

SITE CERTIFICATION REPORT FOR AIRPORT PARCELS

Frederick County, Virginia



December 2021

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1.0 EXECUTIVE SUMMARY

Throughout Virginia there is a shortage of pad-ready sites for industrial development and job creation. Prospects are seeking sites that are pad-ready with infrastructure readily available to shorten the timeframe from acquisition to production. In 2015, the Virginia General Assembly passed legislation to create and fund the Virginia Business Ready Sites Program (VBRSP) to be administered by the Virginia Economic Development Partnership (VEDP). At that time, VEDP has estimated that over \$60 Million in corporate investment has not been realized due to this lack of sites. The VBRS Program was established to promote development and characterization of sites to enhance the Commonwealth's infrastructure and promote the Commonwealth's competitive business environment.

VBRS evaluates current available land – both publicly and privately owned – in a tiered system, where Tier 1 is basically raw land, and Tier 5 is a “pad-ready” site, the latter being most attractive to site selection consultants, commercial realtors and businesses and manufacturers desiring to move or expand to Virginia. Site characterizations are designed to assess the level of existing development at a site and the additional investments required to bring the site to a level that will enable the site to be more attractive for industrial economic development purposes. The only requirement for a site to be characterized by VEDP is that it is listed in VA SCAN, VEDP's database of economic development sites.

The Frederick County Economic Development Authority (EDA) has funded this site characterization report for the Airport Parcels. Following review of available information, the Airport Site is a Tier 1 certified site in accordance with the current VBRSP standards.

2.0 GENERAL SITE INFORMATION

2.1 Location and Access

The Winchester Regional Airport Parcels referenced in this report are shown on Figure 1: Site Location. The overall parcel number is 64-1-79. Site A is approximately 25 acres, and Site B is approximately 22 acres. Both sites are northeast of the Winchester Regional Airport runway with future potential access from Coverstone Drive and a future road with the golf course redevelopment project.

2.2 Zoning

The parcels are zoned Rural Areas (RA). Refer to Figure 5: Zoning and Approximate Utilities. Currently the Frederick County 2035 Comprehensive Policy Plan Map dated January 25, 2017 shows the sites as Institutional. The comprehensive plan will need to be updated to allow the rezoning of the parcels to Office-Manufacturing Park (OM), Light Industrial (M1), or Industrial General (M2) for industrial use. Refer to Figure 5: Zoning and Approximate Utilities.

Key Site Information	
Total Area	47 Acres
Available Area*	47 Acres
Largest Contiguous Area	25 Acres
Total Developable Area	47 Acres
Existing Zoning	Rural Areas (RA)
4 Lane	Coverstone Drive
Interstate	Interstate 81 (1.3 miles)
Water	Fredrick Water
Sewer	Fredrick Water
Natural Gas	Washington Gas (Shenandoah Station)
Power	Shenandoah Valley Electric Cooperative
Telecom	Verizon

3.0 EXISTING CONDITIONS

Refer to Figure 2-Flood Hazard and National Wetland Inventory, Figure 3-Aerial Imagery, Figure 4-Topographic Map, and Figure 5-Zoning and Approximate Utilities for the following discussion.

3.1 Topography and Waters of the U.S.

Airport Parcels have rolling to topography, and are heavily wooded. The sites drain toward Sulphur Spring Run, tributary to the Opequon Creek.

3.2 FEMA Regulatory Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) define the regulatory base flood elevation and area encumbered by flooding from the one-percent annual chance (a.k.a. 100-year) storm event along streams and riverine systems. The parcels are unencumbered by a regulatory floodplain / floodway.

3.3 Water

Fredrick Water provides water to this area of Frederick County. There is an existing 12-inch water main within the golf course parcel approximately 900 feet from each site. Available water pressures and capacities can be provided by Fredrick Water. The Fredrick water system has two filtration plants: 1) The James Diehl Water filtration plant, which that treats up to 3.2 million gallons of water each day and 2) the James Anderson filtration plant, which treats up to 4 million gallons per day.

