20.1
Living Alone	123	33.7	187	25.79	715	20.1
Not Living Alone	0	0.0	9	1.24	0	0.0
Nonrelatives	0	0.0	11	1.52	21	0.6
In Group Quarters:	0		5		111	
Institutionalized population	0	0.0	5	0.69	111	3.1
Noninstitutionalized population	0	0.0	0	0.00	0	0.0

2000 All Owner-Occupied Housing Values

	557		1,158		9,153	
Value Less than \$20,000	71	12.7	62	5.35	860	9.4
Value \$20,000 - \$39,999	69	12.4	115	9.93	485	5.3
Value \$40,000 - \$59,999	59	10.6	210	18.13	672	7.3
Value \$60,000 - \$79,999	116	20.8	206	17.79	853	9.3
Value \$80,000 - \$99,999	79	14.2	188	16.23	1,049	11.5
Value \$100,000 - \$149,999	97	17.4	199	17.18	2,212	24.2
Value \$150,000 - \$199,999	33	5.9	88	7.60	1,554	17.0
Value \$200,000 - \$299,999	16	2.9	65	5.61	1,001	10.9
Value \$300,000 - \$399,999	5	0.9	11	0.95	230	2.5
Value \$400,000 - \$499,999	0	0.0	1	0.09	117	1.3
Value \$500,000 - \$749,999	4	0.7	7	0.60	62	0.7
Value \$750,000 - \$999,999	0	0.0	0	0.00	20	0.2
Value \$1,000,000 or more	7	1.3	6	0.52	38	0.4

2000 Median All Owner-Occupied Housing Value	\$73,590		\$78,599		\$114,867	
2000 Housing Units by Units in Structure	870		2,237		12,066	
1 Unit Attached	59	6.8	92	4.11	312	2.6
1 Unit Detached	566	65.1	1,418	63.39	8,940	74.1
2 Units	0	0.0	180	8.05	92	0.8
3 to 19 Units	46	5.3	349	15.60	497	4.1
20 to 49 Units	0	0.0	2	0.09	13	0.1
50 or More Units	0	0.0	7	0.31	76	0.6
Mobile Home or Trailer	198	22.8	185	8.27	2,136	17.7
Boat, RV, Van, etc	0	0.0	0	0.00	0	0.0
2000 Housing Units by Year Built	870		2,237		12,066	
Housing Units Built 1999 to March 2000	4	0.5	28	1.25	467	3.9
Housing Unit Built 1995 to 1998	173	19.9	212	9.48	1,403	11.6
Housing Unit Built 1990 to 1994	71	8.2	223	9.97	1,536	12.7
Housing Unit Built 1980 to 1989	147	16.9	297	13.28	2,565	21.3
Housing Unit Built 1970 to 1979	133	15.3	380	16.99	2,184	18.1
Housing Unit Built 1960 to 1969	150	17.2	378	16.90	1,200	9.9
Housing Unit Built 1950 to 1959	100	11.5	354	15.82	1,041	8.6
Housing Unit Built 1940 to 1949	33	3.8	144	6.44	421	3.5
Housing Unit Built 1939 or Earlier	57	6.6	218	9.75	1,249	10.4
2000 Median Year Structure Built**	1977		1971		1980	
2000 Average Contract Rent	\$308		\$319		\$302	

Source: Claritas, Inc.; Thomas Point Associates, Inc.

Retail Sales Potentials: Corridor Market Area and Isle of Wight County

	Demand (Spending)	Corridor Supply (Sales)	Opportunity Gap/Surplus	Demand (Spending)	10-minute Drive Supply (Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	29,369,334	12,421,367	16,947,967	73,083,611	96,335,973	(23,252,362)
Motor Vehicle and Parts Dealers	5,768,839	608,519	5,160,320	14,211,069	14,909,911	(698,842)
Automotive Dealers-4411	5,016,195	608,519	4,407,676	12,320,197	13,257,158	(936,961)
Other Motor Vehicle Dealers	282,283	0	282,283	730,372	0	730,372
Automotive Parts/Accsrs, Tire Stores	470,361	0	470,361	1,160,500	1,652,752	(492,252)
Furniture and Home Furnishings Stores	690,407	0	690,407	1,792,920	1,266,721	526,199
Furniture Stores-4421	374,329	0	374,329	988,296	741,118	247,178
Home Furnishing Stores-4422	316,078	0	316,078	804,624	525,604	279,020
Electronics and Appliance Stores-443	602,772	554,000	48,772	1,589,490	486,776	1,102,714
Appliances, TVs, Electronics Stores	468,484	554,000	(85,516)	1,227,439	486,776	740,663
Household Appliances Stores	115,217	0	115,217	286,268	41,589	244,679
Radio, TV, Electronics Stores	353,267	554,000	(200,733)	941,172	445,187	495,985
Computer and Software Stores-	111,309	0	111,309	300,155	0	300,155
Camera and Photographic Eq.	22,980	0	22,980	61,896	0	61,896
Building Material, Garden Equip Stores.	3,276,554	0	3,276,554	7,697,757	7,444,707	253,050
Building Material and Supply Dealers	3,004,614	0	3,004,614	7,016,464	7,122,029	(105,565)
Home Centers	1,119,762	0	1,119,762	2,632,235	0	2,632,235
Paint and Wallpaper Stores	70,212	0	70,212	177,581	970,046	(792,465)
Hardware Stores	221,777	0	221,777	536,045	5,320,056	(4,784,011)
Other Building Materials Dealers	1,592,864	0	1,592,864	3,670,602	831,927	2,838,675
Building Materials, Lumber	538,266	0	538,266	1,234,739	283,697	951,042
Lawn, Garden Eq., Supplies	271,940	0	271,940	681,294	322,678	358,616
Outdoor Power Eq. Stores	45,405	0	45,405	108,989	313,103	(204,114)
Nursery and Garden Centers	226,535	0	226,535	572,305	9,575	562,730
	3,666,769	460,640	3,206,129	9,129,638	5,924,772	3,204,866

