Executive Summary

The Port of Virginia has experienced tremendous growth in containerized cargo in recent years, and the trend is expected to continue. In 2004, The Port handled over 1 million containers and is forecast to handle over 3 million containers per year by 2030. Since much of this cargo is comprised of imports from Asia, there is a significant need for new distribution center space near

transportation corridor rather than multiple corridors.

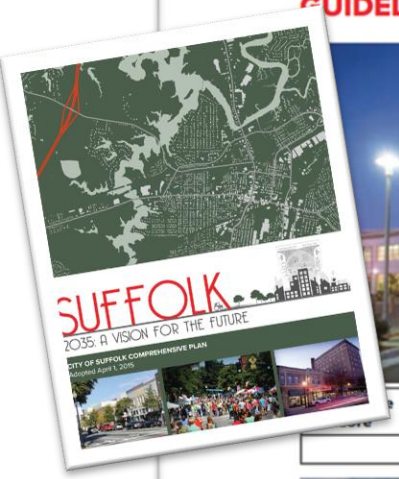
Based on the forecast for import cargo, the following should be considered in planning an Intermodal Park:

- 900,000 import containers will require between 20 and 60 million square feet of additional distribution center space in the region and employ 9,000 people directly.
- Wages generated from increased distribution center activities will be approximately $788 million annually from 26,000 new direct, indirect, and induced jobs.
- The regional economic impact (including direct and indirect impacts) associated with increased distribution center activity is estimated to be approximately $2.7 billion annually.
- The amount of land required for an aggregate Intermodal Park housing roughly 30 of these facilities is approximately 2,000 to 3,500 acres.
- The ideal location for the Intermodal Park would be a site approximately 25 to 35 miles from the marine terminals in Norfolk Harbor with efficient access to major transportation routes.

There are several regional transportation projects that will be complementary to this opportunity: the Route 460 Corridor Study, the new Maersk marine terminal, and the proposed Heartland Corridor rail upgrade. As a result, the timing is particularly good for this opportunity; however, thorough advanced planning is vital. It is imperative to seize the opportunity to develop these functions in an organized manner. Proactive considerations are crucial for the appropriate zoning changes, utility upgrades, and transportation infrastructure improvements required to ensure the success of an Intermodal Park in Hampton Roads.

An Economic Opportu
Hampton Roads: An Inter

Prepared for Virginia Port Authority
Prepared by Moffatt & Nichol
June 2005



SPECIAL DISTRICTS: CHARACTER AND IMPLEMENTAT
GUIDELINES

Context & Scale

Special Districts exist fo
exceptional uses that ca
comfortably sit within a
or Neighborhood. Some
require clear separation
general population for h
and safety reasons and/
adjacency to rail and int
transportation. Other sp
districts may simply nee
own distinct area to ope

Special Districts are typi
large scale and single-us

	Core Support	Inner Ring Suburban	Suburban	Rural
	●	●	●	●

The primary recommend
for current Special Distri
their continued existenc
the flexibility to improve
respond to market changes over time.

Special District within a Rural District

Some Special District uses, such as heavy industry, sit outsid
and as an exception to, the needs and activities of the gener
population. The various physical components of such speci
districts will be governed by and configured for their specifi
functional requirements. Extra care should be taken at their
respect adjacent activities and neighbors and buffer any im

Special transportation demands

Others, such as airports, marinas, universities, and hospitals,
an interface between the general population and their own
technical needs. These Districts will be required to respond t
their technical/functional requirements and those of the ge
population they serve. This may entail adopting the characte
configurations of an appropriate or adjacent Place Type for t
portion of the district serving the public.