3.4 Sanitary Sewer

Fredrick Water provides wastewater service to this area of Frederick County. There is an existing gravity sewer approximately 770 feet north of Site A and approximately 910 feet northeast of Site B along Pendleton Drive. The pipe size and available capacities can be provided by Fredrick Water.

3.5 Electric, Gas, and Fiber

The site is within the Shenandoah Valley Electric Cooperative service territory. Locality and/or landowner should contact power provider prior to formally engaging a prospect and/or prospective industry to validate the availability of power to the site.

Washington Gas is available at this site. Locality and/or landowner should contact gas provider prior to formally engaging a prospect and/or prospective industry to validate the availability of gas to the site.

The site is located within Verizon service territory. Locality and/or landowner should contact fiber provider prior to formally engaging a prospect and/or prospective industry to validate the availability of fiber to the site.

3.6 Roads

Roads will need to be extended to each site from the golf course development or Coverstone Drive or Pendleton Drive to provide access.

4.0 VBRSP SITE CHARACTERIZATION TIER LEVEL

The following is a summary of the site characterization tier levels.

Tier 1 Site is identified, there is an agreement with the local economic developer to market, and the site is listed in VA SCAN, VEDP's database of economic development sites.

Tier 2 There is an established sales price, and the site is compatible with the Comprehensive Plan.

Tier 3 The site is zoned for an industrial and/or manufacturing use (or similar), and the due diligence is completed. Due diligence includes the following information.

1. Preliminary Geotechnical Exploration & Report
2. Boundary Survey
3. Topographic Survey
4. Phase I Environmental Site Assessment
5. Waters of the US Delineation and Determination (within past 5 years)
6. Cultural Resources Review
7. Threatened & Endangered Species Review
8. Master Plan Development
9. Preliminary Engineering Report

Tier 4 Infrastructure improvements are designed and permitted, and can be constructed within 12 months

Tier 5 The improvements are under construction and/or the site is pad ready and all infrastructure is available.

Following review of available information, the Airport parcels are a Tier 1 certified site in accordance with the with the above-referenced VBRSP standards.

5.0 RECOMMENDATIONS

The comprehensive plan will need to be updated to allow the site to be rezoned to Office-Manufacturing Park (OM), Light Industrial (M1), or Industrial General (M2) to advance the site to a tier 2. Rezoning will require a traffic impact study.

The following due diligence items should be completed for the Airport to mitigate risk for potential prospects, further define the required infrastructure improvements, and refine the order of magnitude estimate of probable infrastructure and 'pad-ready' costs, and regulatory permit and/or mitigation requirements and costs.

1. Preliminary Geotechnical Exploration & Report
2. Boundary Survey
3. Topographic Survey
4. Phase I Environmental Site Assessment
5. Waters of the US (WOUS) Delineation and Determination (within past 5 years)
6. Cultural Resources Review
7. Threatened & Endangered Species Review
8. Master Plan Development
9. Preliminary Engineering Report (PER): An infrastructure study to confirm whether improvements are required for water, sanitary sewer, and/or road networks for industrial use, and provide recommendations and associated order of magnitude estimates of probable project costs.

Additionally, the site is currently heavily forested. Timbering is recommended to clear the site for a prospect to be able to visualize the final development. Note: If the site is timbered, stumps should remain in-place, otherwise an erosion and sediment control and stormwater management plan and permit will be required.

RECOMMENDATIONS

- Update the comprehensive Plan
- Rezone the sites
- Timber the sites
- Complete due diligence, specifically the geotechnical report and WOUS determination
- Complete a PER
- Prepare a Master Development Plan

6.0 ORDER OF MAGNITUDE ESTIMATES OF PROBABLE COSTS

6.1 Rezoning and Due Diligence

The order of magnitude estimate of probable project costs (OOM Estimate) to advance the Airport parcels' site characterization tier level from a 1 to a 3 is **\$180,000**, including rezoning and the PER. Additional studies, including Phase 2 Environmental Site Assessments, and/or remediation work that may be required by regulatory agencies are unknown at this time, and therefore are not included in the estimate. Note: The estimate assumes rezoning, due diligence, and PER are completed concurrently for both sites.