Food and Beverage Stores						
Grocery Stores-	3,342,920	460,640	2,882,280	8,309,057	5,547,419	2,761,638
Supermarkets, Grocery (Ex Conv)	3,177,780	105,912	3,071,868	7,910,308	5,059,015	2,851,293
Convenience Stores	165,141	354,728	(189,587)	398,749	488,404	(89,655)
Specialty Food Stores	113,172	0	113,172	286,061	104,444	181,617
Beer, Wine and Liquor Stores	210,676	0	210,676	534,520	272,909	261,611
	1,807,694	0	1,807,694	4,432,877	5,000,938	(568,061)
Health and Personal Care Stores						
Pharmacies and Drug Stores	1,572,935	0	1,572,935	3,849,664	4,894,320	(1,044,656)
Cosmetics, Beauty Supplies	67,582	0	67,582	165,477	12,412	153,065
Optical Goods Stores	46,714	0	46,714	122,689	55,435	67,254
Other Health and Personal Care	120,462	0	120,462	295,047	38,772	256,275
Gasoline Stations	3,667,468	6,267,396	(2,599,928)	8,713,009	17,715,791	(9,002,782)
Gasoline Stations With Conv Stores	2,742,560	6,267,396	(3,524,836)	6,513,057	15,862,584	(9,349,527)
Other Gasoline Stations	924,908	0	924,908	2,199,952	1,853,207	346,745
Clothing and Clothing Accessories	1,094,433	2,298,335	(1,203,902)	3,073,693	4,250,701	(1,177,008)
Clothing Stores	792,784	1,579,335	(786,551)	2,211,651	3,288,763	(1,077,112)
Men's Clothing Stores	51,358	0	51,358	139,449	0	139,449
Women's Clothing Stores	192,254	2,334	189,920	546,968	20,289	526,679
Childrens, Infants Clothing	52,353	0	52,353	148,750	5,860	142,890
Family Clothing	428,362	1,577,001	(1,148,639)	1,183,375	3,261,321	(2,077,946)
Clothing Accessories	16,858	0	16,858	48,839	1,293	47,546
Other Clothing Stores	51,599	0	51,599	144,269	0	144,269
Shoe Stores	166,981	549,001	(382,020)	458,814	441,170	17,644
Jewelry, Luggage, Leather Goods	134,668	169,999	(35,331)	403,228	520,768	(117,540)
Jewelry Stores	123,098	169,999	(46,901)	370,875	520,768	(149,893)
Luggage and Leather Goods	11,570	0	11,570	32,353	0	32,353
Sporting Goods, Hobby, Book, Music	386,515	367,976	18,539	1,065,511	586,045	479,466
Sportng Goods, Hobby, Musical Inst.	288,229	363,574	(75,345)	780,679	515,405	265,274
Sporting Goods Stores	134,228	361,068	(226,840)	378,959	494,731	(115,772)
Hobby, Toys and Games	99,263	2,506	96,757	259,215	11,272	247,943
Sew/Needlework/Piece Goods	28,022	0	28,022	68,274	0	68,274

Musical Instrument and Supplies	26,716	0	26,716	74,231	9,402	64,829
Book, Periodical and Music	98,286	4,403	93,883	284,832	70,639	214,193
Book Stores and News Dealers	60,501	4,403	56,098	179,819	46,143	133,676
Book Stores-	55,164	4,403	50,761	166,568	46,143	120,425
News Dealers and Newsstands	5,337	0	5,337	13,251	0	13,251
Prerecorded Tapes, CDs, Records	37,785	0	37,785	105,013	24,496	80,517
General Merchandise Stores	3,348,285	559,041	2,789,244	8,617,886	18,322,080	(9,704,194)
Dept. Stores Excl Leased Depts	1,488,597	0	1,488,597	3,925,518	2,118,736	1,806,782
Other General Merchandise	1,859,688	559,041	1,300,647	4,692,369	16,203,343	(11,510,974)
Warehouse Clubs/Super Stores	1,616,053	0	1,616,053	4,068,484	15,574,162	(11,505,678)
All Other General Merch.	243,635	559,041	(315,406)	623,885	629,181	(5,296)
Miscellaneous Store Retailers.	729,338	0	729,338	1,766,274	1,000,874	765,400
Florists.	53,119	0	53,119	134,669	81,636	53,033
Office Supplies, Stationery, Gifts	267,966	0	267,966	651,878	602,162	49,716
Office Supplies and Stationery	153,331	0	153,331	371,791	455,611	(83,820)
Gift, Novelty and Souvenir	114,635	0	114,635	280,087	146,551	133,536
Used Merchandi	53,715	0	53,715	140,672	71,095	69,577
Other Miscellaneous	354,538	0	354,538	839,055	245,981	593,074
Non-Store Retailers-	1,620,588	30,301	1,590,287	4,131,412	1,919,797	2,211,615
Electronic Shopping, Mail-Order	1,120,892	0	1,120,892	2,932,262	0	2,932,262
Vending Machine Operators-	82,569	0	82,569	206,073	0	206,073
Direct Selling Ests	417,127	30,301	386,826	993,078	1,919,797	(926,719)
Foodservice and Drinking Places	2,709,672	1,275,159	1,434,513	6,862,074	17,506,859	(10,644,785)
Full-Service Restaurants	1,224,601	0	1,224,601	3,099,196	5,294,417	(2,195,221)
Limited-Service Eating Places	1,155,423	1,275,159	(119,736)	2,931,763	11,705,405	(8,773,642)
Special Foodservice	221,704	0	221,704	562,312	507,037	55,275
Drinking Places -Alcoholic	107,945	0	107,945	268,803	0	268,803
GAFO *	6,390,378	3,779,352	2,611,026	16,791,379	25,514,485	(8,723,106)
General Merchandise	3,348,285	559,041	2,789,244	8,617,886	18,322,080	(9,704,194)
Clothing and Clothing Accessories	1,094,433	2,298,335	(1,203,902)	3,073,693	4,250,701	(1,177,008)
Furniture and Home Furnishings	690,407	0	690,407	1,792,920	1,266,721	526,199
Electronics and Appliance	602,772	554,000	48,772	1,589,490	486,776	1,102,714
Sporting Goods, Hobby, Book, Music	386,515	367,976	18,539	1,065,511	586,045	479,466

Office Supplies, Stationery, Gifts

267,966

0

267,966

651,878

602,162

49,716

Source: Claritas, Inc.; Thomas Point Associates, Inc.

Note: difference betw.demand and supply represents the opportunity gap or surplus available for each retail outlet in the specified area. When the demand is greater than (less than) the supply, there is an opportunity gap (surplus) for that retail outlet. For example, a positive value signifies an opportunity gap, while a negative value signifies a surplus.

