PLANNING PROCESS

QUESTION: Who was involved in the development of this plan?

ANSWER: For all long-range planning projects, the City actively pursues broad stakeholder involvement through various means because these are community-based visions. For the Centerville SGA Master Plan process, the City Planning staff researched all property owners in the SGA and immediately adjacent property owners to directly notify them by mail about all public meetings. Staff also followed all reasonable leads to contact all stakeholders in and around the Centerville SGA Master Plan study area to encourage their participation in the planning process, either on the Steering Committee or through focus groups or public meetings. Contacts for civic leagues are provided by the Virginia Beach Council of Civic Organizations. Public meetings for each phase of the planning process are advertised in the newspaper, on our VBgov web site (www.vbgov.com/centervilleplan), through media releases, through the Council of Civic Organizations, and by email distribution lists. Property owner contact information is based on the City Assessor's tax records, so out-of-town property owners are sometimes difficult to engage, even though they are notified. For key commercial properties owned by a corporation or company entity without a named individual, we often track down a contact name through the State Corporation Commission or call leasing agents and property management companies advertised on commercial properties. However, despite these efforts, many property and business owners choose not to participate in the planning process or at least not from the outset. Therefore, while invitations are sent and public notices are issued, participation is at the will of each individual.

QUESTION: How was the Steering Committee formed?

ANSWER: We do our best to form a Steering Committee that represents a fair cross-section of the stakeholders in the SGA or immediately adjacent to it. In addition to the elected and appointed officials and City staff leaders, we typically seek representatives from two neighborhood/civic organizations that have demonstrated capacity to be engaged and communicating with their members, two religious institutions, two business representatives, and youth representatives from the Mayors Youth Task Force or other. The list of Steering Committee members by affiliation is posted on the Centerville SGA Master Plan project web site (www.vbgov.com/centervilleplan).

QUESTION: Why isn't my neighborhood included in the Draft Centerville SGA Master Plan?

ANSWER: The City’s eight Strategic Growth Area (SGA) boundaries were established in the 2003 Comprehensive Plan and were primarily drawn to identify areas targeted for future economic growth or redevelopment opportunities. Established neighborhoods are not part of the original Centerville SGA boundary or expanded study area because no changes are proposed in these areas. However, the established neighborhoods surrounding the SGA are discussed and considered in the draft plan because of the potential impacts to them resulting from new development proposed in the SGA. In turn, these neighborhoods have
FREQUENTLY ASKED QUESTIONS and ANSWERS
DRAFT CENTERVILLE SGA MASTER PLAN

an impact and will interact with new development proposed within the SGA (traffic generation, customer base for new businesses, etc.). The goal is to better position the SGA as one of eight growth centers in the City in the future, while preserving the livability and stability of its surrounding neighborhoods.

QUESTION: Has Chesapeake been involved in the development of this plan?
ANSWER: Yes. Representatives from Chesapeake’s Planning and Economic Development departments have been involved from the beginning of this planning process, participating on focus groups, attending public meetings, and providing comments on the draft plan. They provided us with insight into their long-range planning regarding their Comprehensive Plan, future planned transit extensions/service to and through the area, and current development plans, such as recently-approved development on CBN-owned property in Chesapeake. We always strive to work with our neighboring localities to understand regional growth dynamics and needs in our respective long-range planning.

COSTS AND TIMEFRAME FOR NEW DEVELOPMENT

QUESTION: Is the City paying for all of the new development or redevelopment shown in this draft plan?
ANSWER: No. Proposed development concepts on private property would be paid by the property owner/developer, should the owner choose to develop or redevelop their property. This includes the internal road network constructed to serve that property. The Centerville SGA master plan simply provides a framework for their future consideration. The City may participate in funding for secondary arterial roadways or other public facilities shown in the plan that serve a much broader area, such as Centerville Turnpike and its potential realignment, the extension of River Birch Run from the Chesapeake city line into Virginia Beach, sidewalks, multi-purpose trails, etc. The draft plan calls out which projects and roads are recommended as private vs. public initiatives. Ultimately, however, the City will decide through the annual budget and Capital Improvements Program processes which public projects it will fund and when.