6.2 'Pad-Ready'

The order of magnitude estimate of probable project costs to advance the Airport parcels' site characterization tier level from a 3 to a 5 ('Pad-Ready') is **\$830,000 (A) and \$740,000 (B)**. The Tier 5 order of magnitude estimate of probable project costs are based on the following assumptions.

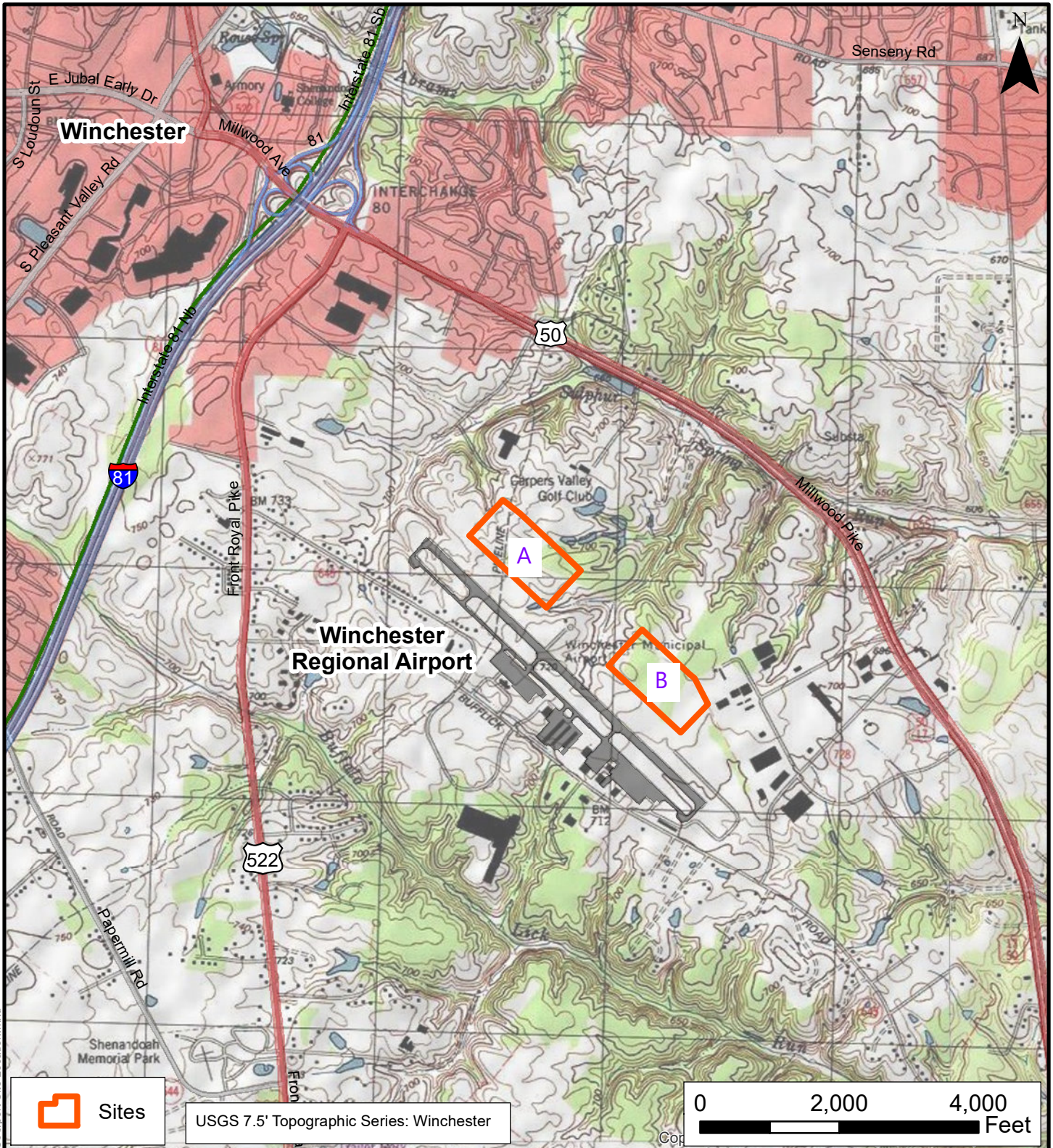
- A. Mass grading and stormwater management facilities and related professional service fees for design and permitting are included.
- B. Infrastructure improvements/extensions (water, sanitary sewer, and/or roads), site development, including parking and access drives, and associated utilities are not included.
- C. Electric, gas, telecommunications, and fiber service improvements are not included.