Appendix C
Mapping Summaries

Route 58 Economic Development and Land Use Master Plan
April 1, 2008 Second Public Meeting

Town Edge

Group 2 – preferred scenario, with modifications.

- Liked how industrial and commercial allocations are near the airports. The blue circle at the intersection of 258/58 is an ideal location for an industrial park, though there are some wetlands there.
- Disliked how there may be a conflict with too much industrial and the residential areas of Camptown; but was uncertain how to resolve this.
- This scenario should better consider the conflicts with the airport traffic overlap zone, and how the airport might be expanded in the future. Its hemmed in, river on one side and a road on the other.
- Ash fill Hill needs to be noted (the IP landfill).
- There are wetlands not noted on the map, SE of 58 but NW of Jenkins Mill Road.

Group 3

- Liked location of industrial in this scenario (with some minor modifications shown in green). Liked the location of new civic center near Camptown.
- Noted that it was unrealistic to assume the high end of industrial sq footage in this scenario.
- Cancel the hotel plans, this wont happen.
- The design shown here for Carrsville Village needs a detailed review.
- Landfills should be noted.
- The new residential development shows on 258 and hunt club road should be relocated to along 58 corridor, within the DSD, same for the area shown in the airport traffic flyover zone.

Group 4

- Liked how work centers and employment in this area on the western end of the corridor.
- Like how this scenario considered employment around the airport area
- Liked how affordable and elderly housing was located in and around camptown.
- Suggested that we don't need to use the existing shopping site for future retails.
- Suggested more residential development move away from airport traffic are closer to 58 corridor (see blue on map).
- Suggested that additional industrial uses could be along wash hole road (west) and Lees Mill Road (see red markings on map)

Group 5

- Liked the higher industrial uses, more jobs
- Disliked the industrial locations along 260 (Great Mill Highway) and the location of houses outside the DSD.
- Industrial development shown between airport drive and north lynn road is very unlikely to occur.

Group 6

- Liked how this emphasized work and living in the same area, and like how the location of industrial development is consistent with current development on the western end of Rt 58.
- Disliked the increased industrial development builds revenue to support residential and commercial development.

Group 8

- Disliked how residential development along Rt 258 (around Hunt Club Rd) was not along the Rt 58 Corridor and outside of DSD.
- Disliked the development in the flight path of the airport traffic.
- Need more residential, mainly in Carrsville, to support retail.

Rural Villages

Group 2

- Likes how this scenario clusters villages with housing, parks and some shops.
- Bike paths would be nice.
- If larger lots are the desired market choice should some housing be shown that reflects that, the current housing is all very clustered, perhaps this is unrealistic?
- The liked this plan in general.
- Disliked the existing pattern of piano key lots – long finger lots that touch on roads so you have mailboxes and driveways every 100 feet.
- The allocation between Jenkins Mill Road and Rt 58 is on top of wetlands that are not shown on this map.

Group 3

- Liked the idea of having something similar to Harbour View area in Northern Suffolk
- Liked utilities along 58, development should follow utilities.
- Disliked where some of the clusters of homes were shown, they should be moved to along 58.
- This area does not need any more mini-marts, Tom Wright said this is all small projected growth would support. If Franklin struggles to keep some of its businesses going, how will this end of IOWC support the same thing? You are only talking a matter of 2-3 miles difference.

- This scenario should keep in mind county owned property.

Group 4

- Relocate some residential as shown in green and blue on the map, especially in camptown and around beaverdam rd and 258.
- Showed some green in camptown and liked how more houses were there, and suggested adding green areas to tie residential areas together.
- The location of the village center, res, retail at beaverdam rd and 58 is not a good location because of the cemetery there.

Group 5

- Likes how it locates housing to the east and industries to the west, like the community areas (pools, indoor, outdoor, rec)
- Disliked how there were too many houses shown, especially near the airport and near IP.

Group 6

- Liked how the large residential emphasis attracts commercial development; however this was not their preferred scenario.
- Need water and sewer, and who is going to pay.
- Larger residential means a larger financial burden without an industrial base. They will need more police, schools, etc.
- There are no mixed uses for medical services to server entire area.
- Higher traffic from the residential development will put more wear on secondary roads
- Group 8 – preferred?
- Liked how this provides for a grocery store and locates more development in Carrsville. Some of the residential clusters along beavedam road were questioned, and these could be moved closer to Carrsville, where there should be even stronger concentrated development (see map)
- They would keep the Industrial in the western part of the corridor, while also keeping and enhancing the Camptown community.
- Sewer should be extended through corridor, to Holland.

Industrial Centers

Group 2

- Disliked how industrial locations were in areas that were historic family homes and cemeteries. They suggested relocation closer to the airport, and the intersection quadrants around 258/58 (see map)

Group 3 – preferred choice, with modifications.

- Liked the industrial areas along 260
- The river could be cleared for better recreational use. Its all brambles and trees, so access points could be improved (the word dredging was used but not meant as literal dredging, but clearing for improved access.
- Disliked how it developed already zoned land (residential)
- Disliked how much development was located in Carrsville Village.
- The scenario should consider IP property, such as the land fill and areas that won't develop (see map markings).

Group 4

- Liked the affordable housing in camptown.

Group 5 – preferred choice, but some modifications.

