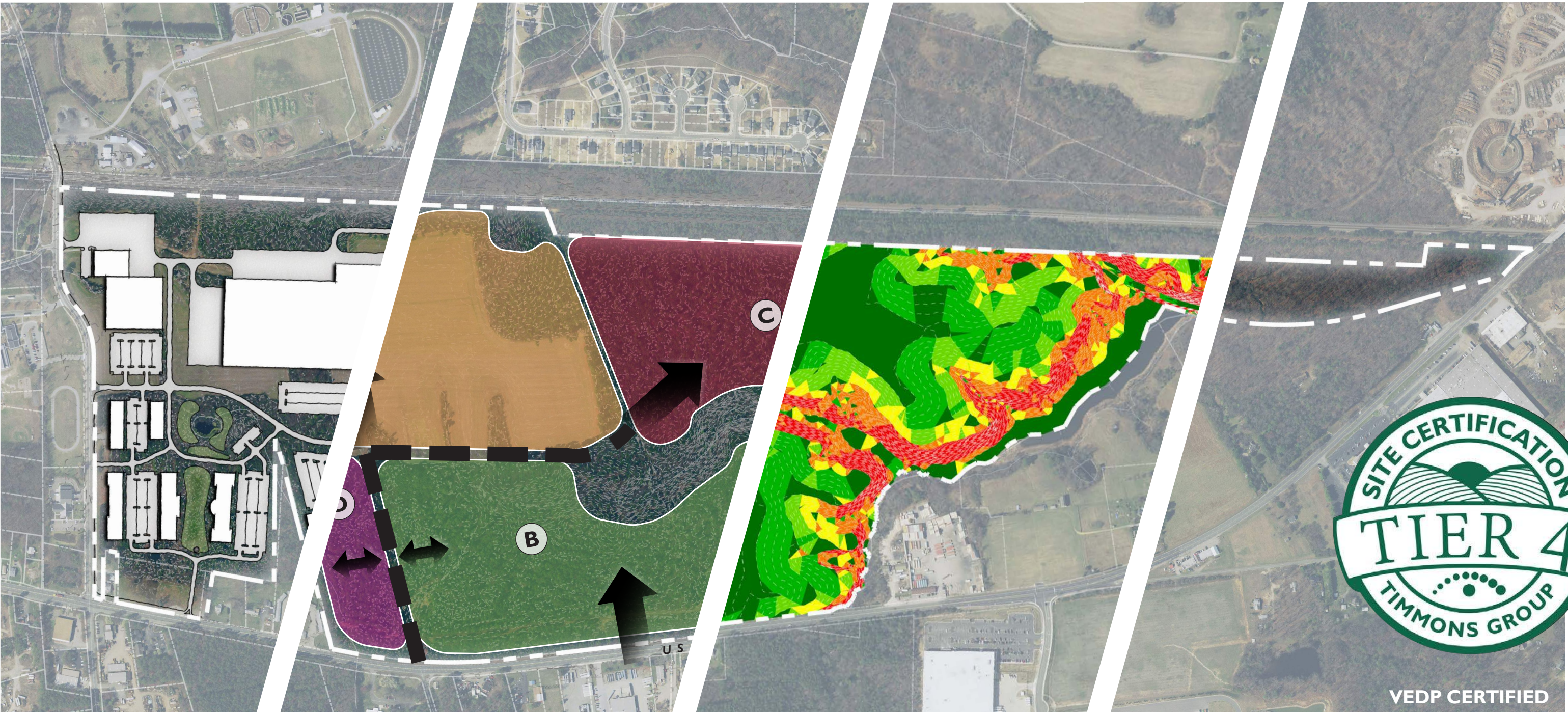


Holland Technology Park

MASTER PLAN



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MARCH 2021

Holland Technology Park

Ashland, Virginia

March 2021

Prepared for:



Economic Development

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Prepared by:



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Holland Technology Park MASTER PLAN

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I. Executive Summary

Holland Technology Park brings together all that employers, researchers, and manufacturers are looking for in a site on which to build their business. It is located in the “Center of the Universe”¹ being less than two hours from the nation’s capital and less than thirty minutes from Virginia’s capital city of Richmond. Adjacent to rail, minutes to ports, Holland, as it will sometimes be referenced in this report, will satisfy even the most discerning of industrial and manufacturing needs and provide a significant advantage to those businesses who call it home.

The site is certified as a Tier Four Economic Development Site by the Virginia Economic Development Partnership’s “Business-Ready Sites Program”, a designation helping to accommodate fast-track turnaround for industrial tenant needs.

Based on its location, size, and quality of its physical land bays, there is tremendous economic development opportunity for the property. This report details recommendations as to high-value target industries as prospects to locate to Holland.

The Plan outlines specific strengths of each land bay, it does not preclude the ability for these land bays to be consolidated. Flexibility is paramount to the goals of this Plan and its build-out timeline expectations.

Further, the uses proposed and recommended in this study are all uses that can be accomplished by-right under the existing zoning of the property.

Holland Technology Park invites the best of industry to consider Ashland Virginia in their plans for expansion and growth. With its quality of life for employees, transportation options to the marketplace, and regional location to a significant segment of the nation, there’s no better place to be than the Center of the Universe.

The property is zoned M-1 by the Town of Ashland.

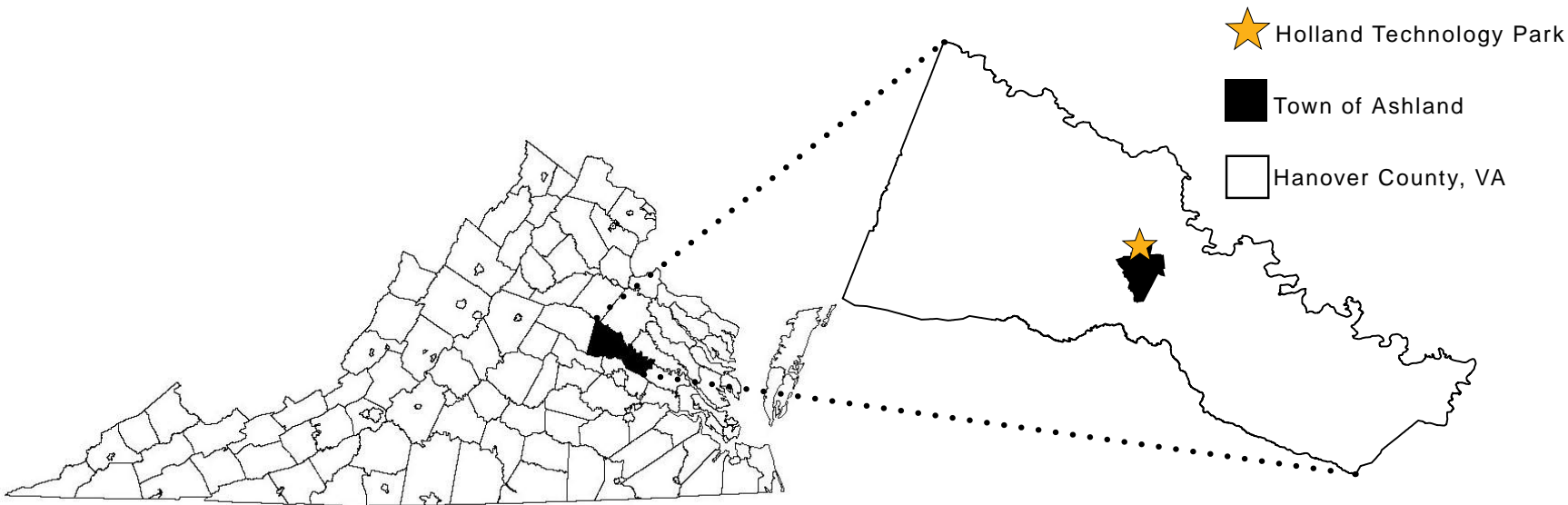
¹ Ashland is affectionately referred to by locals as “The Center of the Universe”



Why Holland?

- Location
- Infrastructure
- Flexibility
- Speed to Market
- Ashland Support
- Strong Labor Force
- Quality of Life

NOT JUST CENTRAL VIRGINIA.
CENTRAL TO MUCH MORE.



- Holland Technology Park enjoys one of the best locations available for industrial and manufacturing uses.
- Located in the center of the east coast, less than five miles from the busiest interstate corridor in the nation. Within 500 miles of the Park is a population of 140 million, well over a third of the total U.S. population.
- Holland is near the heart of the political universe, being less than two hours from the nation’s capital, and less than thirty minutes by car to the capital of Virginia.
- Transportation access goes well beyond the public road system. The property is immediately adjacent to one of the busiest rail lines in the U.S. the CSX Railway line, which provides direct service from Florida to New England.
- The Port of Richmond gives access to the international markets, and that port is less than thirty minutes from Holland Technology Park.

II. Background & Goals

Background

Holland Technology Park is located at the northernmost point of the Town of Ashland, Virginia, and is comprised of seven separate parcels totaling 286 acres.

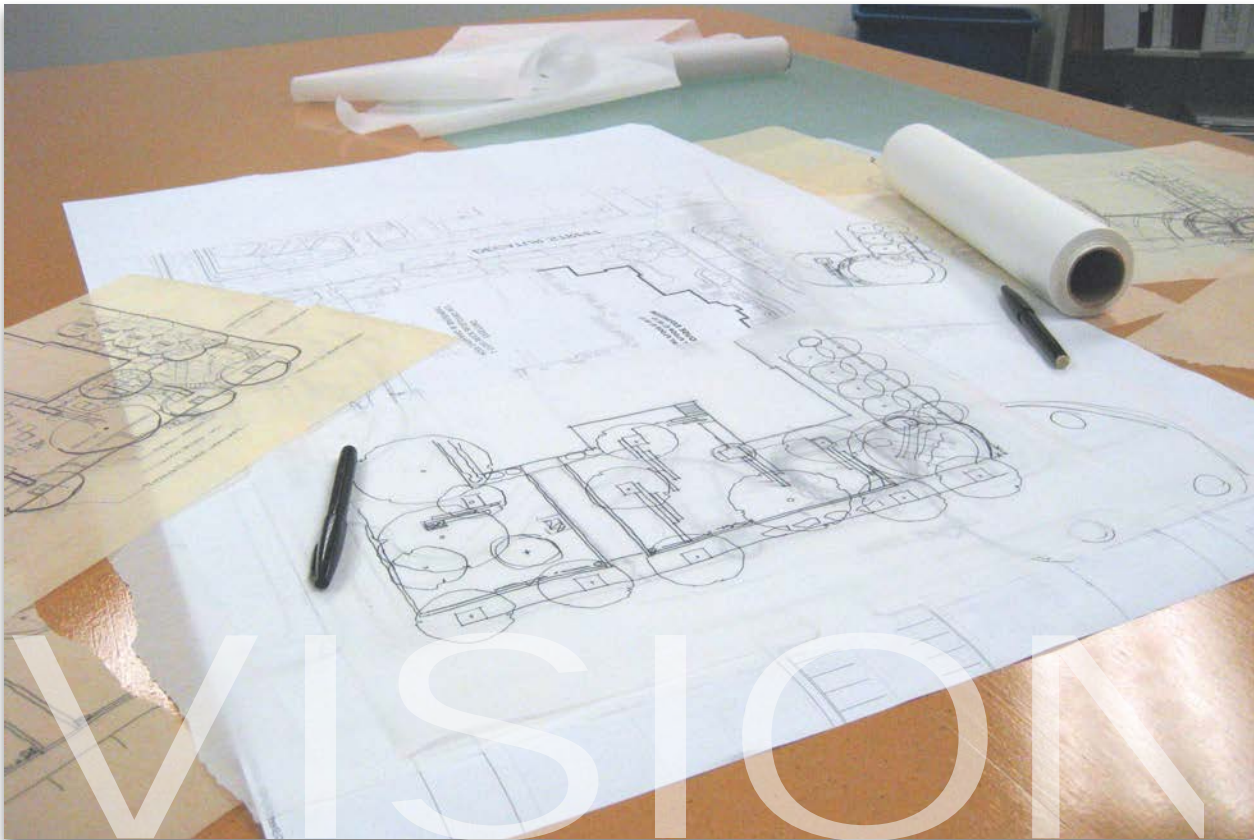
The site is certified as a Tier Four Economic Development Site by the Virginia Economic Development Partnership's Business-Ready Sites Program, a highly sought designation establishing it as a ready to construct site with all necessary infrastructure in place to accommodate fast-track turnaround for industrial tenant needs.

All parcels are owned by a single entity, Richard E Holland Jr Properties LLC. As part of Ashland's strategic zoning initiative, the zoning of the property is currently M-1 Industrial and has been zoned for industrial use since 2016, when it was rezoned from residential use.

The goals of the Town and property landowner are to maximize the value of the property in both the short and long term, creating opportunities for corporate investment that will provide jobs and revenues, and enhance the reputation of Ashland as a great place to live and work. The Master Plan seeks to provide clarity on how to achieve those goals.

Goals

- 1. MAXIMIZE SQUARE FOOTAGE
- 2. MAXIMIZE FLEXIBILITY
- 3. MAXIMIZE PROSPECT INTEREST
- 4. MINIMIZE STARTUP INVESTMENT COSTS
- 5. MAXIMIZE LAND VALUE
- 6. MAXIMIZE TAX REVENUE



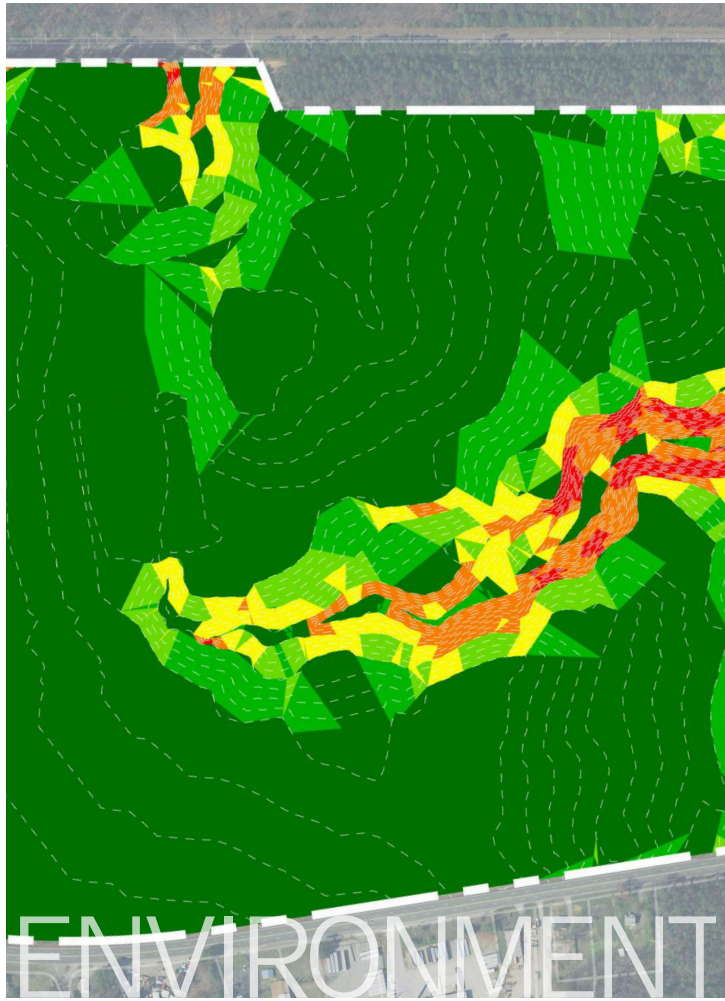
Approach

The approach to the planning of Holland is similar to any significant land plan evaluation for economic development. Planning begins with identifying significant constraints of the property including, transportation access, environmental limitations, utility and other infrastructure needs, general topographic constraints, and adjacent property uses. Additionally, we evaluate the Comprehensive Plan of the Town of Ashland to determine the connection between zoning and the future recommended land-use. We also review and look at constraints that may have been placed on the property through previous zoning cases, which may place limitations on what

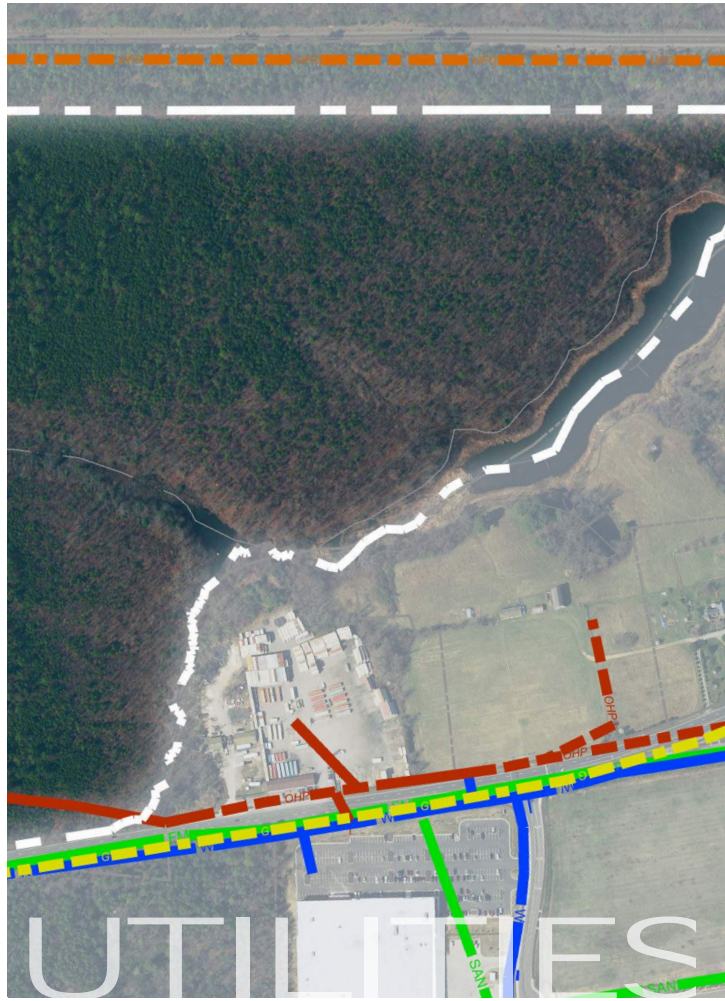
might be used and to what extent. Finally, we combine the constraints and land-use goals along with general infrastructure network planning to identify the most sensible land bays for the use types that are appropriate to attract. In certain land bays, there are multiple options that may work well for how the property might develop, depending on market conditions and interested prospects. The options also give insight as to the flexible nature of planning and developing these land bays, and that flexibility will accelerate interest and build-out of Holland Technology Park.