6.3 Tier Advancement OOM Estimate Summary

Tier 1 to 2	Identified Site Compatible with Comp. Plan	\$	unknown
Tier 2 to 3	Zoned and Due Diligence Completed	\$	160,000
Tier 3 to 4	Mass Grading Plans Permitted	\$	150,000
Tier 4 to 5	Construction-SITE A (Mass Grading only)	\$	760,000
Tier 4 to 5	Construction-SITE B (Mass Grading only)	\$	680,000

7.0 DATA REFERENCES

Data Layers	Source Description
Site Boundary	<i>Fredrick County Mapping and GIS</i>
Parcels	<i>Fredrick County Mapping and GIS</i>
Zoning	<i>Fredrick County Mapping and GIS</i>
Water & Sewer lines	<i>Fredrick Water GIS (12/2018)</i>
Power, Gas & Fiber	<i>VEDP Site Details Document and Fredrick Co. GIS</i>
Wetlands	<i>National Wetlands Inventory</i>
Floodplains	<i>Fredrick County Mapping and GIS</i>
Waterbodies	<i>Fredrick County Mapping and GIS</i>
Aerial	<i>2018 Virginia Geographic Information Network (VGIN)</i>




 Sites

USGS 7.5' Topographic Series: Winchester



Site Location	Frederick Co. EDA	SCALE: 1" = 2000'
	Airport Sites Parcel 64-A-79	PROJECT: 2101928