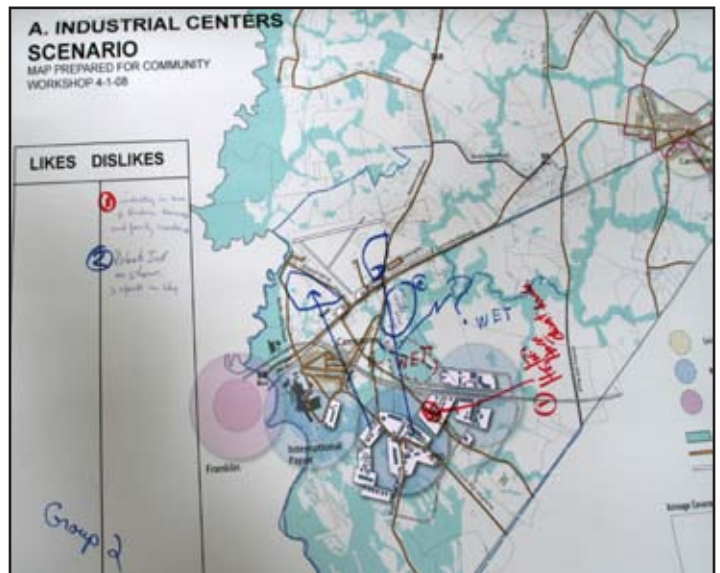
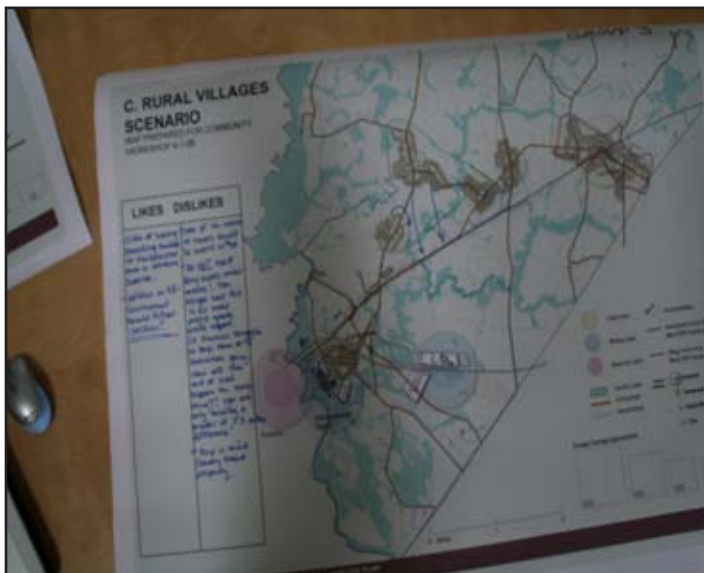
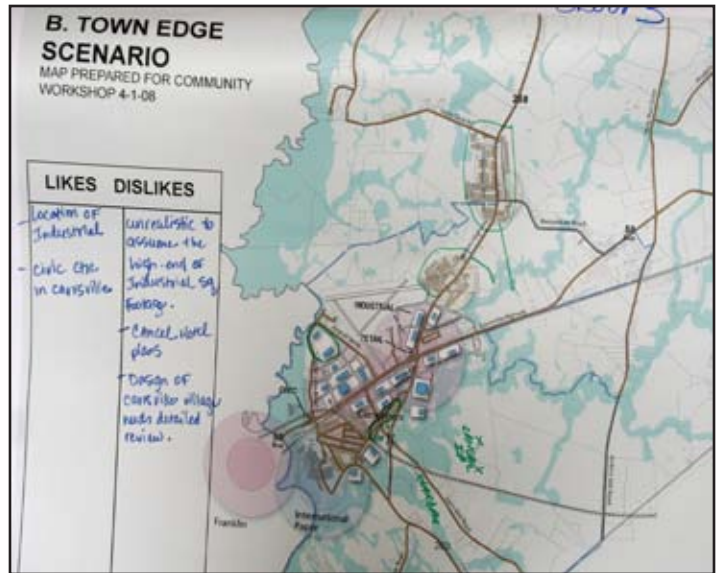
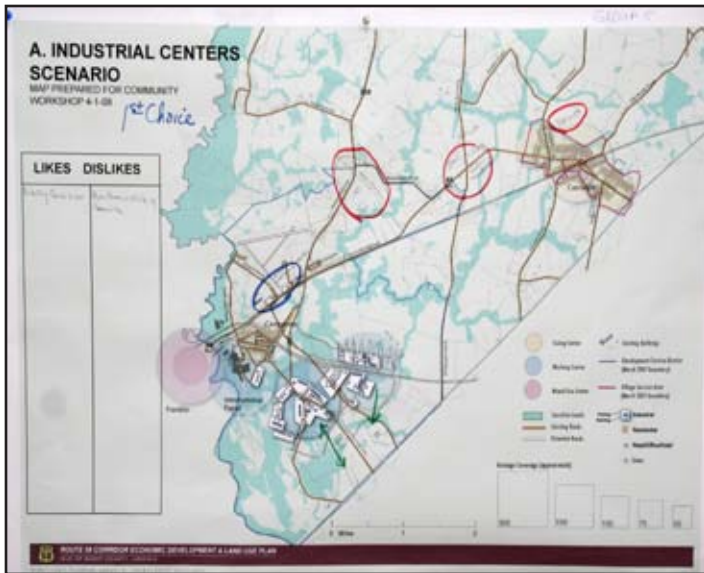
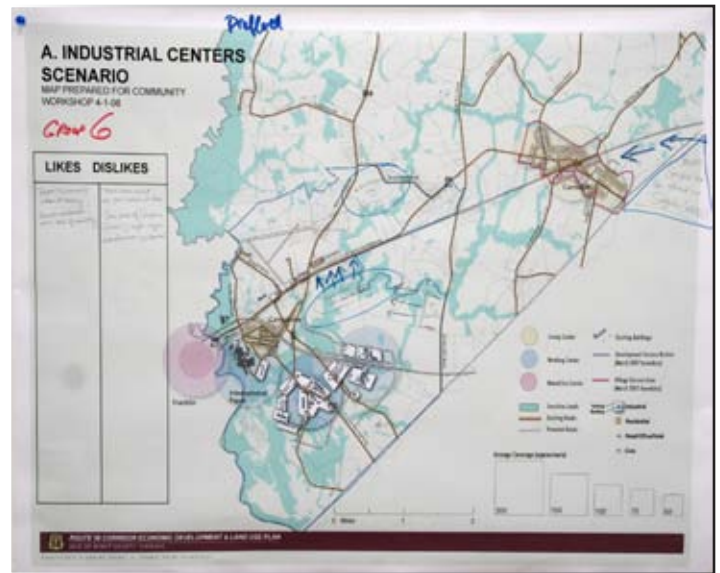
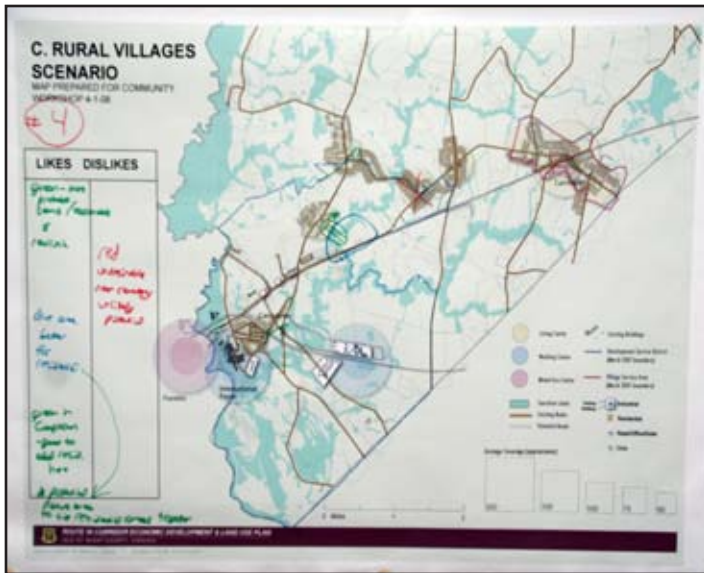
- Liked how the industry was closer to 260 (great mill road)
- Disliked how too many houses were located in just Carrsville. Suggested to move some to inside the DSD along 258 south of Beaverdam road.
- Suggested a mixed use, commercial industrial complex at the airport, near airport drive.
- Suggested a village center, with small retail at the intersection of 58 and Holly Run/Jenkins Mill Rd – currently is outside of the DSD but could be included if boundaries change.
- Recommended shifting some of the industrial allocations around some (see map)