EMPLOYEE
PEDESTRIAN
RAIL
SHIPMENT



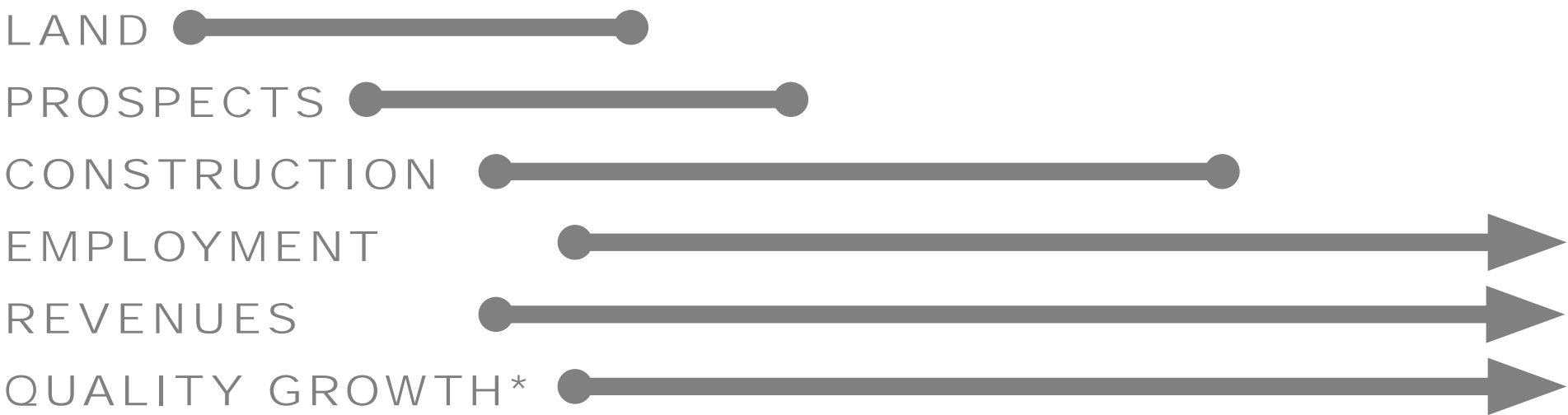
SOILS
SLOPES
WATER
WETLANDS



SEWER
WATER
POWER
GAS/FIBER



NEIGHBORHOODS
INDUSTRY
TRAFFIC
COMMUNITY



* As Holland Technology Park matures, the Town benefits well beyond the limits of the property. Development of the property will attract further development and growth raising the quality of life in Ashland and for those who live and work there.

The Time for Success

Building Holland Technology Park is all about time. There are several phases of building success here, and those industries considering Holland can be certain that this is ready and able to meet those growth goals.

Land

Land is immediately available for consideration by industries looking to locate in Ashland. The goal of Holland Technology Park is to secure tenants in a short time-frame that will allow Holland to quickly move from being an active construction site to a fully-built park producing important products and new technologies and ideas.

Prospects

Filling the land bays in a short development window requires focused and aggressive vetting of prospects that will find Holland Technology Park a good home. The goal is to finalize industries locating to Holland within the first five years of development.

Construction

Infrastructure construction of the primary roads is critical to accelerating the marketing of the land bays, and overall construction of the land bays, as dictated by the buyers and users of the land, is anticipated to be complete in approximately ten years.

Employment

The opportunity for employment comes with the industries that locate here, and employment will be a significant component of the vibrance of Holland. Employees should be able to be in place, according to the needs of the tenants, approximately two years into the timeline of Holland Development.

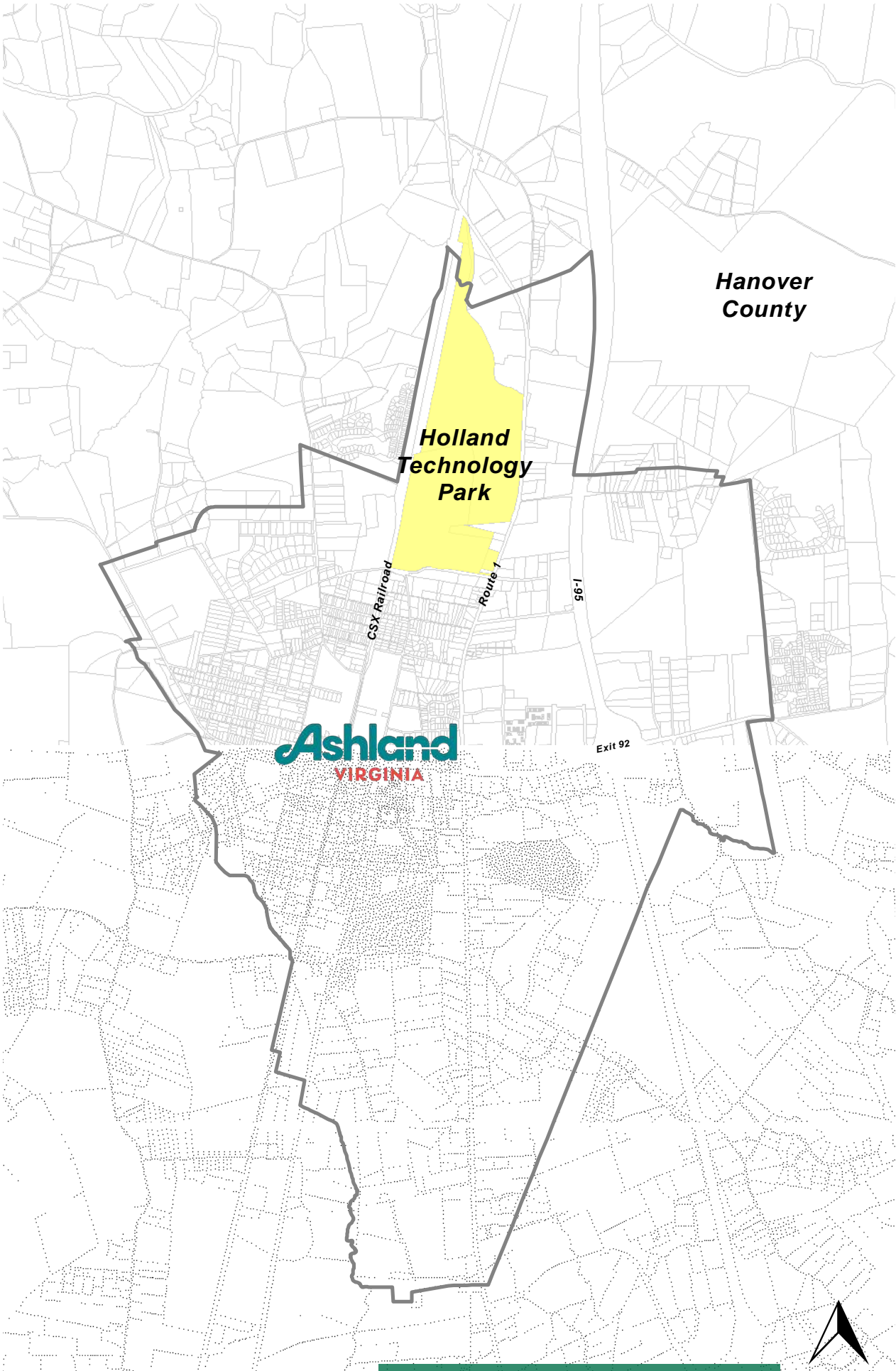
Revenues & Quality Growth

When the tenants of Holland Technology Park thrive, so does the Town of Ashland around it. The benefits of added revenues to the town from the activities in Holland will allow more services to the park, continuing the quality of life expectations that Ashland is known for to continue and expand.

III.The Property

Constraints & Assets

- I. Property Parcels
- II. Topography
- III. Existing Road Network
- IV. Utilities



PROPERTY PARCELS

Adjacent Parcel Ownership		
Map ID	Parcel ID	Owner
A	7880-06-8020	Burrus, Donald Bernard
B	7880-05-7705	Sherrod, Graham B Sr & Anna F
C	7880-05-3861	Hanover County
D	7870-95-6838	Hanover County School Board
E	7871-91-6034	R F & P Railway Co
F	7881-03-6601	Duling, Allen P & Dulling, Sharon A
G	7881-02-9537	Vaughan, Judson T III & Vaughan Gregory W
H	7881-11-2519	Moore, Elizabeth Q & Woods Barbara Q
I	7881-10-4512	Gilman Lumber Company Inc
J	7880-07-9064	Patel, Babubhai G & Taraben B
K	7880-16-0882	Pike, Lillian Campbell
L	7880-16-0622	Falling Creek Log Yard Inc
M	7880-15-0639	Alexander, John F
N	7880-15-2926	Irongate Resources LLC
O	7880-16-2178	J M & J P Developers
P	7880-26-0995	Laburnum Properties, Inc
Q	7880-17-7347	Bon Secours Memorial Regional Medical Center Inc
R	7880-17-9822	Jag Logistics Inc
S	7880-17-7997	703 N Washington Highway LLC
T	7880-18-9201	Self Propelled LLC
U	7880-18-9344	Self Propelled LLC
V	7880-18-9428	Ashland Properties of NC
W	7880-28-0757	Ashland Properties Inc
X	7880-18-9955	Bowles, Willard R & Edna R
Y	7880-29-0012	SBA Properties Inc
Z	7880-19-8103	Klich, Jerry Brock
AA	7880-19-8218	Sunderlin, Daniel
BB	7880-29-4517	M&M Associates Limited Partnership
CC	7881-10-7074	M&M Associates Limited Partnership

While Holland is conceived as a single economic development, research, and industrial park, it is made up of seven separate parcels. The Master Plan reflects these parcels, as well as the adjacent properties.

This Master Plan does not incorporate surrounding parcels, but opportunities may be available to expand further the value of Holland if additional parcels are added in the future. The adjacent properties, though not included, have all been analyzed for their current use and proposed land use expectations in making determinations for how to best utilize Holland Technology Park.

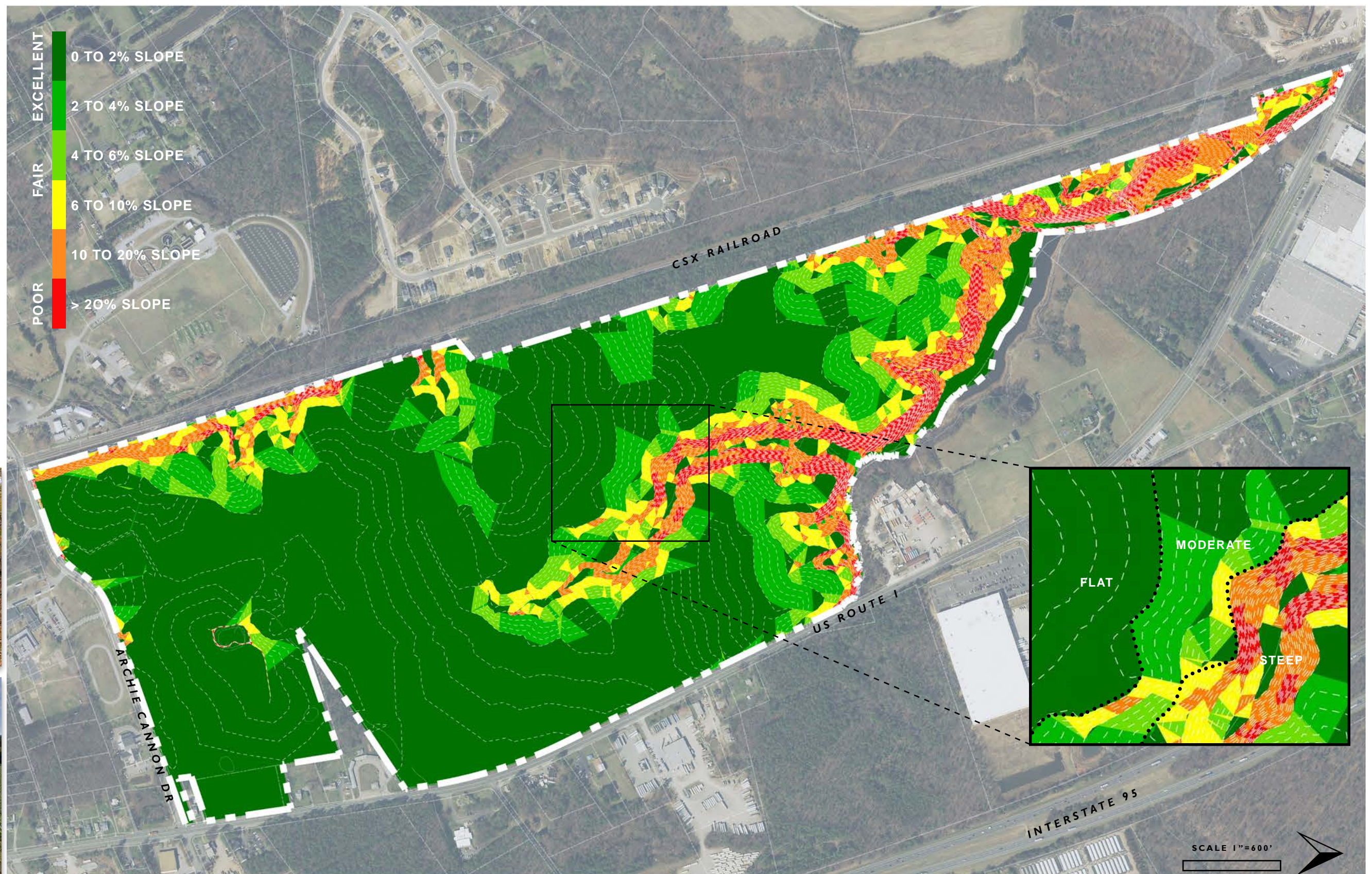


TOPOGRAPHY

Topography is a site constraint that drives much of the design decisions. A large percentage of its acreage is developable, with a single large swale to the north drainage tributary is the single dividing geographic constraint of the property.