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2206 South Main Street
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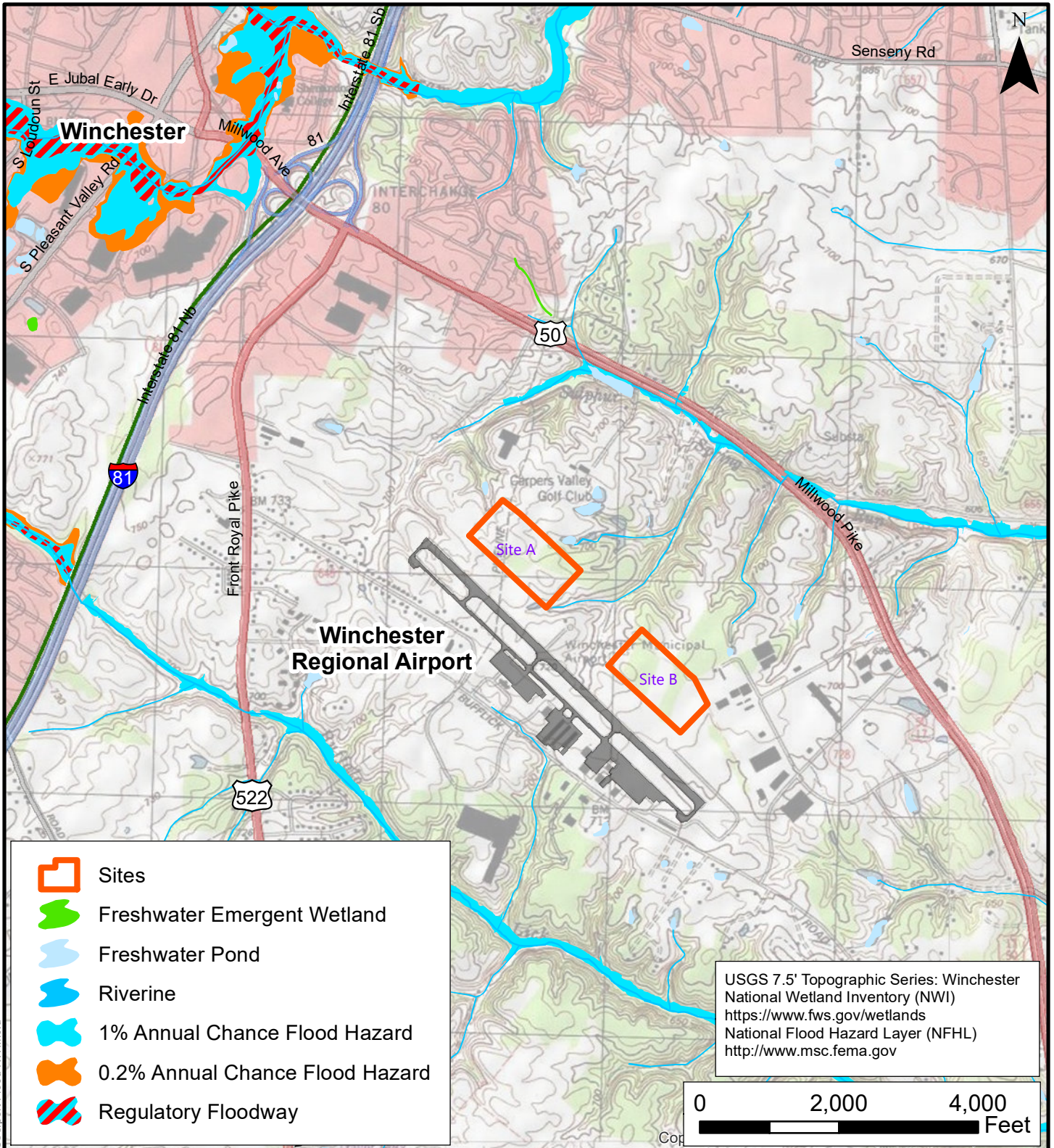
Richmond, VA
 Charlottesville, VA
 Hampton Roads, VA