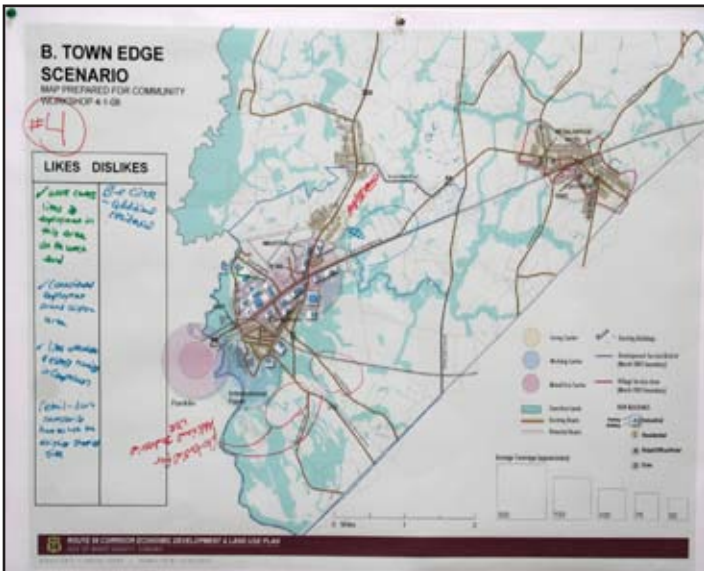
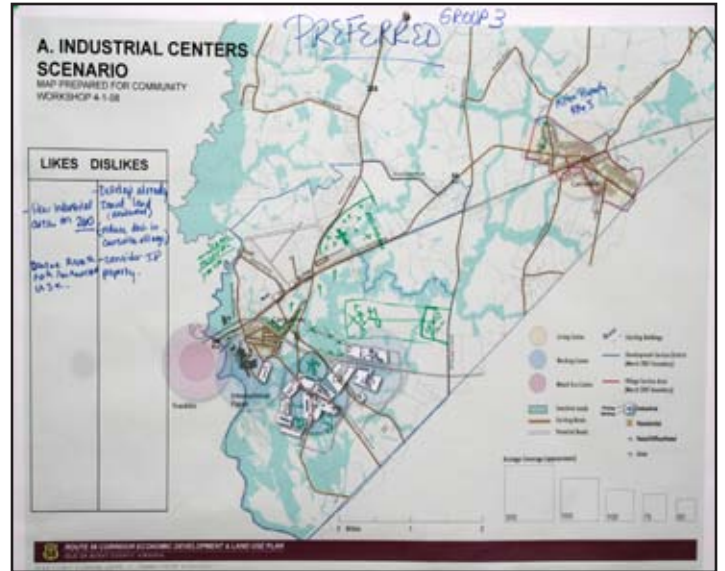
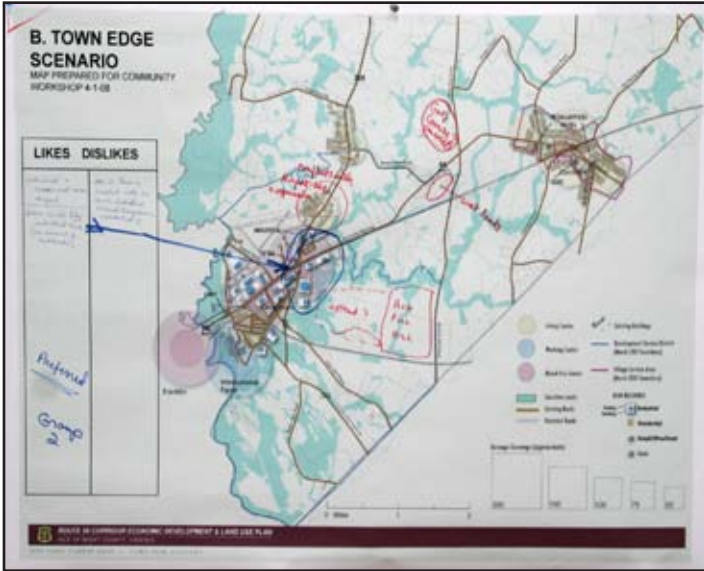
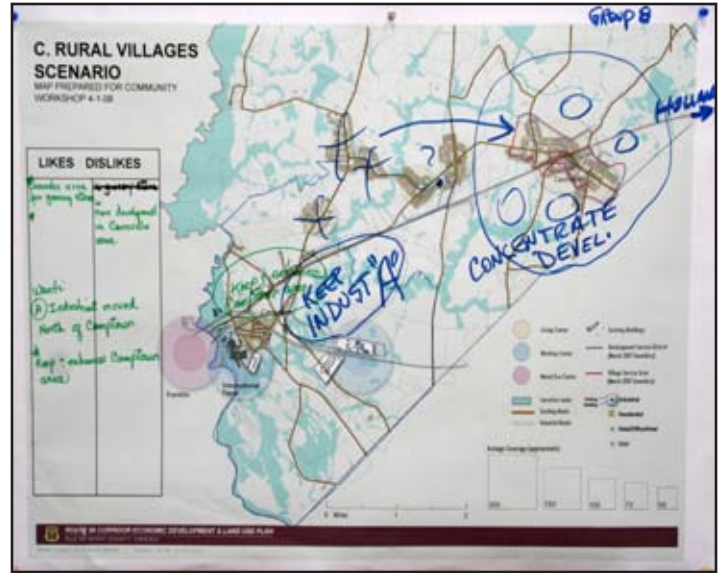
Group 6 – preferred choice.