Because economic development projects thrive with flat property it is important to note that a significant portion, 63 percent of the property is generally open field and available for easy site grading. Over 270 acres of the site is under 20% grade and most workable for development purposes.

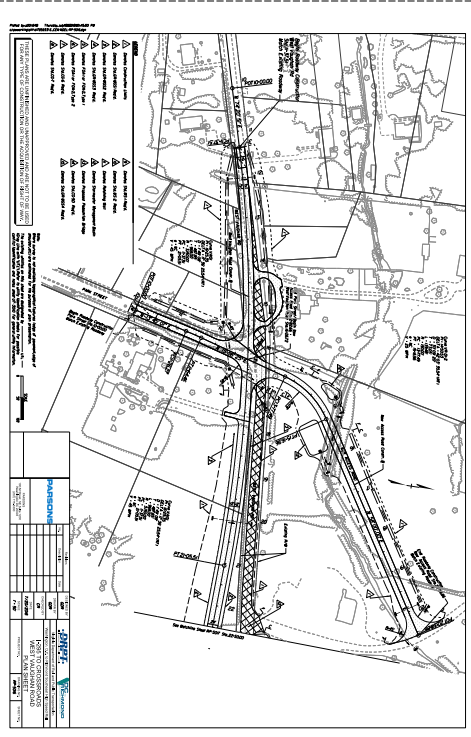
The design of the site follows the topographic constraints, perhaps more than any other constraints, with the flattest property creating the largest land bays for industrial development, followed by smaller land bays where topography becomes steeper.



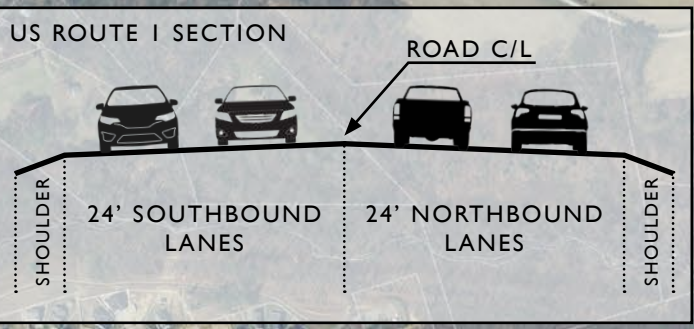
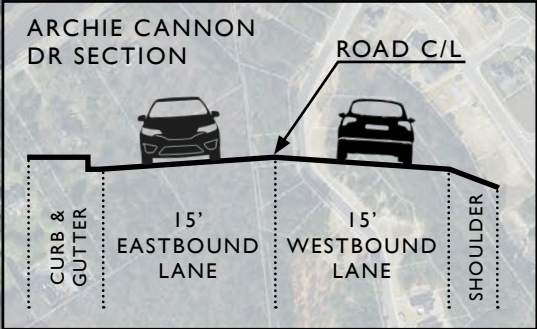
EXISTING ROADS NETWORK

Planned CSX Grade-Separated Crossing

Improvements are proposed to elevate the current at-grade crossing of Archie Cannon Drive with the CSX rail line. These improvements will provide a vehicular bridge over the rail line and will improve mobility for traffic on Archie Cannon Drive. These proposed improvements extend to Henry Street, where planning for the future access point into Holland can be easily achieved, providing a sensible extension of Henry Street into the Technology Park. See Appendix D for detailed road plan improvements.



Engineering drawings showing future grade separated road improvements.



Property accessibility is a primary constraint in determining how the property can be best utilized. It also is a major factor in determining the general shaping of the land bays.

Holland has good access from both east and south of the property, from U.S. Route 1 and Archie Cannon Drive, respectively. Approximately 3,600 linear feet of the property faces U.S. Route 1 to the east, while nearly all 2,400 linear feet of southern frontage connects to Archie Cannon Drive.

This is a very accessible property from a perspective of roadway adjacency, VDOT Access Management Regulations dictate the locations where the property can be entered, and this is largely relative to distances from existing intersections. Jamestown Road, a local street that serve the eastern side of Route 1, connects in a T-Intersection with Route 1, and establishes an important distance point from which an intersection into Holland can be measured.

The property can be entered at the Jamestown intersection to create a crossing intersection, or an entrance needs to be roughly a quarter mile away from that intersection. This dictated an early decision in planning to enter from U.S. Route 1 at Jamestown Road.

Archie Cannon Drive is easily accessible, though similar measures are taken to line up with current intersections or maximize the distance to them. Additionally, the John Gandy Elementary School access points were evaluated to ensure no conflicts with access points there.

UTILITIES

Sewer

Sanitary sewer capacity is available for the industries that are anticipated in Holland Technology Park. An existing sanitary sewer line that bisects the property may, depending on prospects who want to locate to Holland, need to be realigned. Potential further analysis may be needed if specialty industries like food manufacturing locate to determine if additional onsite treatment of process water should be performed before entering the municipal sanitary sewer system.

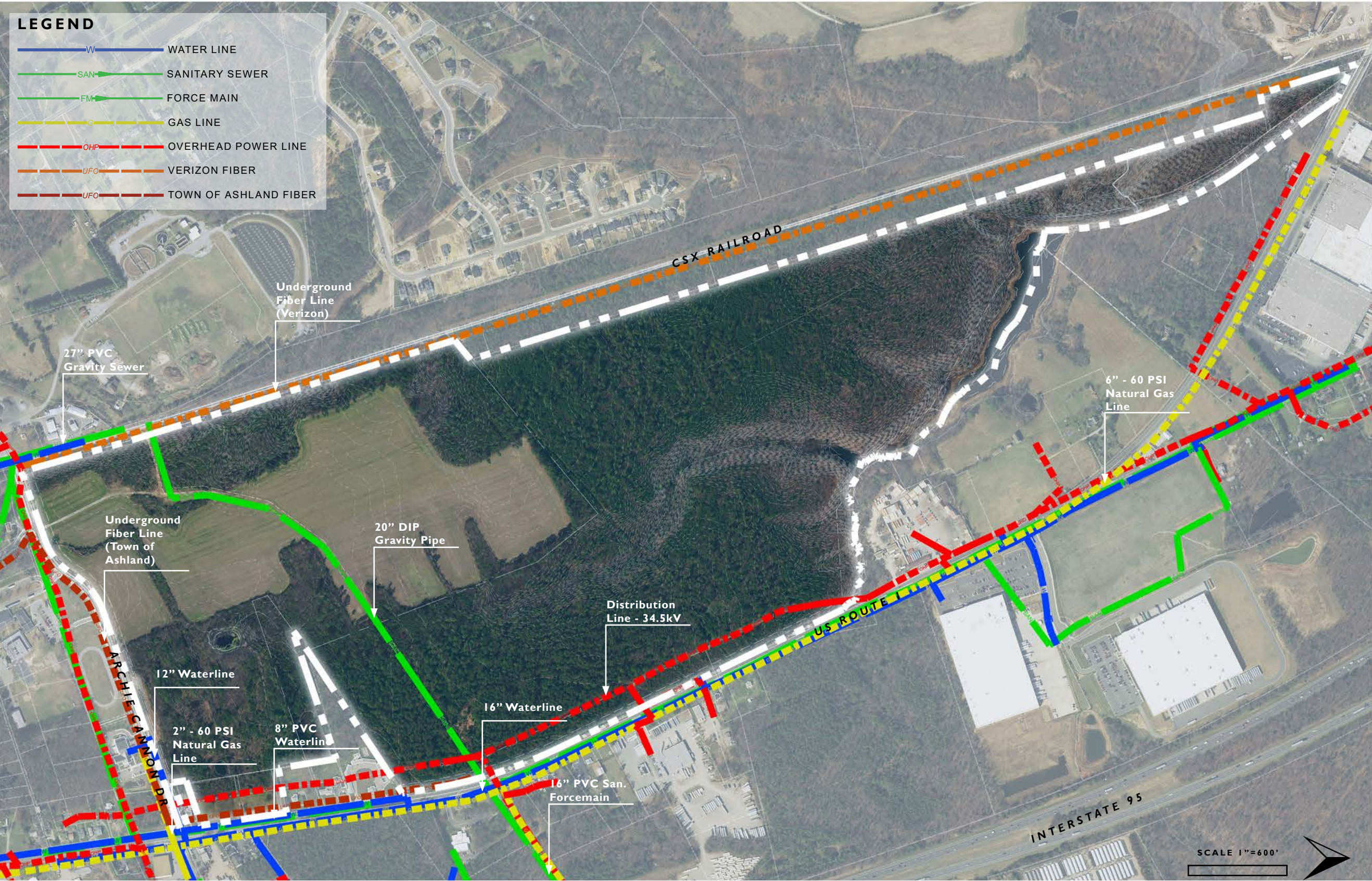
Water

Water is accessible to the property through lines both in Route 1 and in Archie Cannon Drive. For most industrial uses, the water capacity and availability are available in the existing lines for both industrial and for emergency (fire) service use. The extension of the main roads serving the various parcels of the Park will include extension and looping of water systems to ensure a redundant and reliable water system for the tenants of Holland Technology Park.

Higher volume users of water, such as data centers or food manufacturing, working with the Town of Ashland, may augment their capacity and redundancy needs through onsite storage tanks.

Fiber/Power/Gas

The dry utilities needed to power and run industrial operations are all in close proximity to the site, with all immediately adjacent to the property. High voltage transmission lines for power are not immediately adjacent to the property, but could extend from their corridor approximately one mile to the east. Verizon communications fiber runs parallel to the CSX rail line on the Holland side of the tracks. The Town of Ashland's fiber runs parallel to Route 1 from Jamestown Road south to Archie Cannon Drive and along Archie Cannon to Henry Street. Natural gas is available from Archie Cannon Drive.



IV.The Uses



TECHNOLOGY • OFFICE • MANUFACTURING • RESEARCH



The Uses

The industries best suited for Holland Technology Park begins with those uses that are available by-right through zoning. In Ashland’s Code of Ordinances, that list of uses is long. This master plan prioritizes those by-right uses to fewer than half of the permitted uses.

Holland Technology Park seeks to target those users that will maximize the creation of high paying jobs, new products through innovation, and research and development. Further, uses in Holland should maximize the potential for long-term tax revenue generation, helping the Town of Ashland provide important community services that provide a high quality of living for the residents and employees in Holland.

Rather than focusing on distribution and logistics as primary business functions, Holland Technology Park is envisioned as providing uses that balance the need for products and materials shipping with the added value of the processing of those materials onsite. Whether pharmaceuticals or packaged food, the goal of Holland Technology Park is to be known as a producer of goods and innovation that is important and needed in today’s world.

Priority Uses (in alphabetical order according to Town Ordinance)

Data Center

A facility used to house servers, computers, or telecommunications equipment for processing, storing, or transferring digital information.

Laboratory and Research Facility

A facility associated with scientific, medical, and other institutional research.

Manufacturing Facilities

A facility which produces a variety of goods, through the use of innovative technology and machinery.

- » Manufacturing, Food, Beverage, Tobacco, or Agricultural Products
- » Manufacturing, Computer and Electronic Products
- » Manufacturing, Machinery or Fabricated Metal Products
- » Manufacturing, Printing and Support Activities

Medical Offices

A building or group of buildings of a variety of medical professionals, such as dental, orthopedic, and emergency care, used to serve the general public.

Offices

A building or group of buildings used by private and public businesses to serve their respective uses. These buildings could serve as a campus and/or corporate regional headquarters.

Other Potential Uses (by right)

- | | |
|---|---|
| » Bakery | » Manufacturing, Transportation Equipment |
| » Brewery, Distillery, or Winery | » Media Development |
| » Commercial Kitchen | » Micro-Brewery, Distillery, Winery |
| » Educational Facility (Accessory Use) | » Office Trailers |
| » Electric Charging Station (Accessory Use) | » Outdoor Recreational Facilities |
| » Equipment and Machinery Rental and Sales | » Parks and Playgrounds |
| » Financial Institutions | » Public Facilities |
| » Freestanding Emergency Department | » Restaurants |
| » Fuel Station | » Veterinary Hospital or Clinic |
| » Garage, Public Parking | |
| » Hospital | |
| » Manufactured Home and Portable Storage Building Sales | |
| » Manufacturing, Apparel and Textiles | |
| » Manufacturing, Leather and Allied Products | |
| » Manufacturing, Furniture, Pottery, Cabinets | |
| » Manufacturing, Plastics and Rubber | |

V.The Master Plan

Master Plan

The Master Plan for Holland Technology Park is the roadmap for success for each of the tenants that locate here. The Plan will help guide the businesses seeking to locate here to find their most compatible location to suit their needs.

The building block for Holland are the Land Bays, as can be seen on the image here, that are identified based on their physical characteristics, such as accessibility, grade, and other components.

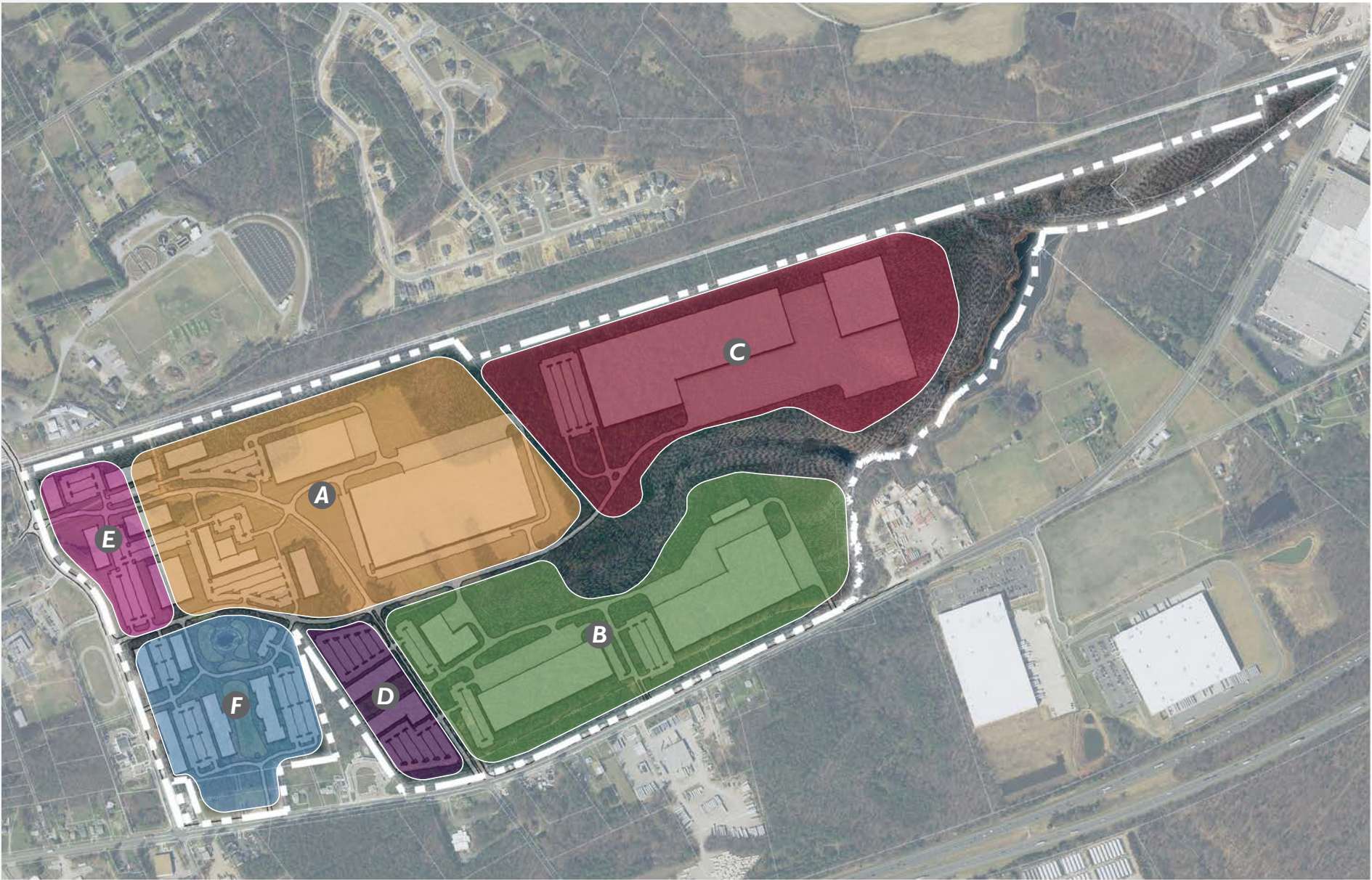
These Land Bays are described on the next pages, and they can help with the initial conceptualizing of where a tenant might fit well.