Raleigh, NC
 Fayetteville, NC
 Northern Virginia
 Virginia Beach, VA

DESIGNED:
 DRAWN: SMF
 CHECKED: CAH
 DATE: 12-15-21

FIGURE
 1

Path: P:\2021\190002\101928\03-SP\WORK\GIS\Airport_Site_Location.mxd



Flood Hazard and National Wetland Inventory

Frederick Co. EDA
 Airport Sites
 Parcel 64-A-79

SCALE: 1" = 2000'
 PROJECT: 2101928



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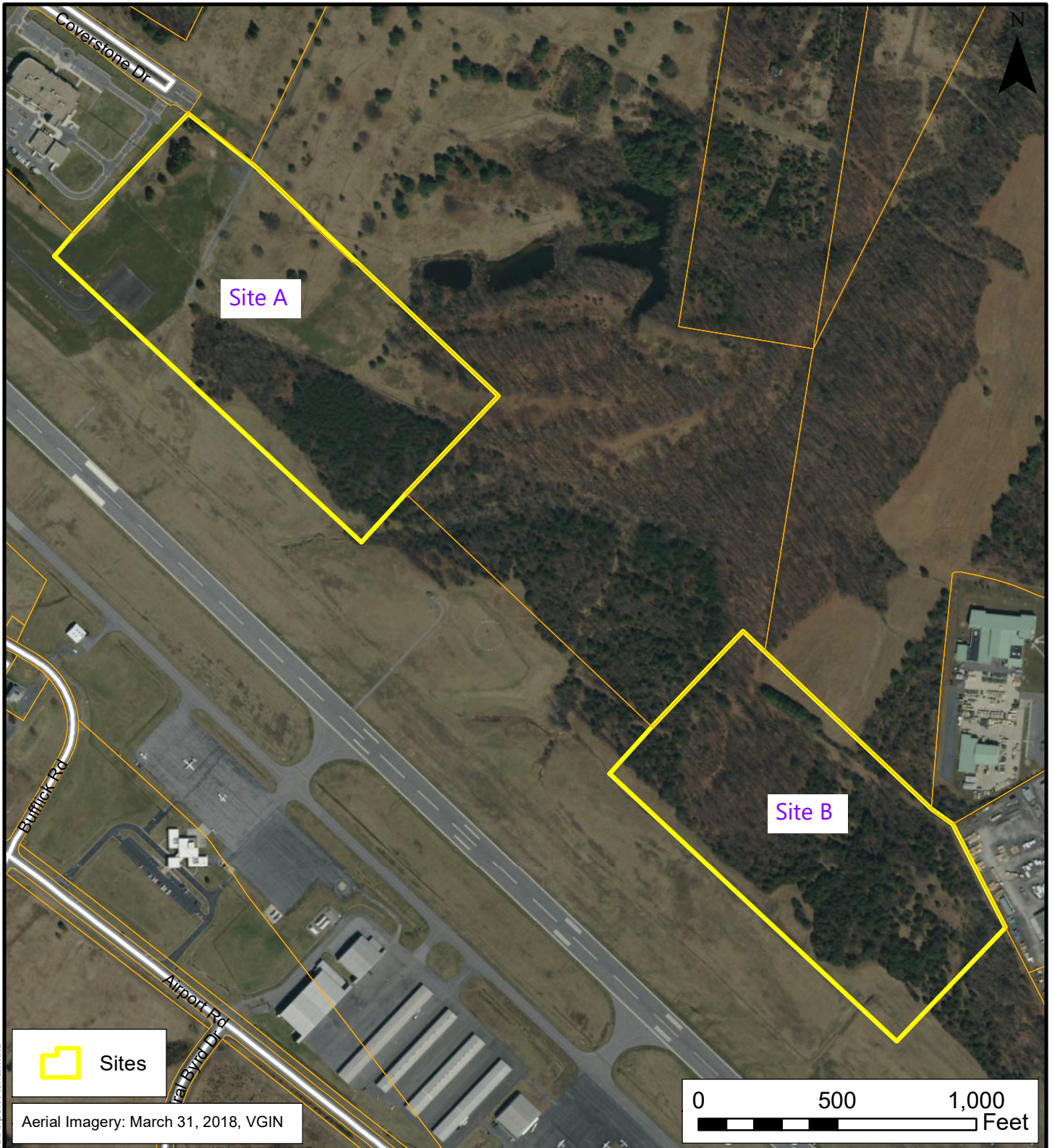
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FIGURE
 2



Aerial Imagery

Frederick Co. EDA
 Airport Sites
 Parcel 64-A-79

SCALE: 1" = 500'