- Liked the emphasis on the airport commercial, industrial amenity.
- Liked the development of Carrsville and that it maintains sense of community.
- Suggested coordinating extension of sewer extension to Holland with Suffolk and HRSD
- Suggested more mixed use retail along Carrsville Highway (Rt 58 north of 258/58 intersection)
- Some areas of the Camptown community may require redevelopment (residential)
- Need more mixed use near the industrial areas.
- Suggested residential off of 258 just south of beaverdam (same location as group 5)

Group 8 – had similar feedback on this as they did the rural villages, their preferred was a combination of these two alternatives with modifications.

- Concentrate development in and around Carrsville.
- Enhance an improve residential area around Camptown.





Appendix D

Fiscal Impact Model Analysis Data

Appendix A:

Development Program by Year:

Route 58 Corridor, Isle of Wight County, Virginia (Note: Dollars are constant dollars, not increased to reflect inflation)

Development by Phase and Year

	Phase 1					
	1	2	3	4	5	6
Use						
Residential (Units)	17	7	7	7	7	7
Commercial (SF)						
Mixed Comm./Light Ind.	83,200	83,200	83,200	83,200	83,200	83,200
Heavy Industrial	9,653	9,653	9,653	9,653	9,653	9,653
Retail	657	657	657	657	657	657
Civic (SF)	1,167	1,167	1,167	1,167	1,167	1,167
Total	94,677	94,677	94,677	94,677	94,677	94,677

Value of development

Residential (Units)	\$	250,000
Commercial (SF)		
Mixed Comm./Light Ind.	\$	100
Heavy Industrial	\$	80
Retail	\$	120

Annual Value by Year

Residential (Units)	\$	4,250,000	\$	1,833,333	\$	1,833,333	\$	1,833,333	\$	1,833,333	\$	1,833,333	\$	1,833,333
Commercial														
Mixed Comm./Light Ind.	\$	8,320,000	\$	8,320,000	\$	8,320,000	\$	8,320,000	\$	8,320,000	\$	8,320,000	\$	8,320,000
Heavy Industrial	\$	772,267	\$	772,267	\$	772,267	\$	772,267	\$	772,267	\$	772,267	\$	772,267
Retail	\$	78,800	\$	78,800	\$	78,800	\$	78,800	\$	78,800	\$	78,800	\$	78,800
Total Annual Value	\$	13,421,067	\$	11,004,400	\$	11,004,400	\$	11,004,400	\$	11,004,400	\$	11,004,400	\$	11,004,400

Net Present Value: \$305,039,370.28

Use	Phase 1			Phase 2		
	13	14	15	16	17	18
Residential (Units)						
Commercial (SF)	7	7	7	7	14	14
Mixed Comm./Light Ind.						
Heavy Industrial	83,200	83,200	83,200	8,320	91,520	91,520
Retail	9,653	9,653	9,653	79,040	87,360	87,360
Civic (SF)	657	657	657	2,080	4,160	4,160
Total	1,167	1,167	1,167	-	2,080	2,080
	94,677	94,677	94,677	89,440	185,120	185,120

Annual Value by Year

Residential (Units)						
Commercial	\$ 1,833,333	\$ 1,833,333	\$ 1,833,333	\$ 1,833,333	\$ 3,416,667	\$ 3,416,667
Mixed Comm./Light Ind.						
Heavy Industrial	\$ 8,320,000	\$ 8,320,000	\$ 8,320,000	\$ 832,000	\$ 9,152,000	\$ 9,152,000
Retail	\$ 772,267	\$ 772,267	\$ 772,267	\$ 6,323,200	\$ 6,988,800	\$ 6,988,800
Total Annual Value	\$ 78,800	\$ 78,800	\$ 78,800	\$ 249,600	\$ 499,200	\$ 499,200
	\$ 11,004,400	\$ 11,004,400	\$ 11,004,400	\$ 9,238,133	\$ 20,056,667	\$ 20,056,667

Phase 3

Use	31	32	33	34	35	36
Residential (Units)						
Commercial (SF)	17	19	19	19	19	19
Mixed Comm./Light Ind.						
Heavy Industrial	87,360	178,880	178,880	178,880	178,880	178,880
Retail	124,800	212,160	212,160	212,160	212,160	212,160
Civic (SF)	2,080	6,240	6,240	6,240	6,240	6,240
Total	2,080	4,160	4,160	4,160	4,160	4,160
	216,320	401,440	401,440	401,440	401,440	401,440

Annual Value by Year

Residential (Units)						
Commercial	\$ 4,250,000	\$ 4,833,333	\$ 4,833,333	\$ 4,833,333	\$ 4,833,333	\$ 4,833,333
Mixed Comm./Light Ind.						
Heavy Industrial	\$ 8,736,000	\$ 17,888,000	\$ 17,888,000	\$ 17,888,000	\$ 17,888,000	\$ 17,888,000
Retail	\$ 9,984,000	\$ 16,972,800	\$ 16,972,800	\$ 16,972,800	\$ 16,972,800	\$ 16,972,800
Total Annual Value	\$ 249,600	\$ 748,800	\$ 748,800	\$ 748,800	\$ 748,800	\$ 748,800
	\$ 23,219,600	\$ 40,442,933	\$ 40,442,933	\$ 40,442,933	\$ 40,442,933	\$ 40,442,933

Use	43	44	45	Total, 45 years		
Residential (Units)						
Comm Mixed Comm./Light Ind.	19	19	19	606		
Heavy Industrial						
Retail	178,880	178,880	178,880	5,129,280		
	212,160	212,160	212,160	4,541,920		
Civic (Total	6,240	6,240	6,240	159,610	47883000	478830
	4,160	4,160	4,160	106,940		
	401,440	401,440	401,440	9,937,750		