The Land Bays are intended to work together in their strengths to build a cohesive and integrated park, even among many different users.

The Land Bays are not intended to limit the flexibility of site size, which is foundational to the Park. The Park is intended to be scalable to the needs of those who want to locate here.

The Land Bays shown represent six primary masses, each is outlined in more detail on the following pages.

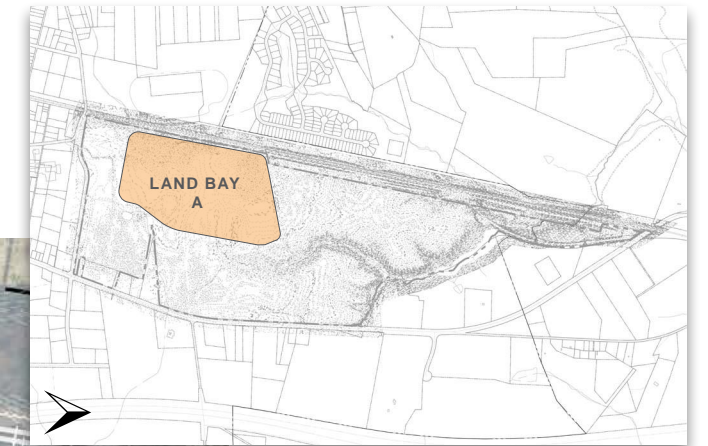
The chart at the right summarizes some of the basic characteristics of each, though there are many components not listed that may appeal to a particular user, such as security, or tree cover.



LAND BAY ASSET TABLE							
LAND BAY	ACREAGE	ACCESS	PRIMARY ACCESS	SECONDARY ACCESS	TOPOGRAPHY	PHASING	INFRASTRUCTURE \$
A	70 AC	GOOD	INTERNAL	-	FLAT	EARLY - MID	\$\$
B	54 AC	EXCELLENT	INTERNAL	ROUTE 1	FLAT	EARLY	\$
C	57 AC	FAIR	INTERNAL	-	MODERATE	MID	\$\$\$
D	9 AC	EXCELLENT	INTERNAL	-	FLAT	EARLY	\$
E	10 AC	EXCELLENT	ARCHIE CANNON	INTERNAL	FLAT	EARLY	\$
F	25 AC	GOOD	INTERNAL	-	FLAT	EARLY	\$

LAND BAY A

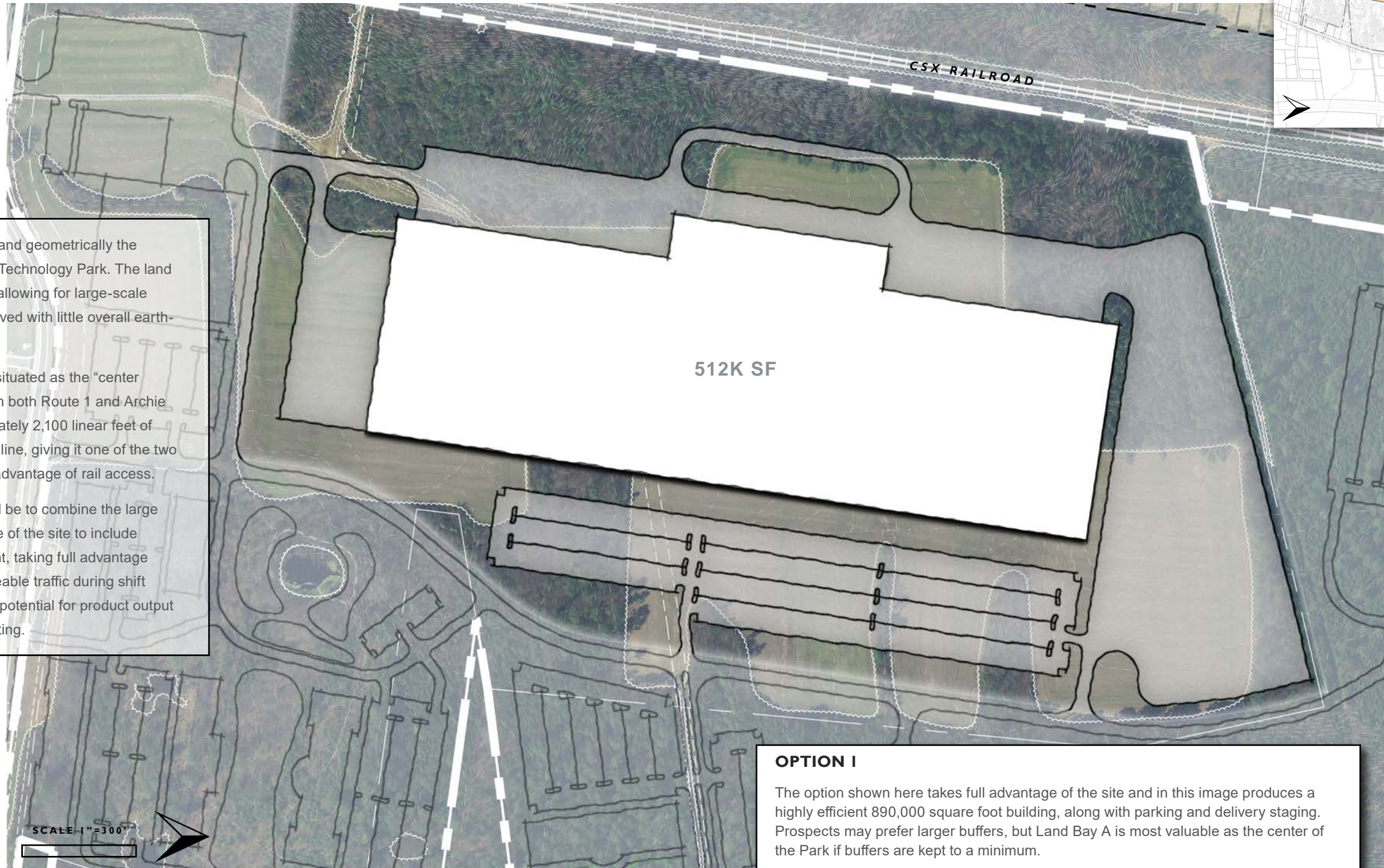
Option 1 | 70 AC



Land Bay A is topographically and geometrically the most central parcel in Holland Technology Park. The land on most of this property is flat allowing for large-scale industrial footprints to be achieved with little overall earth-moving required.

It's access is excellent as it is situated as the "center point" of the roads serving from both Route 1 and Archie Cannon Drive. It has approximately 2,100 linear feet of direct frontage on the CSX rail line, giving it one of the two potential sites that could take advantage of rail access.

Priority for this land bay should be to combine the large scale acreage and gentle slope of the site to include manufacturing and employment, taking full advantage of the good access for manageable traffic during shift changes while maximizing the potential for product output in a large-scale production setting.



OPTION 1

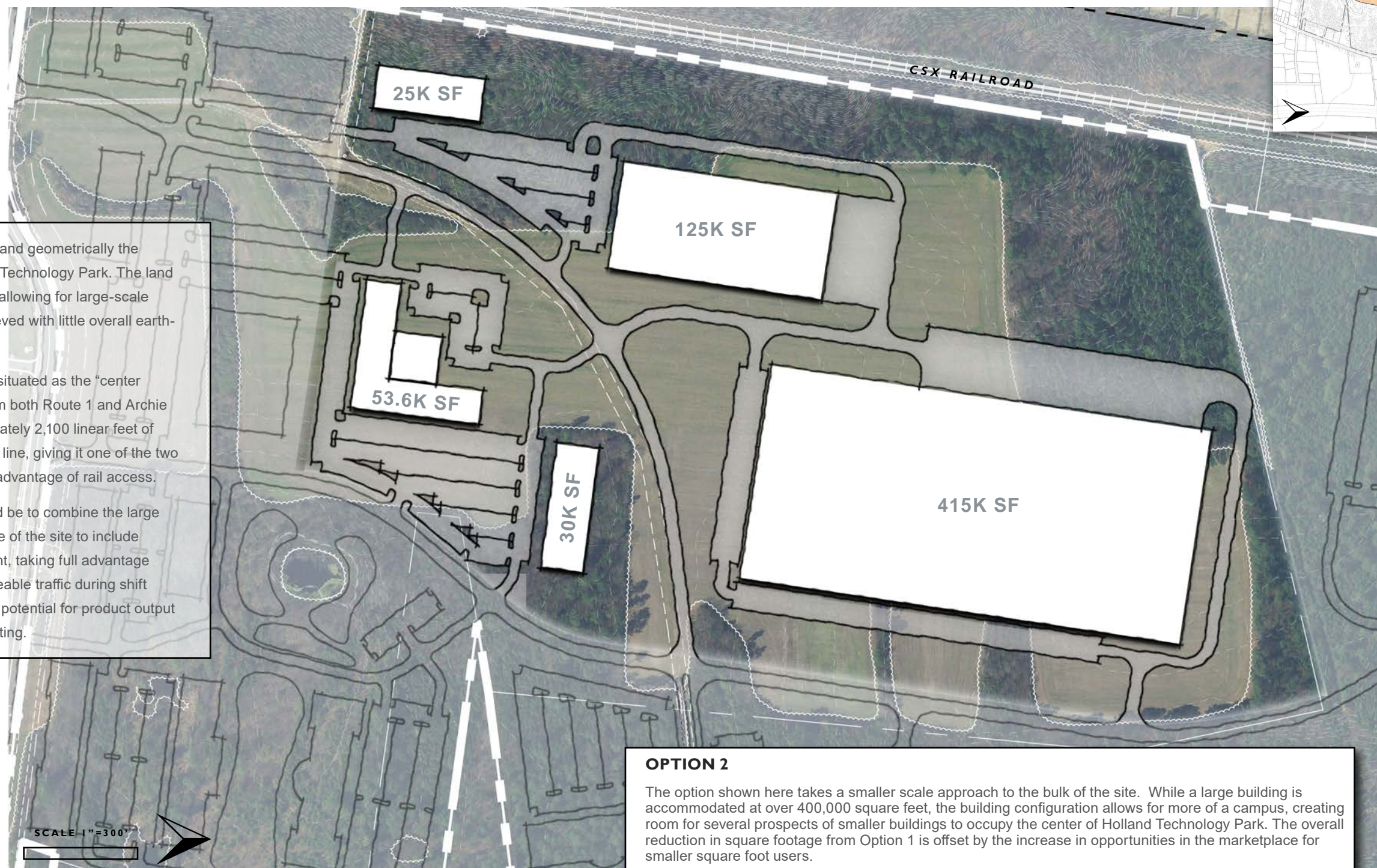
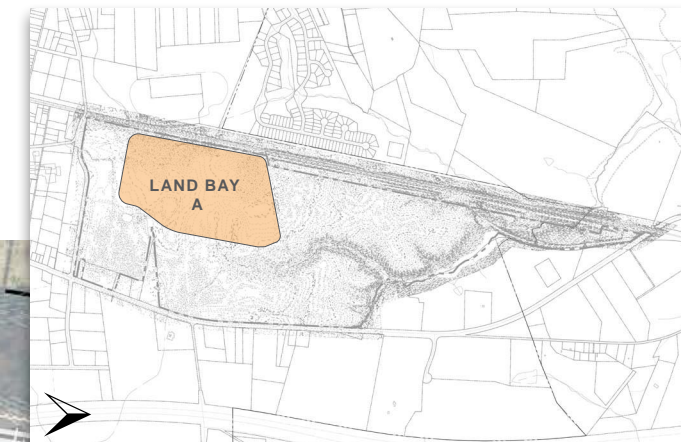
The option shown here takes full advantage of the site and in this image produces a highly efficient 890,000 square foot building, along with parking and delivery staging. Prospects may prefer larger buffers, but Land Bay A is most valuable as the center of the Park if buffers are kept to a minimum.

Option 1 involves the potential relocation of the existing 20" sanitary sewer through the site, which can be coordinated as needed depending on the user's actual building footprint.

PRIORITY USER - SINGLE LARGE SCALE MANUFACTURER OF FOOD, MATERIALS, PRODUCTS, OR OTHER NON-PRECISION OUTPUTS.

LAND BAY A

Option 2 | 70 AC



Land Bay A is topographically and geometrically the most central parcel in Holland Technology Park. The land on most of this property is flat allowing for large-scale industrial footprints to be achieved with little overall earth-moving required.

It's access is excellent as it is situated as the "center point" of the roads serving from both Route 1 and Archie Cannon Drive. It has approximately 2,100 linear feet of direct frontage on the CSX rail line, giving it one of the two potential sites that could take advantage of rail access.

Priority for this land bay should be to combine the large scale acreage and gentle slope of the site to include manufacturing and employment, taking full advantage of the good access for manageable traffic during shift changes while maximizing the potential for product output in a large-scale production setting.

OPTION 2

The option shown here takes a smaller scale approach to the bulk of the site. While a large building is accommodated at over 400,000 square feet, the building configuration allows for more of a campus, creating room for several prospects of smaller buildings to occupy the center of Holland Technology Park. The overall reduction in square footage from Option 1 is offset by the increase in opportunities in the marketplace for smaller square foot users.

Also, there is no need under Option 2 to make adjustments to the sanitary sewer line through the property.

**PRIORITY USER - MID-SIZE MANUFACTURERS OF FOOD, MATERIALS, PRODUCTS.
OFFICE AND FEEDER BUSINESSES TO THE MANUFACTURING OPERATIONS.
MULTIPLE COMPANIES AND MARKETING STRATEGY.**

LAND BAY B

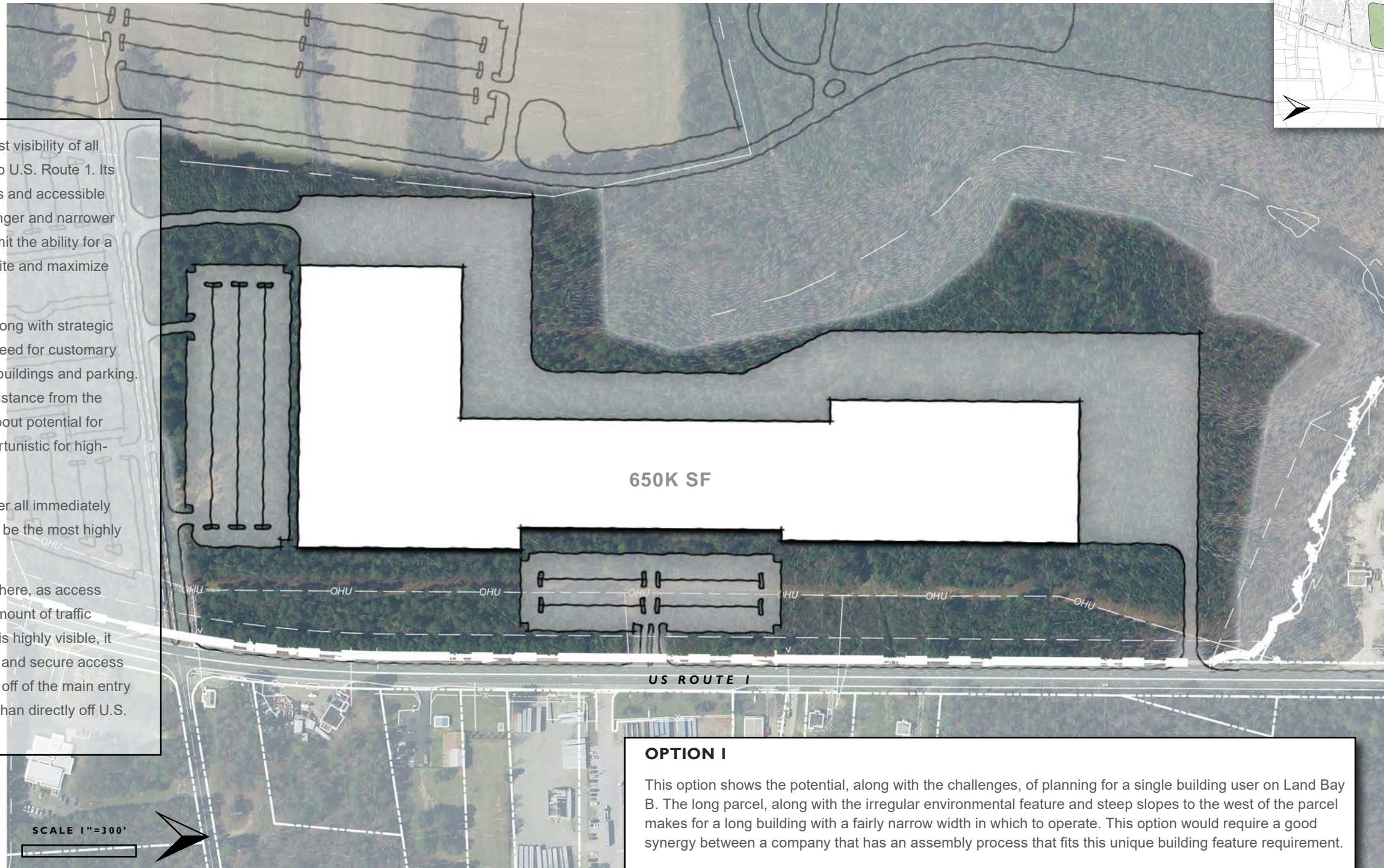
Option 1 | 54 AC

Land Bay B enjoys the highest and best visibility of all Holland as it is immediately adjacent to U.S. Route 1. Its combination of topographic constraints and accessible points into the overall park create a longer and narrower rectangle of opportunity, which may limit the ability for a single user to effectively build on the site and maximize square footage.