QUESTION: How soon will the development shown in the plan begin?
ANSWER: The SGA Master Plans are long-range visions with roughly a 20-25 year implementation timeframe, so we anticipate new development or redevelopment to take place very gradually as market conditions warrant. Some of the vision concepts shown in the plan may never be built because doing so is entirely at the discretion of the private property owner. For example, Regent University has shared its long-range campus master plan for expansion with the City during this planning process, and those concepts are generally reflected in this vision; however, the University will determine when the timing is appropriate for it to expand and exactly how it will expand. The key to realizing a long-range vision is flexibility in implementation and addressing opportunities on a case-by-case and cumulative basis over time.
NEW HOUSING

QUESTION: Why is multi-family and additional single-family residential proposed as part of a redevelopment of Wood Corner Shopping Center?

ANSWER: Since the Woods Corner Shopping Center was identified through the public input process as both a weakness and an opportunity area due to poor access and high vacancy rate, as well as having police surveillance issues along the rear of the shopping center, our consultants were asked to make recommendations on what type of redevelopment would work best for the area from a market and design standpoint. They believe the shopping center is failing because 1) access is challenging, and 2) there is too much commercial space in the immediate area. They have recommended a gradual, three-phased transition to a grid pattern of roads to improve access and mixed use development including housing, office and retail space to allow for a more flexible response to market changes, thereby limiting the risk for future vacancies. Since these development concepts are being shown for privately-owned property, they provide a framework only for property owner consideration. The property owners alone will decide if, when and how to reposition their properties.

QUESTION: What is Workforce Housing and why is it called for in the plan?

ANSWER: The intent of the Workforce Housing Program is to expand the affordability of new housing and insure that in the future we have a broader range of housing choices for our teachers, police officers, firefighters, nurses, medical technicians, military personnel, retail workers, recent college graduates and others. In order for the City, as well as the private sector, to attract and retain a qualified workforce, the City needs more affordable housing options. Simply stated, workforce housing is housing that is affordable to the workforce. Ensuring that we offer affordable housing choices for the workforce in our City, particularly in the SGAs, which are best situated to absorb future population and economic growth, is a goal as we continue to grow our City over time. The Workforce Housing Program offers an increase in density to developers who voluntarily build workforce housing units in combination with the development of market-rate units. Under the program, no more than 17% of the total number of units in any development would be designated as workforce housing units. For example, if a developer is permitted to build 100 units; only 17 would be workforce housing units. By allowing developers to build more units with no additional land cost, for-sale and rental units are more affordable. The workforce housing units must be nearly indistinguishable from the market rate units and must be disbursed evenly throughout the development. Keep in mind, any housing to be built in the Centerville SGA will be built by private developers, not by the City. Should a developer choose to apply for a rezoning to include Workforce Housing units, any such rezoning would have to be approved by City Council. For more information on the Workforce Housing Program, go to www.vbgov.com/housing.
IMPACTS TO CITY SERVICES

**QUESTION:** With 2,000 new residential units proposed in the Centerville SGA, will we get a new fire station, police station, school and recreation center?

**ANSWER:** Long-range master planning for City services like police, fire, schools and parks is beyond the scope of any SGA plan. The role of an SGA plan is to identify a shared community vision and propose a master blueprint for the future of the SGA. Therefore, each department that provides City services (e.g. Fire, Police, Emergency Services, Libraries, Public Utilities, Public Works, Parks and Recreation, and Virginia Beach City Public Schools) has been involved as a stakeholder in the input to and development of the draft Centerville SGA Plan from the beginning of the planning process. Assessing and planning for City services is the responsibility of each of these City service providers. Once the plan’s vision is finalized with a recommended development program, over time, each department will do its own analysis of the impacts of the proposed development plan on the delivery of City services. Every year, each City department updates their own long-range operational plans and long-term Capital Improvement Program (CIP) budget requests to address any needs identified. Ultimately, City Council decides whether or not to approve these operational and CIP budget requests. Projects that have already been approved in the Centerville election district include a new building for the Fourth Police Precinct and a major renovation for the Kempsville Recreation Center. Road projects include Centerville Turnpike Phase II, Lynnhaven Parkway Phase XI, and the Indian River/Kempsville intersection.