Annual Value by Year

Residential (Units)						
Comm Mixed Comm./Light Ind.	\$ 4,833,333	\$ 4,833,333	\$ 4,833,333	\$ 151,500,000		
Heavy Industrial						
Retail	\$ 17,888,000	\$ 17,888,000	\$ 17,888,000	\$ 512,928,000		
	\$ 16,972,800	\$ 16,972,800	\$ 16,972,800	\$ 363,353,600		
Total Annual Value	\$ 748,800	\$ 748,800	\$ 748,800	\$ 19,153,200		
	\$ 40,442,933	\$ 40,442,933	\$ 40,442,933	\$ 1,046,934,800		

Value of Proffers

Residential (per unit)	\$	11,189
Commercial (per 1,000 SF)		
Mixed Comm./Light Ind.	\$	593
Heavy Industrial	\$	565
Retail	\$	632

Annual Value by Year

Residential (per unit)	\$	190,213	\$	82,053	\$	82,053	\$	82,053	\$	82,053	\$	82,053
Commercial (per 1,000 SF)												
Mixed Comm./Light Ind.		49,338		49,338		49,338		49,338		49,338		49,338
Heavy Industrial		5,454		5,454		5,454		5,454		5,454		5,454
Retail		415		415		415		415		415		415
Total Annual Value		245,420		137,259		137,259		137,259		137,259		137,259

Net Present Value \$3,806,362

Value of Local Taxes (Based on cumulative value of development)

Cumulative Value of Development

Residential (Units)	\$4,250,000	\$	6,083,333	\$	7,916,667	\$	9,750,000	\$	11,583,333	\$	13,416,667
Commercial											
Mixed Comm./Light Ind.	\$8,320,000	\$	16,640,000	\$	24,960,000	\$	33,280,000	\$	41,600,000	\$	49,920,000
Heavy Industrial	\$772,267	\$	1,544,533	\$	2,316,800	\$	3,089,067	\$	3,861,333	\$	4,633,600
Retail	\$78,800	\$	157,600	\$	236,400	\$	315,200	\$	394,000	\$	472,800
Total Annual Value	\$13,421,067		\$24,425,467		\$35,429,867		\$46,434,267		\$57,438,667		\$68,443,067

Property Tax

0.52	\$69,790	\$127,012	\$184,235	\$241,458	\$298,681	\$355,904
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Sales Tax

1% local share (sales at \$300/sf)	\$1,970	\$3,940	\$5,910	\$7,880	\$9,850	\$11,820
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Total Annual Value \$71,760 \$130,952 \$190,145 \$249,338 \$308,531 \$367,724

Net Present Value \$22,690,617

Annual Value by Year								
Residential (per unit)	\$	82,053	\$	82,053	\$	82,053	\$	82,053
Commercial (per 1,000 SF)								
Mixed Comm./Light		49,338		49,338		49,338		49,338
Heavy Industrial		5,454		5,454		5,454		5,454
Retail		415		415		415		415
Total Annual Value		137,259		137,259		137,259		137,259

Net Present Value

Value of Local Taxes (Based on cumulative value of development)

Cumulative Value of Development												
Residential (Units)	\$	15,250,000	\$	17,083,333	\$	18,916,667	\$	20,750,000	\$	22,583,333	\$	24,416,667
Commercial												
Mixed Comm./Light	\$	58,240,000	\$	66,560,000	\$	74,880,000	\$	83,200,000	\$	91,520,000	\$	99,840,000
Heavy Industrial	\$	5,405,867	\$	6,178,133	\$	6,950,400	\$	7,722,667	\$	8,494,933	\$	9,267,200
Retail	\$	551,600	\$	630,400	\$	709,200	\$	788,000	\$	866,800	\$	945,600
Total Annual Value		\$79,447,467		\$90,451,867		\$101,456,267		\$112,460,667		\$123,465,067		\$134,469,467
Property Tax												
0.52		\$413,127		\$470,350		\$527,573		\$584,795		\$642,018		\$699,241
Sales Tax												
1% local share (sales at \$300/sf)		\$13,790		\$15,760		\$17,730		\$19,700		\$21,670		\$23,640
Total Annual Value		\$426,917		\$486,110		\$545,303		\$604,495		\$663,688		\$722,881

Annual Value by Year												
Residential (per unit)	\$	82,053	\$	82,053	\$	82,053	\$	82,053	\$	152,916	\$	152,916
Commercial (per 1,000 SF)												
Mixed Comm./Light		49,338		49,338		49,338		4,934		54,271		54,271
Heavy Industrial		5,454		5,454		5,454		44,658		49,358		49,358
Retail		415		415		415		1,315		2,629		2,629
Total Annual Value		137,259		137,259		137,259		132,959		259,175		259,175

Net Present Value

Value of Local Taxes (Based on cumulative value of development)

Cumulative Value of Development												
Residential (Units)	\$	26,250,000	\$	28,083,333	\$	29,916,667	\$	31,750,000	\$	35,166,667	\$	38,583,333
Commercial												
Mixed Comm./Light	\$	108,160,000	\$	116,480,000	\$	124,800,000	\$	125,632,000	\$	134,784,000	\$	143,936,000
Heavy Industrial	\$	10,039,467	\$	10,811,733	\$	11,584,000	\$	17,907,200	\$	24,896,000	\$	31,884,800
Retail	\$	1,024,400	\$	1,103,200	\$	1,182,000	\$	1,431,600	\$	1,930,800	\$	2,430,000
Total Annual Value		\$145,473,867		\$156,478,267		\$167,482,667		\$176,720,800		\$196,777,467		\$216,834,133
Property Tax												
0.52		\$756,464		\$813,687		\$870,910		\$918,948		\$1,023,243		\$1,127,537
Sales Tax												
1% local share (sales at \$300/sf)		\$25,610		\$27,580		\$29,550		\$35,790		\$48,270		\$60,750
Total Annual Value		\$782,074		\$841,267		\$900,460		\$954,738		\$1,071,513		\$1,188,287

Annual Value by Year										
Residential (per unit)	\$	152,916	\$	152,916	\$	152,916	\$	152,916	\$	152,916
Commercial (per 1,000 SF)										
Mixed Comm./Light Ind.		54,271		54,271		54,271		54,271		54,271
Heavy Industrial		49,358		49,358		49,358		49,358		49,358
Retail		2,629		2,629		2,629		2,629		2,629
Total Annual Value		259,175		259,175		259,175		259,175		259,175