Creative building design and layout, along with strategic Route 1 landscaping can reduce the need for customary buffers and may make more room for buildings and parking. Land Bay B also enjoys the greatest distance from the rail line, which reduces the concern about potential for vibrations, making this site more opportunistic for high-precision manufacturing.

With water, sewer, gas, fiber, and power all immediately adjacent to the parcel, this parcel may be the most highly sought on the property.

Higher employment options work well here, as access directly to U.S. Route 1 reduces the amount of traffic internal to Holland. While Land Bay B is highly visible, it can also be secure using high fencing and secure access gates, where access can be designed off of the main entry on Jamestown Road extended rather than directly off U.S. Route 1.



OPTION I

This option shows the potential, along with the challenges, of planning for a single building user on Land Bay B. The long parcel, along with the irregular environmental feature and steep slopes to the west of the parcel makes for a long building with a fairly narrow width in which to operate. This option would require a good synergy between a company that has an assembly process that fits this unique building feature requirement.

Priority for this land bay should be to hold the “anchor” building which, depending on the efficiency of the building footprint and outdoor staging and parking needs, could be over 650,000 square feet.

PRIORITY USER - LARGE SCALE MANUFACTURER OF PRECISION GOODS. SECURE OR NON-SECURE USER PREFERRING HIGH-VISIBILITY PRESENCE.

LAND BAY B

Option 2 | 54 AC

Land Bay B enjoys the highest and best visibility of all Holland as it is immediately adjacent to U.S. Route 1. Its combination of topographic constraints and accessible points into the overall park create a longer and narrower rectangle of opportunity, which may limit the ability for a single user to effectively build on the site and maximize square footage.

Creative building design and layout, along with strategic Route 1 landscaping can reduce the need for customary buffers and may make more room for buildings and parking. Land Bay B also enjoys the greatest distance from the rail line, which reduces the concern about potential for vibrations, making this site more opportunistic for high-precision manufacturing.

With water, sewer, gas, fiber, and power all immediately adjacent to the parcel, this parcel may be the most highly sought on the property.

Higher employment options work well here, as access directly to U.S. Route 1 reduces the amount of traffic internal to Holland. While Land Bay B is highly visible, it can also be secure using high fencing and secure access gates, where access can be designed off of the main entry on Jamestown Road extended rather than directly off U.S. Route 1.



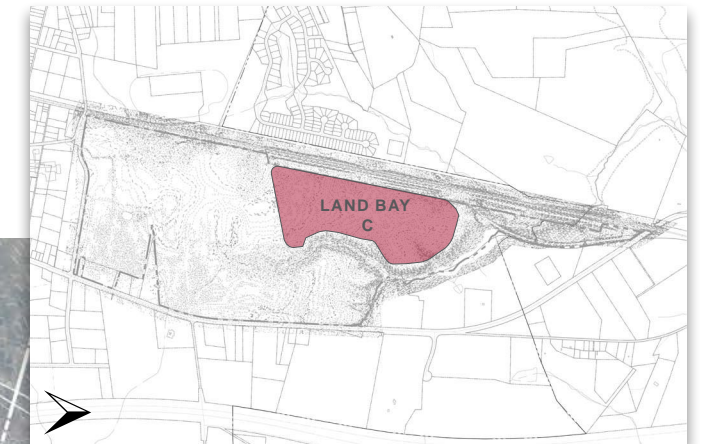
OPTION 2

This option shows the alternative sharing of the site to create better site geometries for mid-size buildings of 150-300,000 square feet. This option creates a challenge in that it is not a certainty that two users on Route 1 would be allowed full access to their site directly off Route 1. The site plan for this option therefore shows a potential access road connecting from Jamestown Road Extended to the individual users within Land Bay B.

**PRIORITY USER - MID-SCALE HIGH-TECH MANUFACTURERS OF PRECISION GOODS.
MULTIPLE COMPANIES AND MARKETING STRATEGY.**

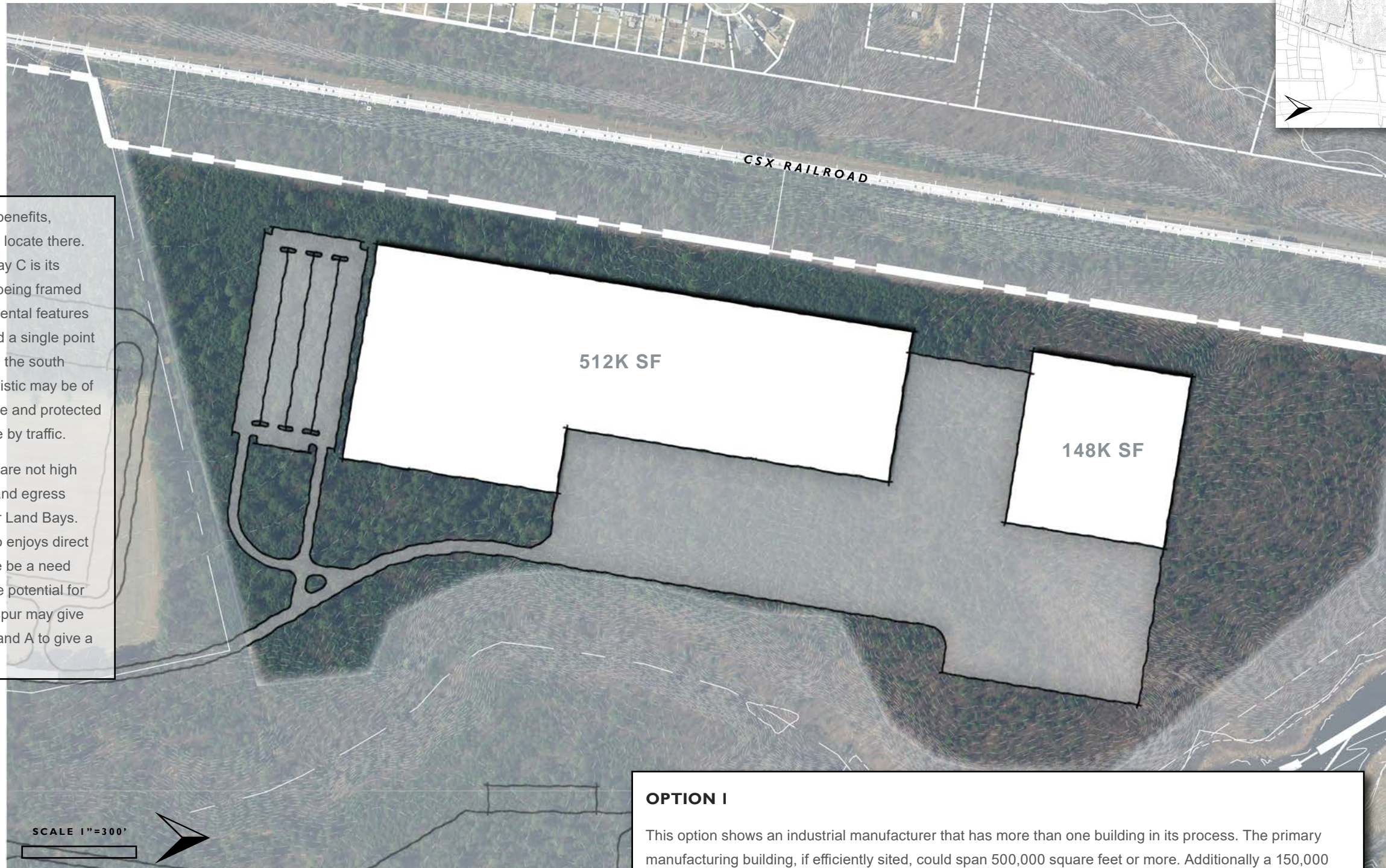
LAND BAY C

Option 1 | 57 AC



Land Bay C enjoys some significant benefits, depending on the industry seeking to locate there. The primary characteristic of Land Bay C is its limited accessibility, a function of its being framed by the CSX rail to the west, environmental features and buffers to the north and east, and a single point of access to the overall acreage from the south through other parcels. This characteristic may be of great value to a user seeking a secure and protected surrounding, and eliminates any drive by traffic.

Uses that fit best here are those that are not high employment generators, as ingress and egress are limited in comparison to the other Land Bays. As with Land Bay A, Land Bay C also enjoys direct proximity to the CSX rail should there be a need for considering direct rail access. The potential for a user that makes use of a CSX rail spur may give rise to the combining of Land Bay C and A to give a significant rail frontage.



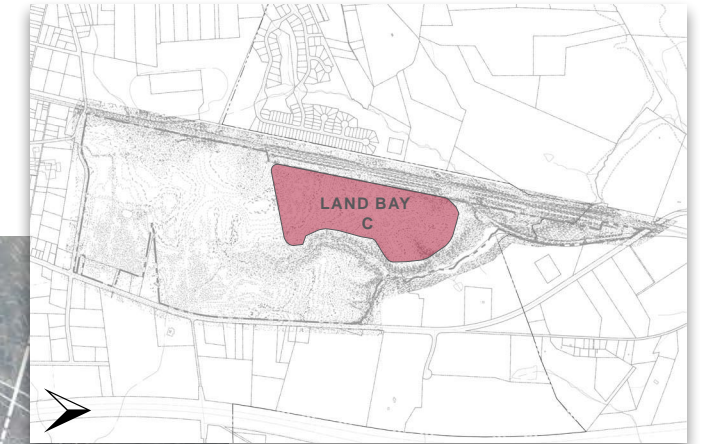
OPTION I

This option shows an industrial manufacturer that has more than one building in its process. The primary manufacturing building, if efficiently sited, could span 500,000 square feet or more. Additionally a 150,000 square foot building for staging of products produced for shipping, or alternatively for materials received awaiting processing, could extend the use of the long parcel.

**PRIORITY USER - LARGE SCALE FOOD, MEDICAL, OR MATERIALS MANUFACTURING
SEEKING SECURITY AND PRIVACY.**

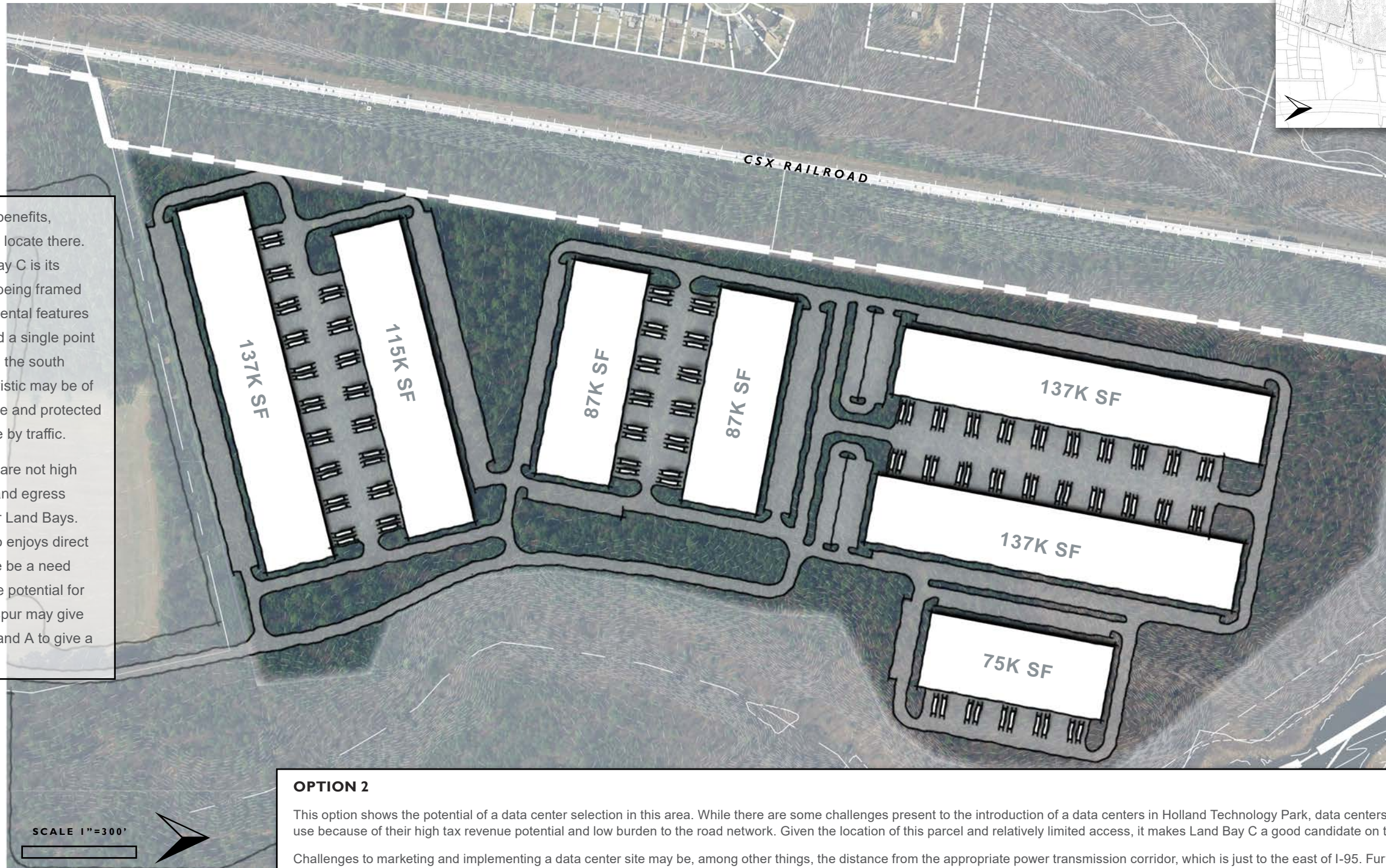
LAND BAY C

Option 2 | 57 AC



Land Bay C enjoys some significant benefits, depending on the industry seeking to locate there. The primary characteristic of Land Bay C is its limited accessibility, a function of its being framed by the CSX rail to the west, environmental features and buffers to the north and east, and a single point of access to the overall acreage from the south through other parcels. This characteristic may be of great value to a user seeking a secure and protected surrounding, and eliminates any drive by traffic.

Uses that fit best here are those that are not high employment generators, as ingress and egress are limited in comparison to the other Land Bays. As with Land Bay A, Land Bay C also enjoys direct proximity to the CSX rail should there be a need for considering direct rail access. The potential for a user that makes use of a CSX rail spur may give rise to the combining of Land Bay C and A to give a significant rail frontage.



OPTION 2

This option shows the potential of a data center selection in this area. While there are some challenges present to the introduction of a data centers in Holland Technology Park, data centers are a highly valuable use because of their high tax revenue potential and low burden to the road network. Given the location of this parcel and relatively limited access, it makes Land Bay C a good candidate on those merits.