PROJECT: 2101928



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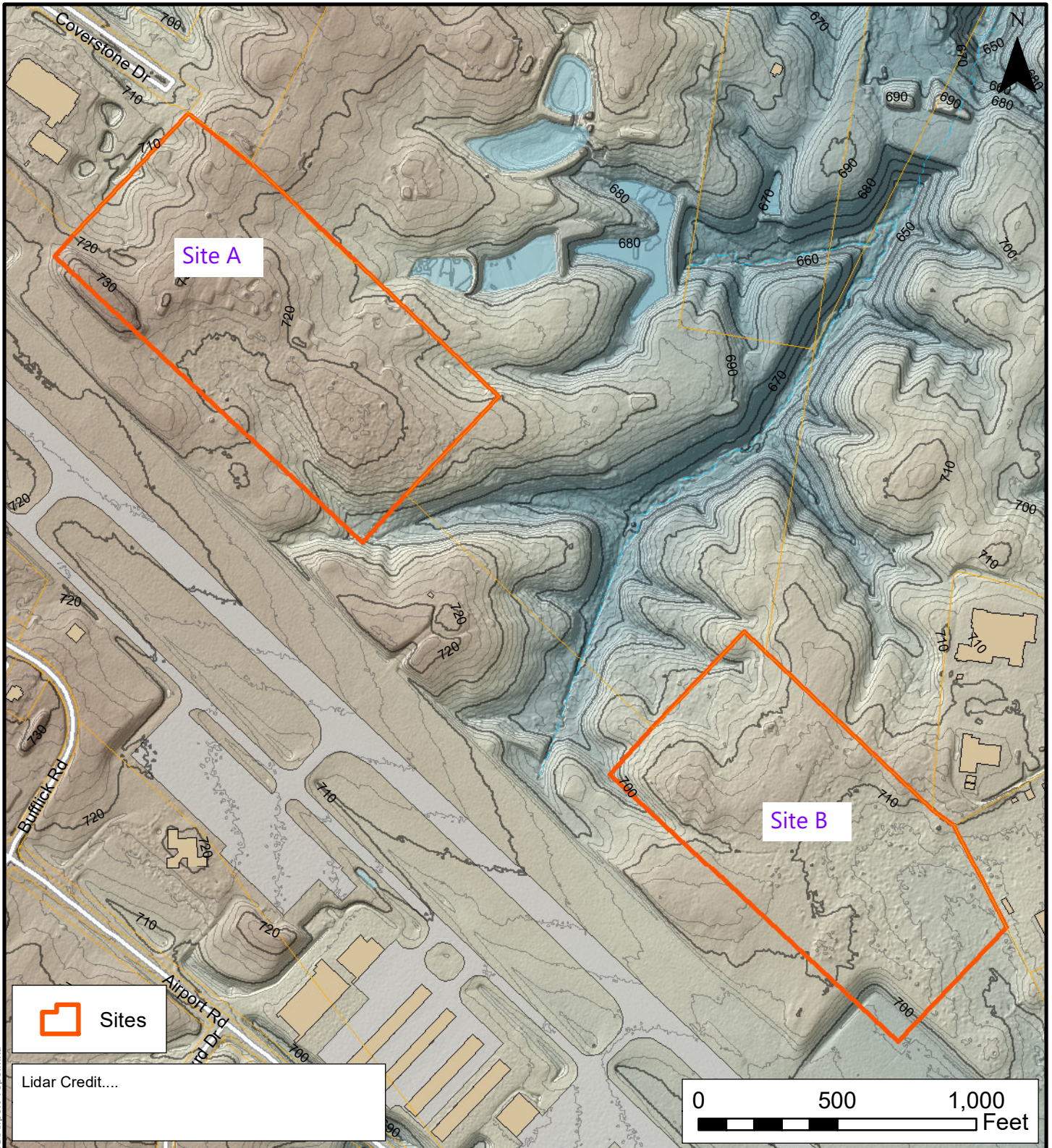
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FIGURE

3



Topographic Map

Frederick Co. EDA
 Airport Sites
 Parcel 64-A-79

SCALE: 1" = 500'