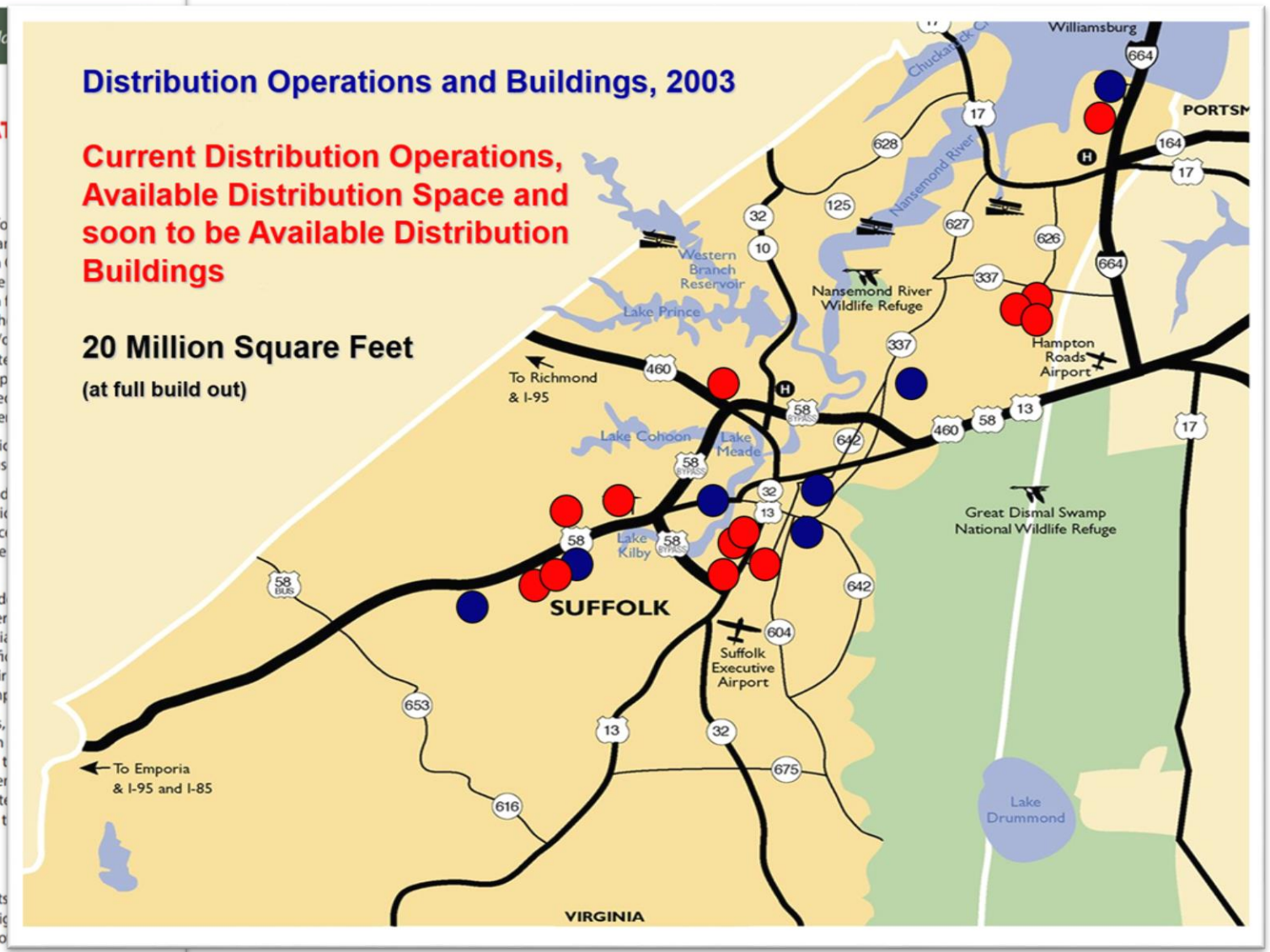
Warehouse facilities in Suffolk, 2006

Streetscape

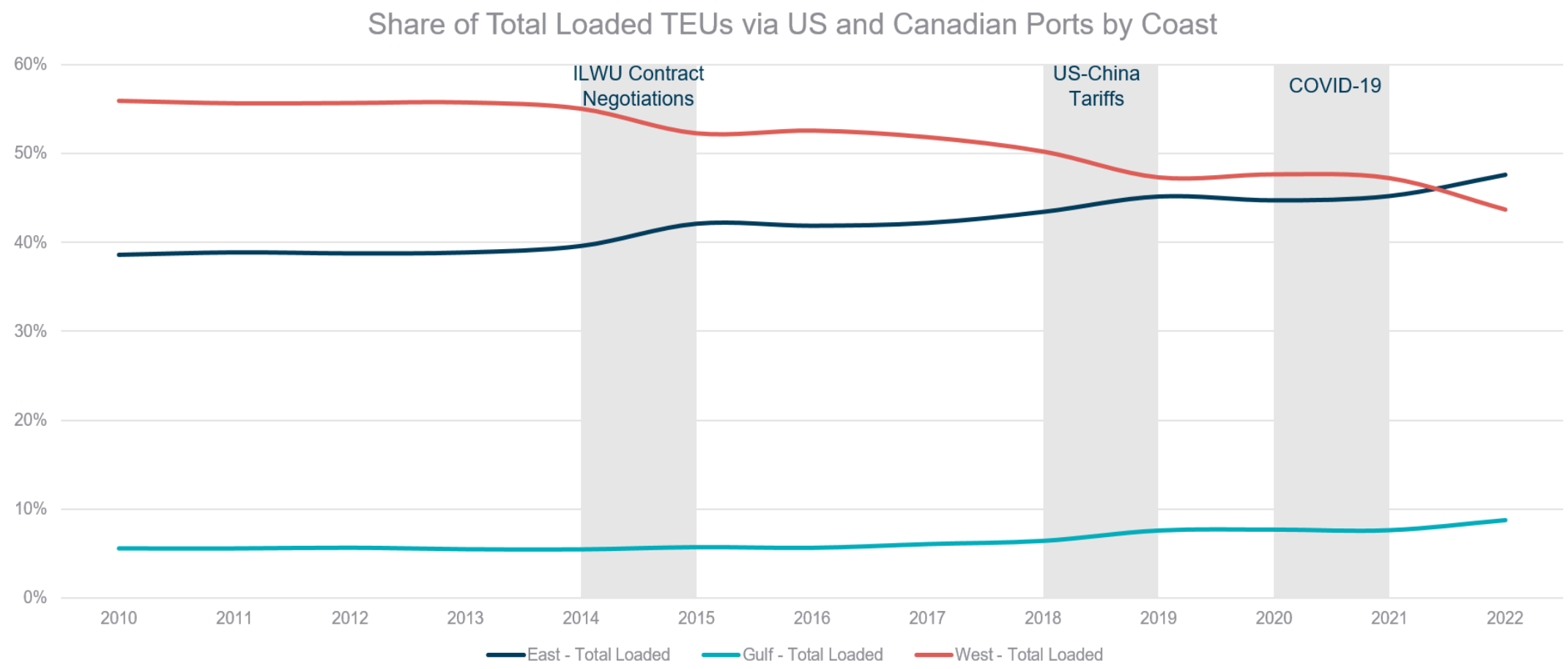
The streetscape within a special district will respond first to its
functional requirements. Common elements such as street lig
street trees, and signage can establish an appropriate sense o

Parking

Parking (off-street) should be shielded from the view of adjacent
properties. Low Impact Design (LID) should be encouraged.



Container Trade Shifts



Source: AAPA, The Port of Virginia

Port of Virginia Sets New Fiscal Year Volume Record, Processes 3.7M TEUs in Fiscal 2022

passes Last Fiscal Year's Cargo Volume Total by More Than 474,000 TEUs

RFOLK, VA – The Port of Virginia® set a new June cargo volume record having handled more n 317,000 TEUs (twenty-foot equivalent units), which is an increase of nearly 36,000 units en compared with last June.

e was the port's fourth consecutive month of cargo volumes of 314,000 TEUs or more and the nth's activity helped elevate the port's total TEU volume for fiscal year 2022 (FY22) to a ord-breaking 3.7 million units. The FY22 TEU volume increased 14.7 percent when compared n FY21, which was the port's previous best fiscal-year performance. (The port's fiscal year runs gins July 1 and runs through June 30.)