**QUESTION:** What is the possibility of a new recreation center in the Centerville SGA?

**ANSWER:** Currently, there are no plans to construct a new recreation center in the Centerville SGA, as the population in the area has been relatively stable and much of the area is within a ten minute drive of the Kempsville Recreation Center. The Kempsville Recreation Center has been funded for major renovation over the next 4-6 years. The City will be updating its Outdoors Plan in 2013/2014 and may reassess levels of service for recreation centers during that process.

**QUESTION:** Are there any new parks planned in the Centerville SGA?

**ANSWER:** The existing parks that currently serve the Centerville SGA and surrounding area include: City View Park on Kempsville Road, Stumpy Lake on Indian River Road, Woodstock Park, Providence Park and Pony League Ball fields on Reon Drive, and several smaller neighborhood parks as well as public school athletic facilities. A 14-acre park on City-owned land, associated with the Lynnhaven Parkway Phase XI extension project, will be developed as a community park with parking, picnic shelters, walking trails that will connect to Stumpy Lake, and informal practice fields once the road project is complete. The road project is scheduled to be complete in 2016, so detailed park design is still about two years away.
STORMWATER MANAGEMENT

QUESTION: Why doesn’t the City stop the stormwater from its landfill property from draining into Lake James?

ANSWER: Several years ago, all of the City Landfill stormwater drainage was diverted away from Cedar Hill Canal, which overflows into Lake James, and directed by piping into the landfill’s stormwater management pond or lake, which is permitted and monitored by the Virginia Department of Environmental Quality as part of the City’s VPDES permit for the landfill. The water in the City Landfill stormwater lake is treated and periodically pumped into a ditch system that crosses CBN property and discharges into a creek system at the headwaters of Indian River in Chesapeake via a stormwater culvert which crosses under I-264. However, stormwater drainage and pumped groundwater discharge (effluent) from the private landfill’s (HRRC’s) borrow pit dewatering operation is pumped from the private landfill into Cedar Hill Canal. Cedar Hill Canal was retrofitted by the City with a controlled weir system that allows overflow conditions to discharge into and out of Lake James; maintenance of this system is ongoing. Actual leachate from both landfills has always been sent via the sanitary sewer system into the regional wastewater treatment system (Hampton Roads Sanitation District).

QUESTION: What is causing the water quality problems in Lake James?

ANSWER: Lake James was originally dug as a borrow pit by E.V. Williams, and subsequently filled up with groundwater of a naturally higher acidic content. A drainage easement through Lake James was purchased by the City of Virginia Beach many years ago to incorporate Lake James into the regional stormwater management system for the Elizabeth River in the Centerville area. Therefore, Lake James is a regional stormwater management facility or BMP (best management practice). The purpose of drainage and stormwater facilities, like Cedar Hill Canal and Lake James, is to capture stormwater runoff that flows off of roads, rooftops, parking lots and surrounding lawns, and allow the sediments, nutrients and other non-point source pollutants to settle out before being discharged downstream into the Elizabeth River. Over time, through a natural process called eutrophication, Lake James’s naturally-acidic levels have declined and nutrient levels have increased substantially. The City believes the water quality problems in Lake James are a result of excessive use of fertilizers and pesticides on lawns in and around the Lake James neighborhood and the broader drainage area or watershed, which includes, in part, the Kemps River Crossing shopping center and Brandon neighborhoods. The same nutrient problem affects the Chesapeake Bay and other water bodies surrounded by development. While Lake James is bypassed via the City-installed weir system during low flow periods, high flow events, such as storm events, will overflow from Cedar Hill Canal into Lake James and then flow back out also via the weir system. The City believes this actually serves as a flushing mechanism for Lake James, which helps with the lake’s sedimentation and eutrophication problems.
TRANSPORTATION

QUESTION: Is there going to be another interchange to I-64 between the Indian River and Greenbrier interchanges?