PROJECT: 2101928



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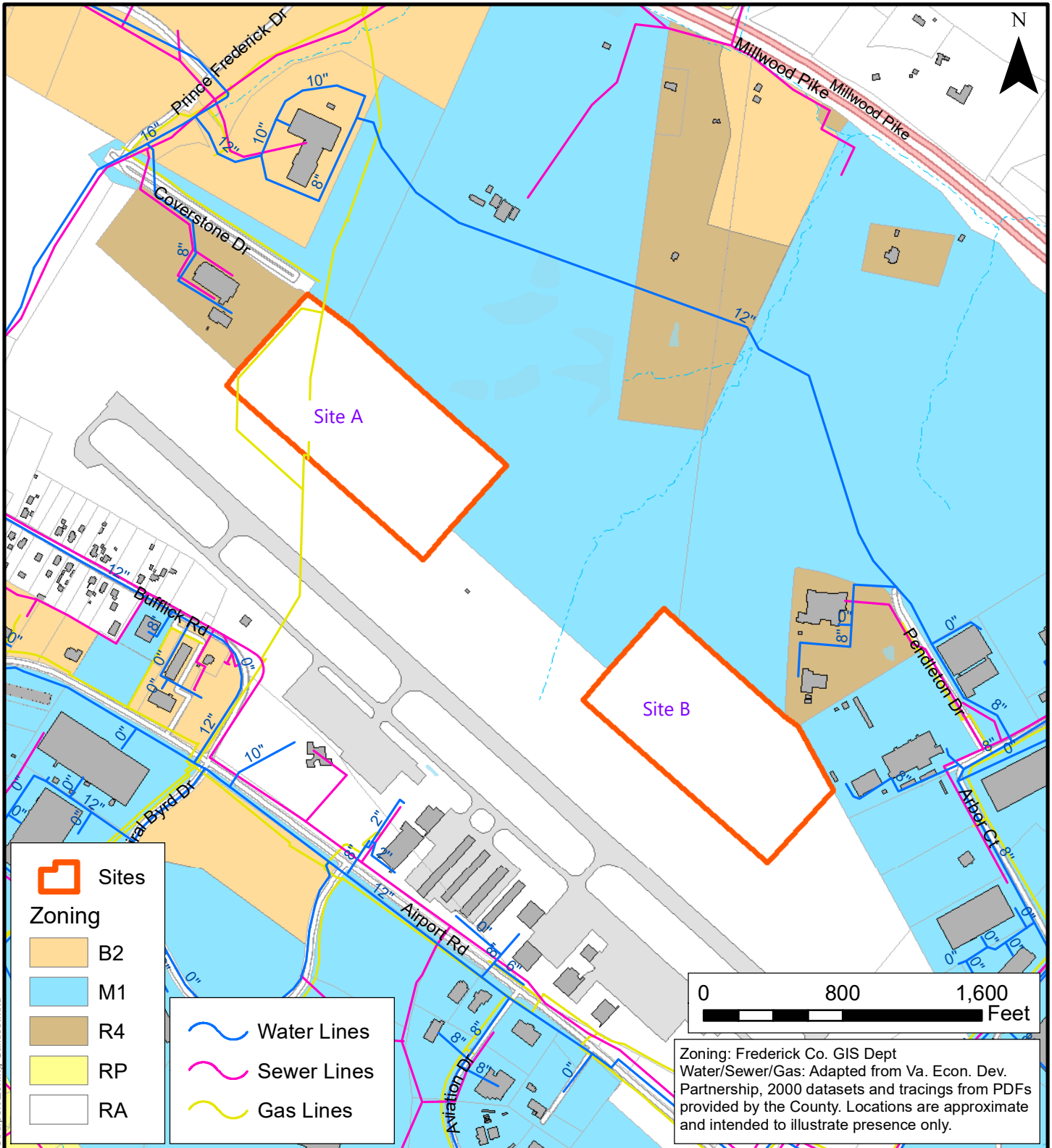
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FIGURE

4



**Zoning and
Approximate Utilities**

Frederick Co. EDA
 Airport Sites
 Parcel 64-A-79

SCALE: 1" = 800'

PROJECT: 2101928



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FIGURE

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