r growth is being driven by the confidence our customers and the cargo owners have in our ity to process their ships and cargo swiftly, safely and efficiently," said Stephen A. Edwards, port's CEO and executive director. "There were some challenges, but we adapted and vered real value to all of our port users and the result is an increasing demand for services of Port of Virginia. Our labor partners and the entire port team performed at a very high level and the result is a record-setting fiscal year."

East Coast Metro Area Warehousing Comparison

Metro Area	Complete Space	Under Construction	Total
1. Charlotte, NC	158,150,341 sqft	4,840,705 sqft	162,991, 046 sqft
2. Savannah, GA	108,919,717 sqft	19,247,428 sqft	128,167,145 sqft
3. Richmond, VA	111,336,124 sqft	8,300,370 sqft	119,636,494 sqft
4. Lehigh Valley, PA	111,962,244 sqft	3,627,658 sqft	115,589,902 sqft
5. Shen Valley, VA	91,248,266 sqft	4,503,751 sqft	95, 752, 017 sqft
6. Hamp. Roads, VA	84,721,598 sqft	3,641,237 sqft	88,362,835 sqft
7. Charleston, SC	62,153,655 sqft	9,157,227 sqft	71,310,882 sqft

*Colliers Industrial Market Report Q4 2022

Hampton Roads - Industrial Product - Warehousing Comparison

Total Square Footage

1. Suffolk	21,683,290 sqft
2. Chesapeake	15,987,322 sqft
3. Norfolk	11,839,045 sqft
4. Newport News	7,828,987 sqft
5. Hampton	7,603,551 sqft

Percentage of Locality Size

1. Norfolk	1.52%
2. Hampton	0.24%
3. Newport News	0.20%
4. Suffolk	0.18%
5. Chesapeake	0.16%

*Colliers Industrial Market Report Q4 2022