Net Present Value

Value of Local Taxes (Based on cumulative value of development)

Cumulative Value of Development												
Residential (Units)	\$	42,000,000	\$	45,416,667	\$	48,833,333	\$	52,250,000	\$	55,666,667	\$	59,083,333
Commercial												
Mixed Comm./Light Ind.	\$	153,088,000	\$	162,240,000	\$	171,392,000	\$	180,544,000	\$	189,696,000	\$	198,848,000
Heavy Industrial	\$	38,873,600	\$	45,862,400	\$	52,851,200	\$	59,840,000	\$	66,828,800	\$	73,817,600
Retail	\$	2,929,200	\$	3,428,400	\$	3,927,600	\$	4,426,800	\$	4,926,000	\$	5,425,200
Total Annual Value		\$236,890,800		\$256,947,467		\$277,004,133		\$297,060,800		\$317,117,467		\$337,174,133
Property Tax												
0.52		\$1,231,832		\$1,336,127		\$1,440,421		\$1,544,716		\$1,649,011		\$1,753,305
Sales Tax												
1% local share (sales at \$300/sf)		\$73,230		\$85,710		\$98,190		\$110,670		\$123,150		\$135,630
Total Annual Value		\$1,305,062		\$1,421,837		\$1,538,611		\$1,655,386		\$1,772,161		\$1,888,935

Annual Value by Year										
Residential (per unit)	\$	152,916	\$	152,916	\$	152,916	\$	152,916	\$	152,916
Commercial (per 1,000 SF)										
Mixed Comm./Light Ind.		54,271		54,271		54,271		54,271		54,271
Heavy Industrial		49,358		49,358		49,358		49,358		49,358
Retail		2,629		2,629		2,629		2,629		2,629
Total Annual Value		259,175		259,175		259,175		259,175		259,175

Net Present Value

Value of Local Taxes (Based on cumulative value of development)

Cumulative Value of Development												
Residential (Units)	\$	62,500,000	\$	65,916,667	\$	69,333,333	\$	72,750,000	\$	76,166,667	\$	79,583,333
Commercial												
Mixed Comm./Light Ind.	\$	208,000,000	\$	217,152,000	\$	226,304,000	\$	235,456,000	\$	244,608,000	\$	253,760,000
Heavy Industrial	\$	80,806,400	\$	87,795,200	\$	94,784,000	\$	101,772,800	\$	108,761,600	\$	115,750,400
Retail	\$	5,924,400	\$	6,423,600	\$	6,922,800	\$	7,422,000	\$	7,921,200	\$	8,420,400
Total Annual Value		\$357,230,800		\$377,287,467		\$397,344,133		\$417,400,800		\$437,457,467		\$457,514,133
Property Tax												
0.52		\$1,857,600		\$1,961,895		\$2,066,189		\$2,170,484		\$2,274,779		\$2,379,073
Sales Tax												
1% local share (sales at \$300/sf)		\$148,110		\$160,590		\$173,070		\$185,550		\$198,030		\$210,510
Total Annual Value		\$2,005,710		\$2,122,485		\$2,239,259		\$2,356,034		\$2,472,809		\$2,589,583

Annual Value by Year										
Residential (per unit)	\$	190,213	\$	216,321	\$	216,321	\$	216,321	\$	216,321
Commercial (per 1,000 SF)										
Mixed Comm./Light Ind.		51,804		106,076		106,076		106,076		106,076
Heavy Industrial		70,512		119,870		119,870		119,870		119,870
Retail		1,315		3,944		3,944		3,944		3,944
Total Annual Value		313,844		446,211		446,211		446,211		446,211

Net Present Value

Value of Local Taxes (Based on cumulative value of development)

Cumulative Value of Development												
Residential (Units)	\$	83,833,333	\$	88,666,667	\$	93,500,000	\$	98,333,333	\$	103,166,667	\$	108,000,000
Commercial												
Mixed Comm./Light Ind.	\$	262,496,000	\$	280,384,000	\$	298,272,000	\$	316,160,000	\$	334,048,000	\$	351,936,000
Heavy Industrial	\$	125,734,400	\$	142,707,200	\$	159,680,000	\$	176,652,800	\$	193,625,600	\$	210,598,400
Retail	\$	8,670,000	\$	9,418,800	\$	10,167,600	\$	10,916,400	\$	11,665,200	\$	12,414,000
Total Annual Value		\$480,733,733		\$521,176,667		\$561,619,600		\$602,062,533		\$642,505,467		\$682,948,400
Property Tax												
	0.52	\$2,499,815		\$2,710,119		\$2,920,422		\$3,130,725		\$3,341,028		\$3,551,332
Sales Tax												
1% local share (sales at \$300/sf)		\$216,750		\$235,470		\$254,190		\$272,910		\$291,630		\$310,350
Total Annual Value		\$2,716,565		\$2,945,589		\$3,174,612		\$3,403,635		\$3,632,658		\$3,861,682

Annual Value by Year						
Residential (per unit)	\$	216,321	\$	216,321	\$	6,780,534
Commercial (per 1,000 SF)						
Mixed Comm./Light Ind.		106,076		106,076	\$	3,041,663
Heavy Industrial		119,870		119,870	\$	2,566,185
Retail		3,944		3,944	\$	100,874
Total Annual Value		446,211		446,211	\$	12,489,255

Net Present Value

Value of Local Taxes (Based on cumulative value of development)

Cumulative Value of Development						
Residential (Units)	\$	141,833,333	\$	146,666,667	\$	151,500,000
Commercial						
Mixed Comm./Light Ind.	\$	477,152,000	\$	495,040,000	\$	512,928,000
Heavy Industrial	\$	329,408,000	\$	346,380,800	\$	363,353,600
Retail	\$	17,655,600	\$	18,404,400	\$	19,153,200
Total Annual Value		\$966,048,933		\$1,006,491,867		\$1,046,934,800
Property Tax						
	0.52	\$5,023,454		\$5,233,758		\$5,444,061
Sales Tax						
1% local share (sales at \$300/sf)		\$441,390		\$460,110		\$478,830
Total Annual Value		\$5,464,844		\$5,693,868		\$5,922,891
					\$	98,669,981