Challenges to marketing and implementing a data center site may be, among other things, the distance from the appropriate power transmission corridor, which is just to the east of I-95. Further challenges may arise by data center users if the proximity to the CSX rail line is perceived to create too much adverse vibration for the operation of the centers. Still, these additional studies are worth investment as the revenue potential for both Town and landowner are significant.

While there are some challenges present to the introduction of a data center in Holland Technology Park, data centers are a highly valuable use because of their high tax revenue potential and low burden to the road network. Given the location of this land bay and relatively limited access, it makes Land Bay C a good candidate on those merits. Challenges to marketing and implementing a data center site may include the distance from the appropriate power transmission corridor, which is just to the east of I-95. Further challenges may arise by data center users if the proximity to the CSX rail line is perceived to create too much adverse vibration for the operation of the centers. Still, these additional studies are worth investment as the revenue potential for both Town and landowner are significant.

LAND BAY D

9 AC

Land Bay D is a product of the constraints around it. The smallest of the land bays at approximately 9 acres, the primary constraints are the property limits to the south, U.S. Route 1 to the east, and the main park entrance road (Jamestown Road Extended), into the site.

An existing sanitary sewer line is in place and parallel to the property line just south. This line provides the design rationale for the extension of Jamestown Road to remain on that axis, and while this alignment is not perpendicular to U.S. Route 1, it does create an efficient geometry from which to use this land bay.

The depth of this land bay is approximately 800 feet and provides less room for major manufacturing options, but exceptional space for office and support operations for manufacturing. These office uses can be stand-alone office buildings, though the changing dynamic of corporate office use gives reason to consider limiting isolated office users.

The proximity to Route 1 gives both great visibility and access for more frequent vehicular traffic without interrupting the other parcels to the interior of Holland.

The COVID-19 pandemic of 2020 has further caused corporate shifts in office thinking. While there will always be a component of new office construction in the future, Holland is not intended for speculative stand-alone Class A office for lease. Offices that work in synergy with the manufacturing and industrial operations in the park are the best fit for Land Bay D.

SCALE 1"=300'



36K SF

44K SF

US ROUTE 1

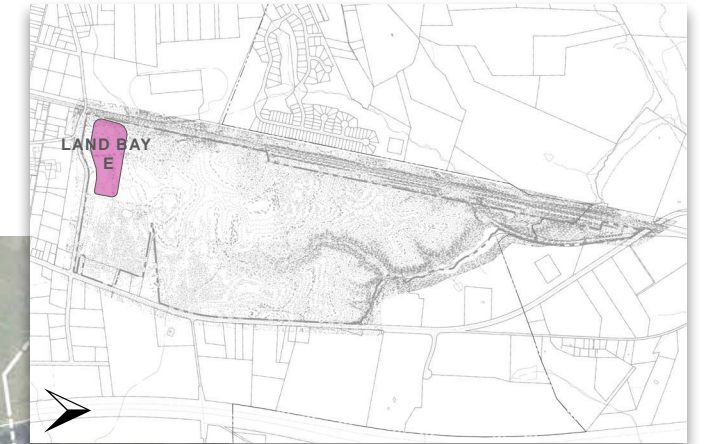
Smaller research and development uses, especially medical and healthcare might provide a good opportunity for companies seeking easy access to the eastern seaboard corridor while maintaining a smaller-town quality of life for those higher paying jobs that the employers of these facilities seek. The recent heightened attention to public health in America will only present more opportunities for those research facilities to expand. Holland is an exceptional location for these uses to consider.

PRIORITY USER - R&D MEDICAL AND TECHNOLOGY OFFICE, ADVANCED MANUFACTURING OFFICE RELATED TO OTHER PARK USERS.



LAND BAY E

Option 1 | 10 AC



Land Bay E is a highly visible parcel fronting Archie Cannon Drive and has great potential of extending the Henry Street corridor of downtown Ashland. This extension is an asset, aligning this corner of the property to the core of Ashland, Randolph-Macon College, and the quality of life of the core of the town. This enhances the user's ability to attract the best employees, with opportunities for living near work with safe options to travel to and from work without needing a car.

Further, those employees using Archie Cannon Drive by car will have easy access in and out of the property, further enabled by the improvements planned for the grade-separated crossing over the CSX rail line. Because of the constraints of acreage, care should be taken to maximize this corner of Holland for employment uses, and not large-scale manufacturing.

Land Bay E is also highly dependent on the land-use decisions made in Land Bay A, the "anchor" parcel in Holland Technology Park. This dependency is primarily driven by building scale of Land Bay A. If a large format manufacturer is present on Land Bay A, as is shown for Land Bay A Option A, it will be unnecessary and likely undesirable to design a primary road, to connect adjacent to the side of that use.

Alternatively, a smaller footprint buildout of Land Bay A will increase the potential for an extension of Henry Street to move through the site. This alignment and feel presents a scale and accessibility for small office and research businesses to consider Holland for their next location.

Land Bay E, with its high visibility to all who drive on Archie Cannon, will set the tone for additional development in the Park and will be a significant driver of interest beyond its boundaries.

Future Road Improvements

30K SF

97.5K SF

ARCHIE CANNON DR

SCALE 1"=300'

OPTION 1

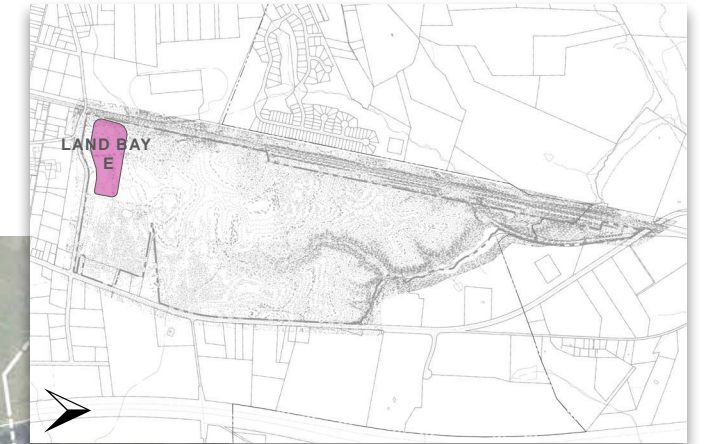
Option 1 is driven by the prospect that a large manufacturer is preferred for Parcel A, as shown in Parcel A Option 1. This limits the ability for a substantial Henry Street extension and is thus identified for a smaller manufacturer as a neighbor to the larger facility to the north. If an office component can be associated with the use, it should be facing the south toward Archie Cannon to provide the appropriate visual buffer and transition between the industrial uses to the north and the smaller-scale town to the south.

This option shows a primary facility access off of the new internal access road, with only limited office and supply access coming from Archie Cannon Drive.

PRIORITY USER - SMALL MANUFACTURING OPERATION WITH COMPONENT OFFICE.

LAND BAY E

Option 2 | 10 AC



Land Bay E is a highly visible parcel fronting Archie Cannon Drive and has great potential of extending the Henry Street corridor of downtown Ashland. This extension is an asset, aligning this corner of the property to the core of Ashland, Randolph-Macon College,, and the quality of life of the core of the town. This enhances the user's ability to attract the best employees, with opportunities for living near work with safe options to travel to and from work without needing a car.

Further, those employees using Archie Cannon Drive by car will have easy access in and out of the property, further enabled by the improvements planned for the grade-separated crossing over the CSX rail line. Because of the constraints of acreage, care should be taken to maximize this corner of Holland for employment uses, and not large-scale manufacturing.

Land Bay E is also highly dependent on the land-use decisions made in Land Bay A, the "anchor" parcel in Holland Technology Park. This dependency is primarily driven by building scale of Land Bay A. If a large format manufacturer is present on Land Bay A, as is shown for Land Bay A Option A, it will be unnecessary and likely undesirable to design a primary road, to connect adjacent to the side of that use.

Alternatively, a smaller footprint buildout of Land Bay A will increase the potential for an extension of Henry Street to move through the site. This alignment and feel presents a scale and accessibility for small office and research businesses to consider Holland for their next location.

Land Bay E, with its high visibility to all who drive on Archie Cannon, will set the tone for additional development in the Park and will be a significant driver of interest beyond its boundaries.

Future Road Improvements



SCALE 1"=300'

OPTION 2

This option shows the potential for the extension of Henry Street into Holland Technology Park made possible by the smaller scale manufacturing presence in Land Bay A. By limiting the scale of the anchor building in A, the main road that serves Holland Technology Park is a continuous road from Henry Street to Jamestown Road at Route 1. This is a highly desirable spine road and brings both character and continuity to the Park. The reason for a secondary option is that this requires a smaller presence on Land Bay A for the main user. It should be noted that the driver of revenues and land values is the highest and best use of each of the parcels. A large manufacturing presence on Land Bay A is the preferred alternative, which makes this road dependent on that decision.

The Option 2 access from Henry Street provides a number of good alternatives for office and research users and may prove to be a good dynamic for the vibrancy of the Park and those who work there, particularly when connected to Parcel F outdoor recreation and open space options.

PRIORITY USER - SMALL TO MID-SIZE EDUCATION, MEDICAL, RESEARCH & OFFICE USERS.

LAND BAY F

25 AC



Land Bay F is the most complex of the parcels in Holland Technology Park, and it also has the potential to be the best connection between the Town of Ashland and the industrial center. Its complexity is derived from geometry, environmental features, and proximity to major roads. Land Bay F is largely “outward looking” compared to the rest of the Park, which is an asset for those looking for high visibility and access.

This important tract of land offers a building block for employment uses that allows for good transition of large-scale industrial manufacturing to the north. The geometry of Land Bay F is challenging for planning because it is surrounded by adjacent properties not in the park on three sides. These parcels are not part of this Plan, and there can be different outcomes and opportunities that arise from their inclusion. Without those properties, the parcel is squarely addressing Archie Cannon Drive. This south-facing orientation of access and address also needs to provide a link through to the Park beyond.

Environmental features, including a small pond and associated wetlands surrounding it, provide an outdoor amenity opportunity. The pond establishes the basis for the road alignment as well as the center of outdoor activity for employees of the park.