ANSWER: The City’s long range Master Transportation Plan, a component of the 2009 Comprehensive Plan, shows a new interchange between Indian River Road and Greenbrier Parkway. Likewise, the City of Chesapeake shows a new interchange in generally this same location in their long range Master Transportation Plan and Comprehensive Plan. We don’t know if it will ever be built, since the decision is dependent on state and federal design approval and new transportation project funding, but the public consensus during this planning process indicates that the City and the Centerville area would benefit greatly from a new interchange to alleviate congestion problems at the existing interchanges. The Draft Centerville SGA Plan’s vision shows how the Centerville SGA can accommodate and benefit from a new interchange, but realization of this vision is not dependent on a new interchange; rather, a more critical element is the new proposed secondary and local street network linking Virginia Beach to Chesapeake and proposed new development in Virginia Beach.

QUESTION: When is Centerville Turnpike going to be widened?

ANSWER: Centerville Turnpike will be widened to four lanes with an on-road bike lane and off-road multi-use path from Indian River Road to Kempsville Road, and improvements will be made to both intersections at either end of this project. The project (Centerville Turnpike Phase II) is about $4 million short of being fully funded; however, funding will be requested in the FY14 CIP. If funding is secured, construction could begin in 2015 and be complete in 2017.

QUESTION: Why don’t you widen Centerville Turnpike all the way to the Chesapeake City line?

ANSWER: Although widening Centerville Turnpike from Kempsville Road to the City line has been identified as a project (Centerville Turnpike Phase III), the traffic congestion on this segment is much less than it is in the segment between Kempsville Road and Indian River Road. Therefore, this project has not been funded as it is lower on the list of priorities than several other road projects in the area (Centerville Turnpike Phase II, Lynnhaven Parkway Phase XI, and the Kempsville Road/Indian River Road intersection improvements). The Lynnhaven Parkway XI project, which is fully funded and scheduled to begin in July 2013, will add the missing segment between Indian River Road and Centerville Turnpike to provide an ultimate four lane divided road with a 5-foot sidewalk and 8-foot multi-use path. The Kempsville Road/Indian River Road intersection improvement project is also fully funded with construction scheduled to begin in February 2014. These improvements are anticipated to relieve some of the congestion on Centerville Turnpike between Kempsville Road and Chesapeake.
LANDFILL

**QUESTION:** When is the City going to close the landfill?

**ANSWER:** The Virginia Beach Landfill is an important and valuable asset for our community, and will remain open for the foreseeable future. While the landfill has significant disposal capacity, this valuable “air space” is being used judiciously. Currently, the City landfill only accepts household waste, like garage clean-outs and homeowner remodeling debris, from Virginia Beach residents. Commercial deliveries have been discontinued, City collected municipal solid waste (MSW) is no longer delivered, and ash from the waste to energy facility is not currently being delivered. Maintaining viable and effective disposal options is critical in meeting the needs for our residents for safe, reliable, and cost effective collection and disposal services. Virginia Beach is committed to being a good neighbor and the SGA process provides the opportunity to identify and develop even better mitigation strategies.

The primary disposal for Virginia Beach and surrounding communities is through Southeastern Public Service Authority (SPSA). Current contracts with SPSA expire in 2018. While SPSA has consistently provided safe and reliable service, they have also experienced difficult financial times. The organization has addressed these issues through the sale of the waste to energy facility, by restructuring, and will be debt free as of 2018. Virginia Beach is currently working with the other member communities to develop new contracts for an extended regional authority to continue to provide primary disposal services.