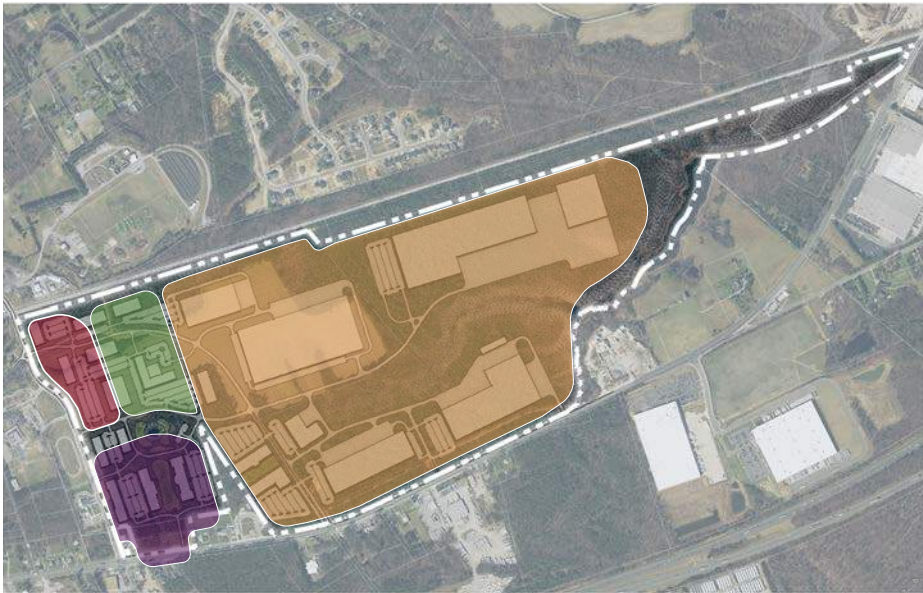
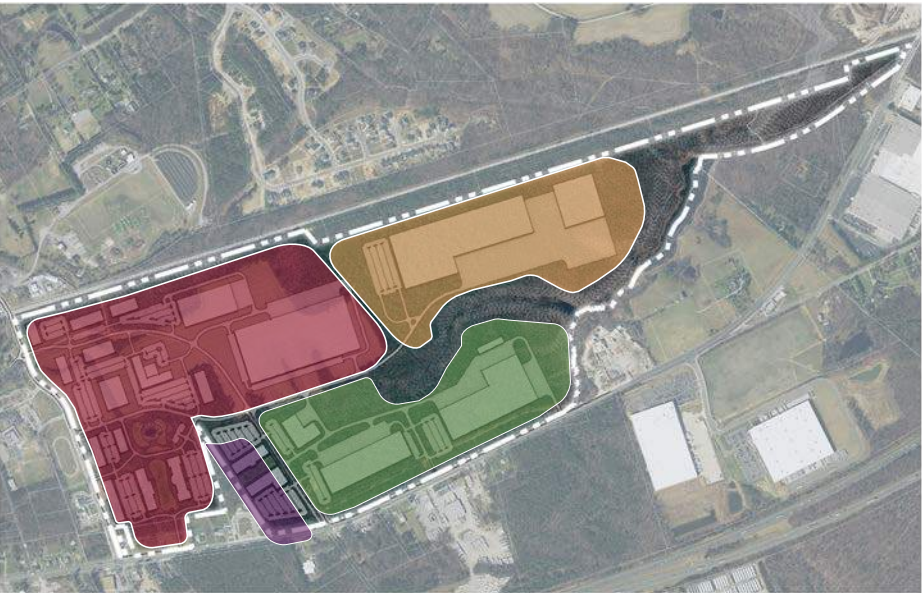
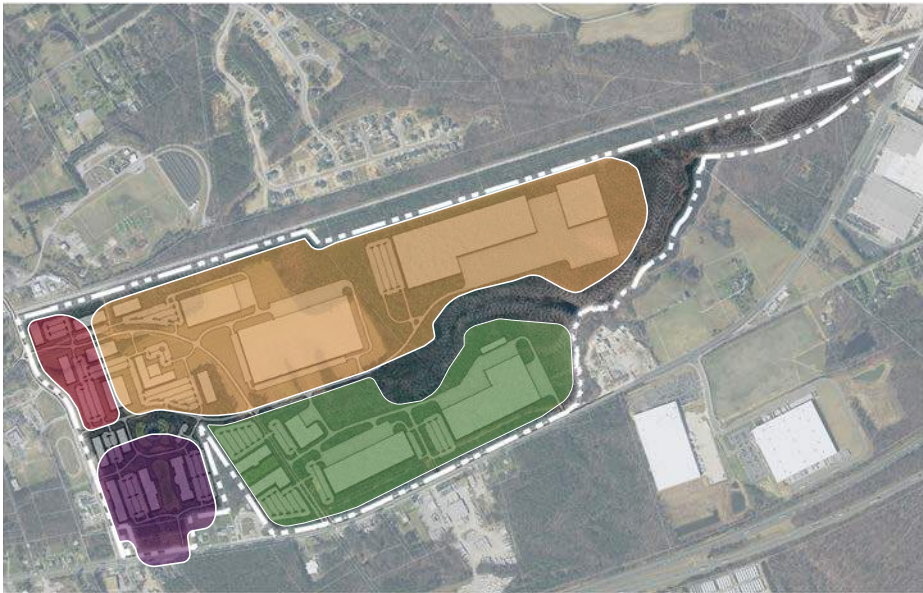
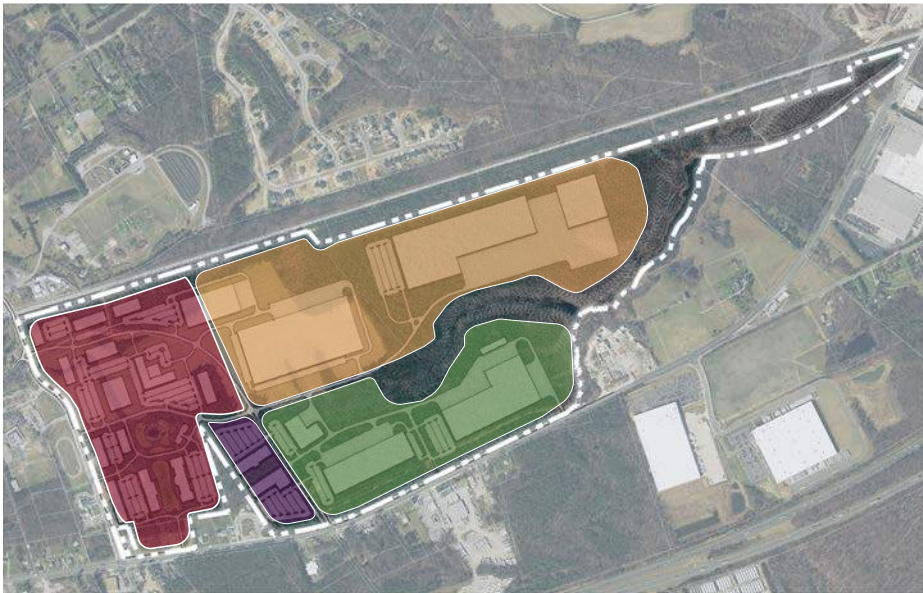
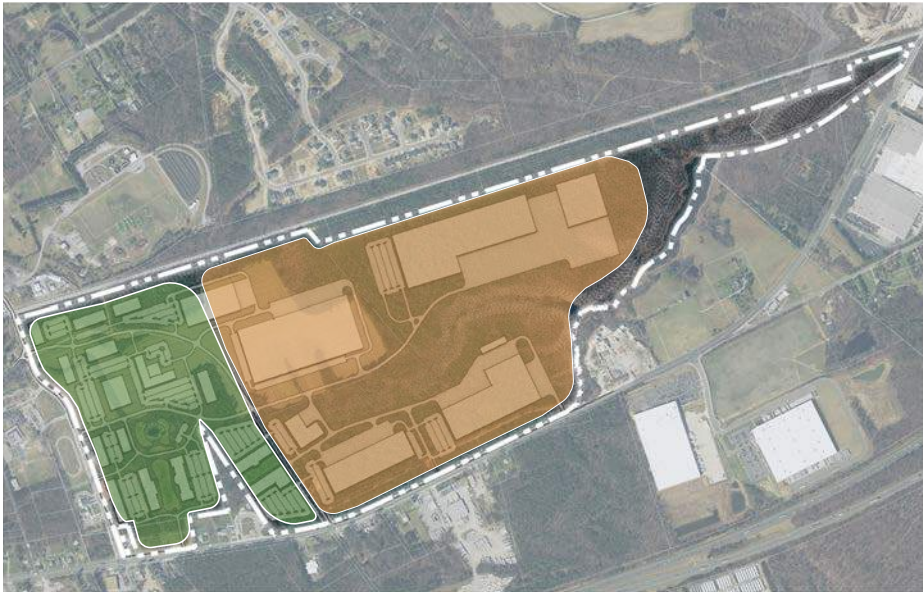
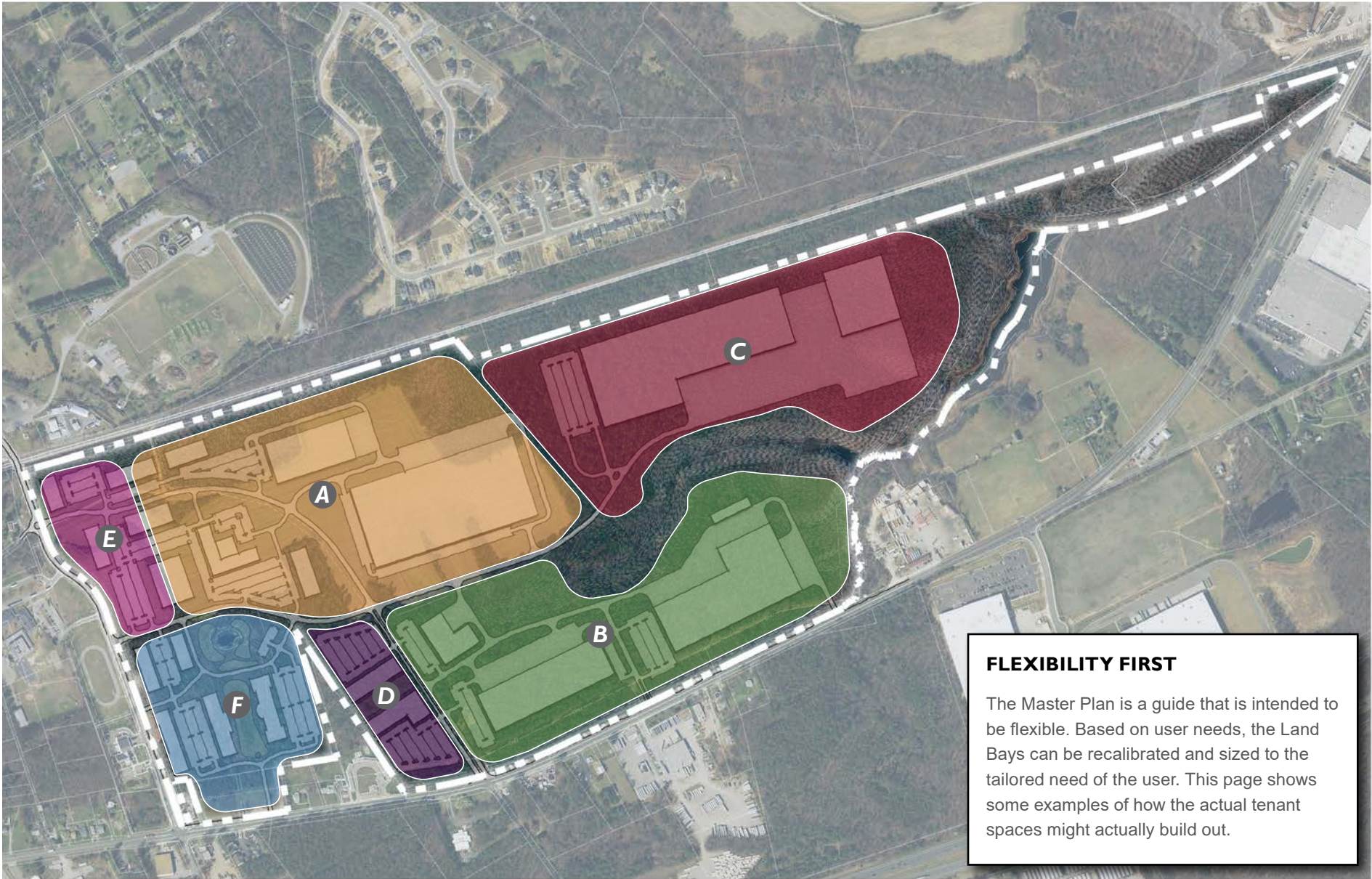
Around this central park are office buildings that continue to build on the theme that Holland Technology Park is a park catering to high-tech research and development, along with medical, pharmaceutical and other health-focused industries. Because Holland is located at the northernmost point of the Richmond VA Region, it provides the best combination of access to the nation while providing those high-wage employees with great quality of life elements.



Buildings in this land bay are recommended as two or three story buildings to reduce the acreage required per employee, and making convenient walking and biking to and from work more attractive. A campus approach to this land bay adds to the appeal for employers seeking a positive work environment for their employees. As stated in this report, however, office trends are changing rapidly in the wake of pandemics and increasing use of remote office services, and speculative office building in this land bay is not a recommended strategy.

PRIORITY USER - LARGE EMPLOYER OF EDUCATION, MEDICAL, & TECHNOLOGY SERVICES AND PRODUCTS.

SCALABILITY

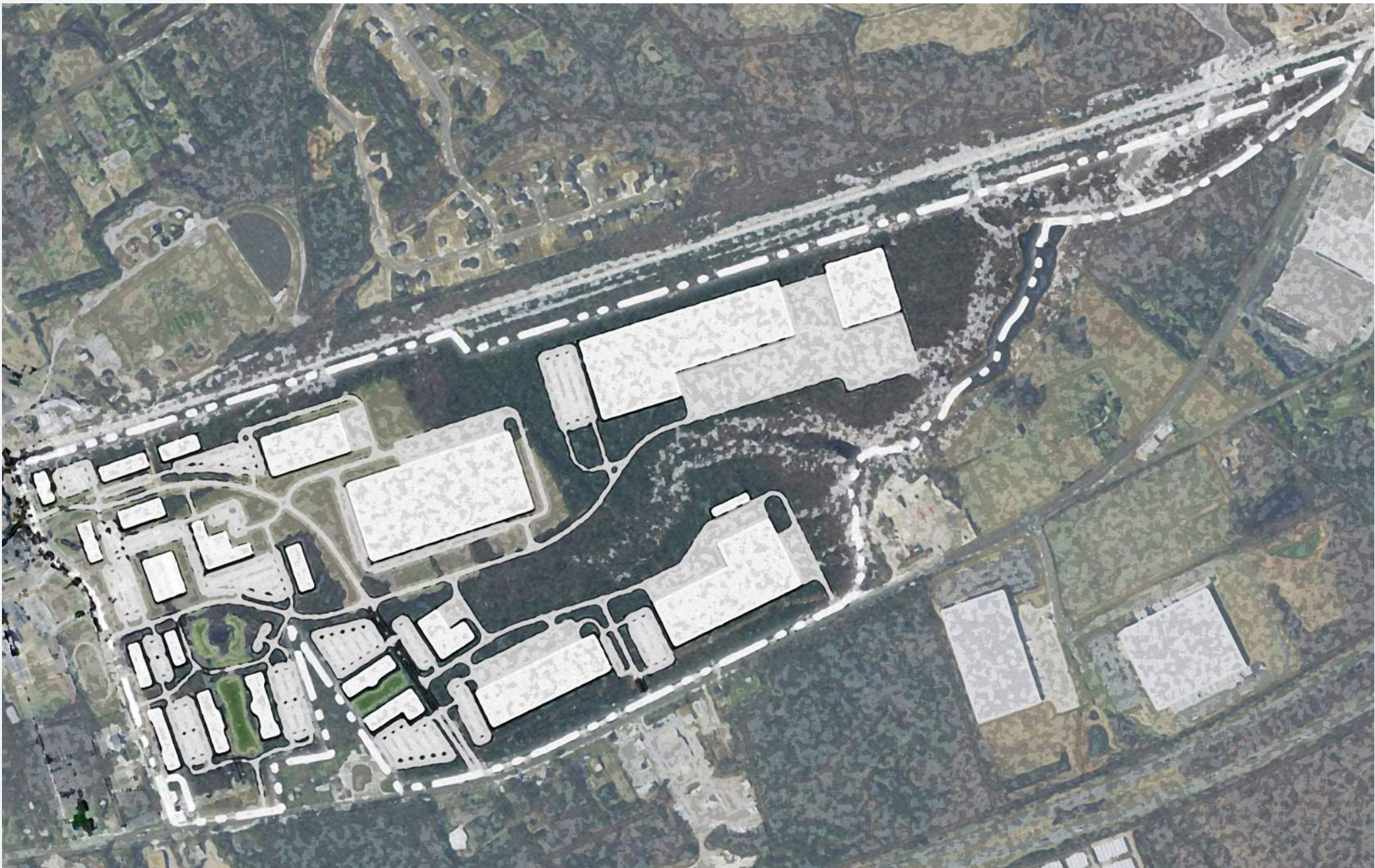


Buildout Scenarios

The next few pages show different potential buildout scenarios that help understand the flexibility intended for the Holland Technology Park. The scenarios bring together each of the parcel uses and show how the Park works together.

With the entire Park shown in scenarios, it becomes easier to imagine finding the proper location for the right prospects. Further, it imparts the importance of targeting certain prospects for certain areas of the Park so that the evolution of the Park to completion can achieve the goal of maximizing all areas.

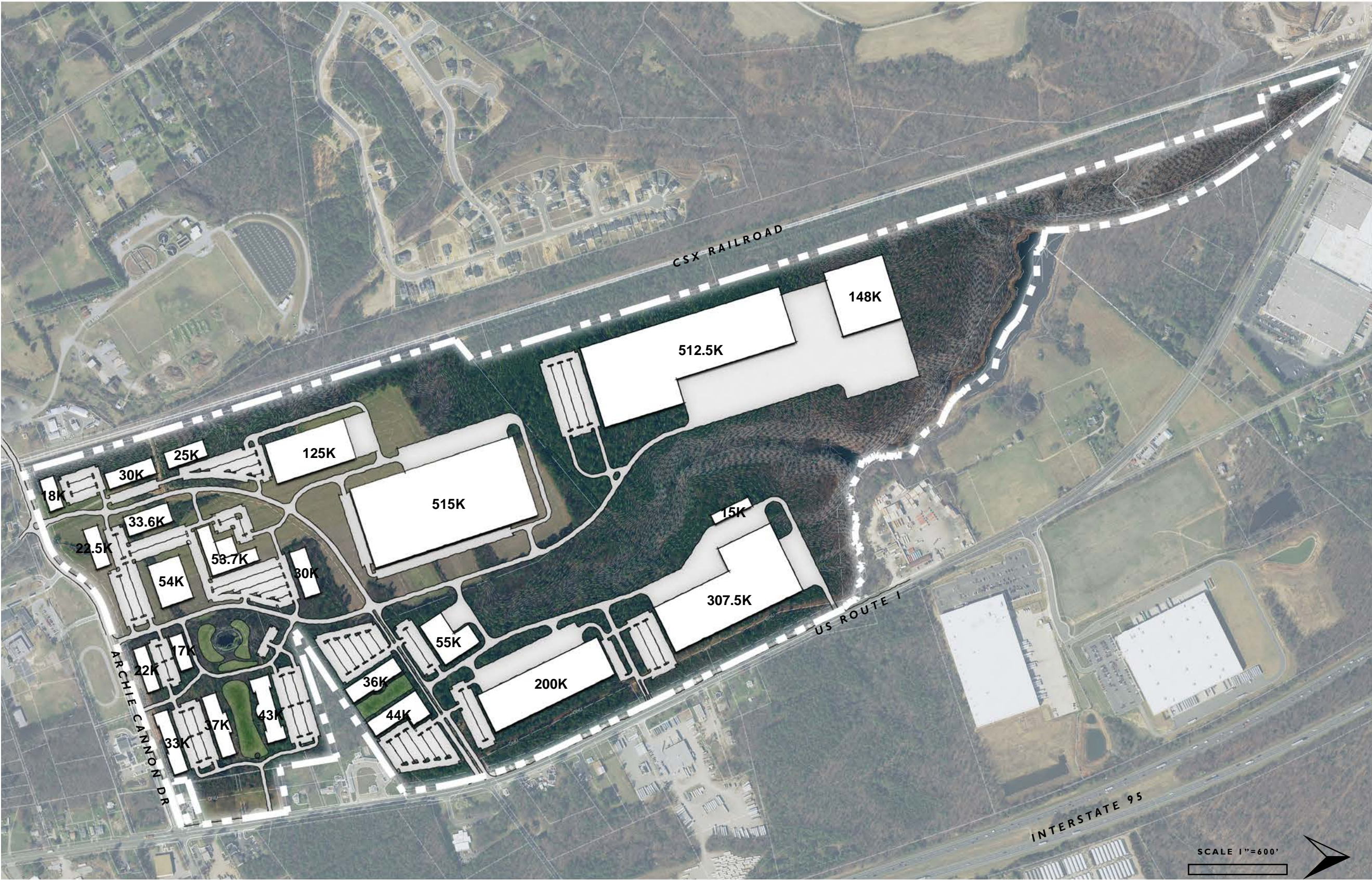
Additionally, each scenario has been calculated for building types, sizes, and percentage of total. This analysis is provided to show that there is a fairly consistent output that should be expected in the Park regarding total buildout, and will provide confidence to the Town of Ashland in identifying potential infrastructure improvements that should be made to accelerate the development of Holland. These potential infrastructure improvements are not part of this report, nor have any specific improvements been identified.



SCENARIO I

Total Buildings	23
> 500K	2
250K - 500K	1
100K - 250K	3
< 100K	17
Manufacturing Buildings	8
Office/R&D Buildings	15

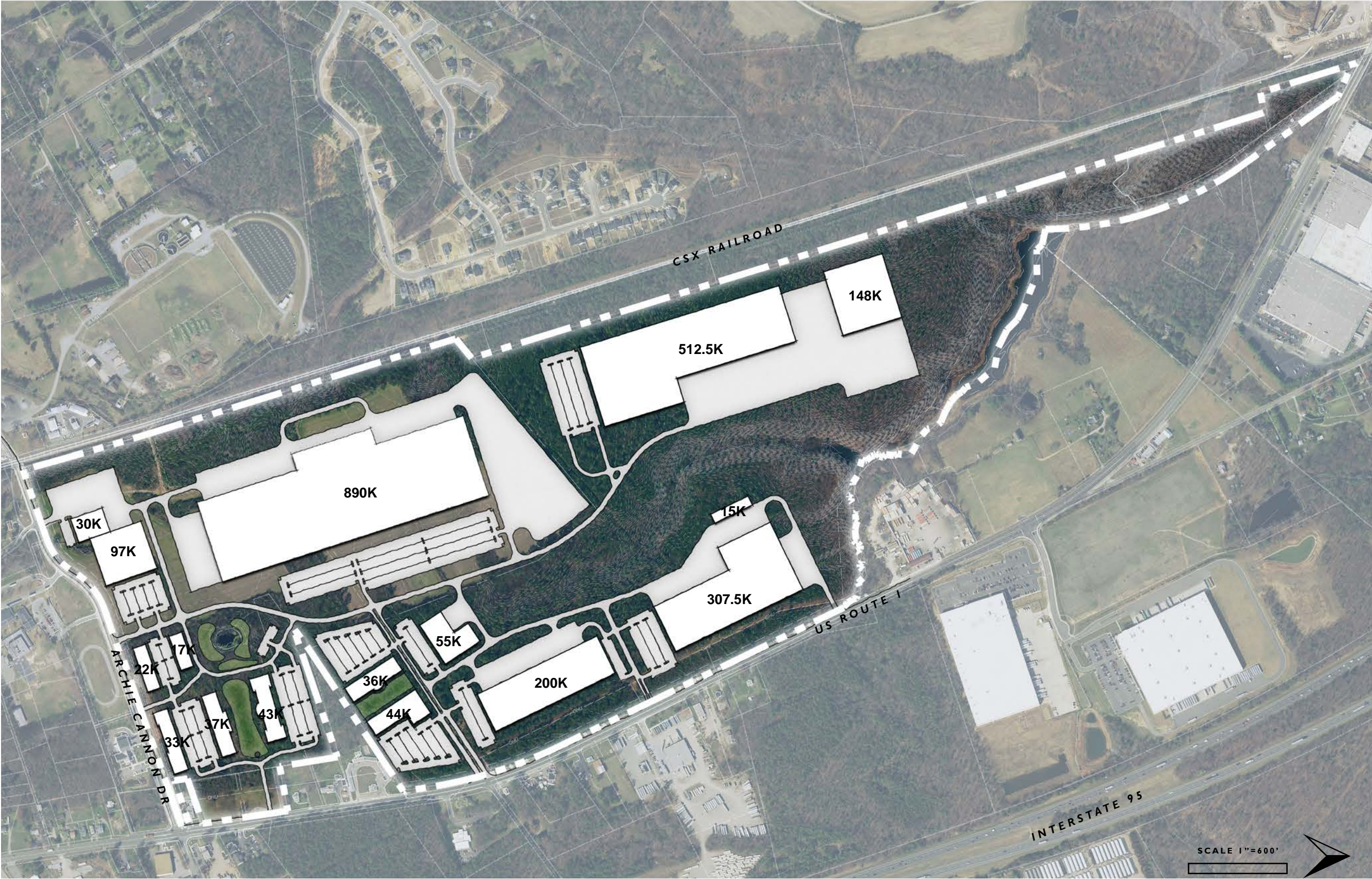
Total S.F.	2,376,800
% Manufacturing (S.F.)	79%
% Office/R&D (S.F.)	21%



SCENARIO 2

Total Buildings	16
> 500K	2
250K - 500K	1
100K - 250K	2
< 100K	11
Manufacturing Buildings	9
Office/R&D Buildings	7

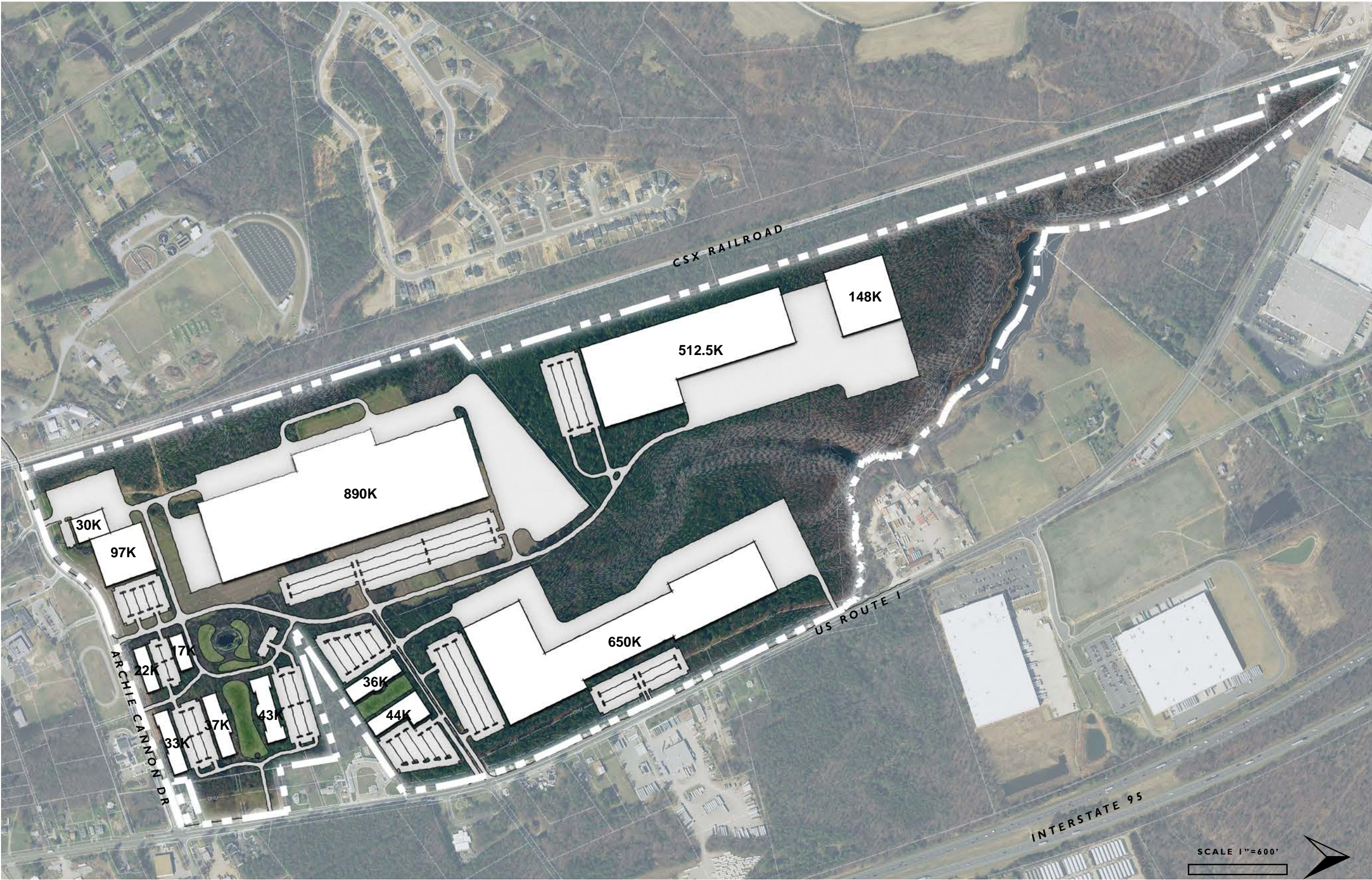
Total S.F.	2,487,500
% Manufacturing (S.F.)	91%
% Office/R&D (S.F.)	9%



SCENARIO 3

Total Buildings	13
> 500K	3
250K - 500K	0
100K - 250K	1
< 100K	9
Manufacturing Buildings	6
Office/R&D Buildings	7

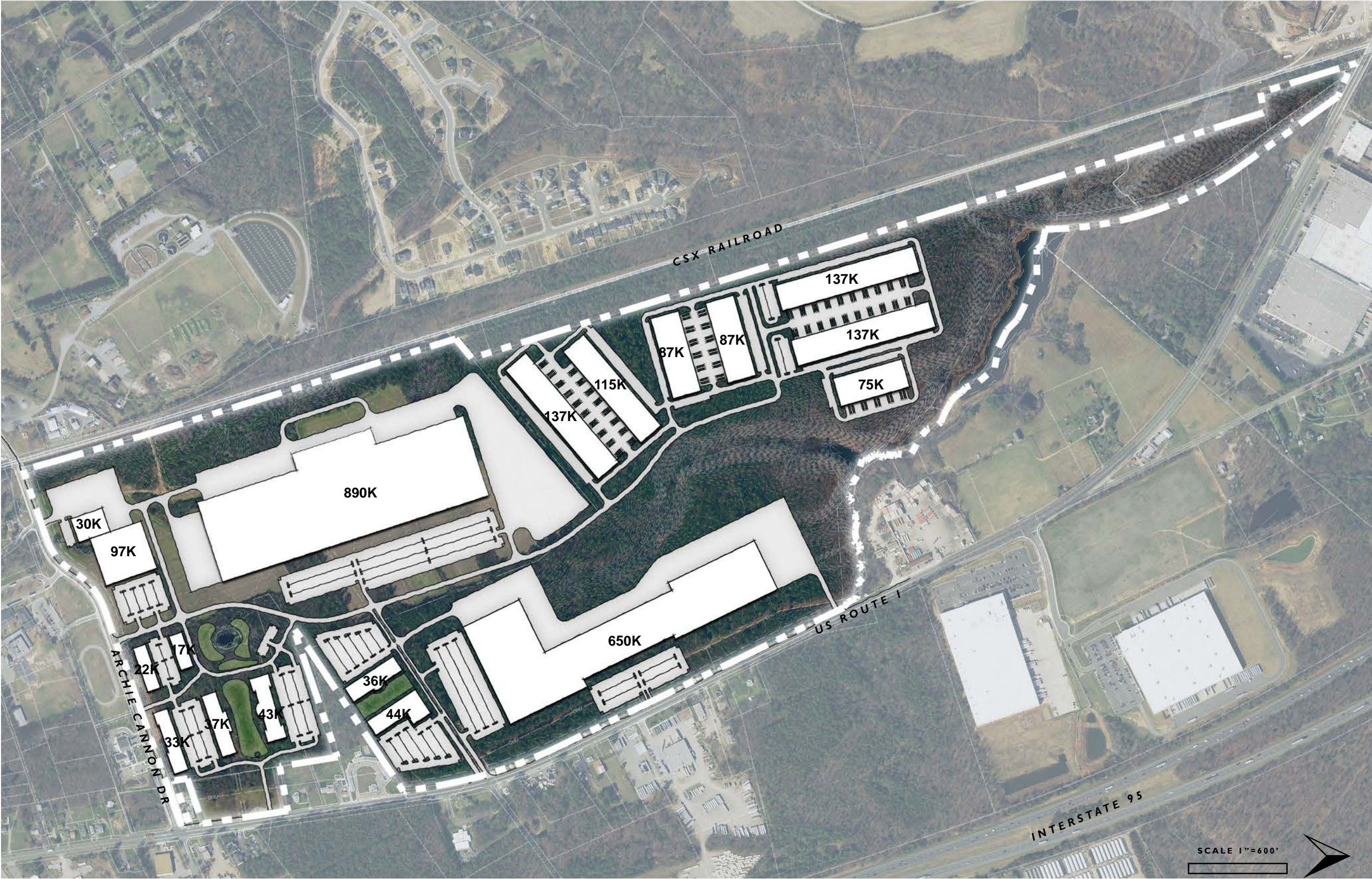
Total S.F.	2,560,000
% Manufacturing (S.F.)	91%
% Office/R&D (S.F.)	9%



SCENARIO 4

Total Buildings	18
> 500K	2
250K - 500K	0
100K - 250K	4
< 100K	12
Manufacturing Buildings	4
Office/R&D Buildings	7
Data Center Buildings	7

Total S.F.	2,677,750
% Manufacturing (S.F.)	62%
% Office/R&D (S.F.)	9%
% Data Center (S.F.)	29%



VI. Appendices

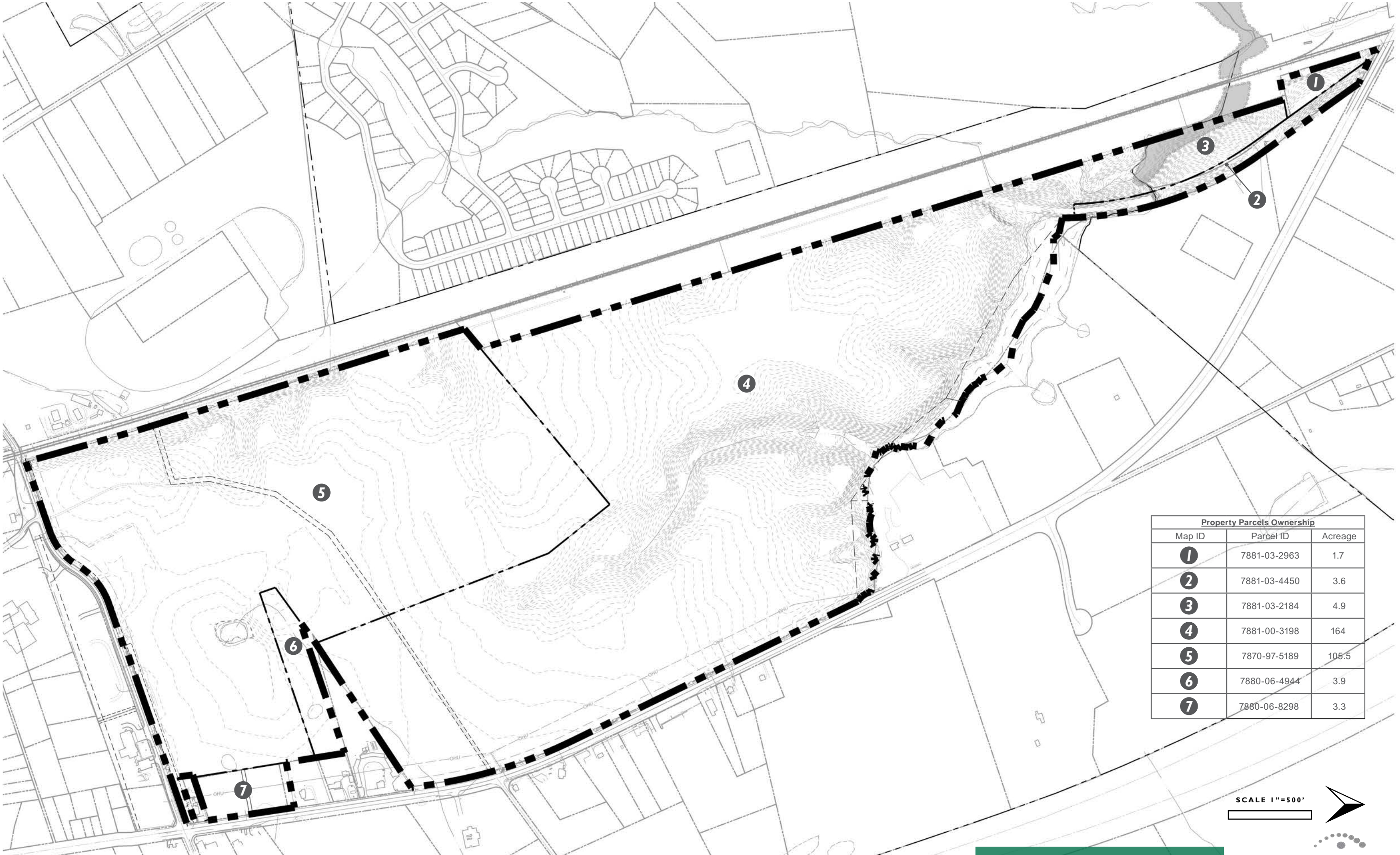
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Appendix A

Property Parcel Map

The following map shows the parcels included in Holland Technology Park.



Property Parcels Ownership		
Map ID	Parcel ID	Acreage
1	7881-03-2963	1.7
2	7881-03-4450	3.6
3	7881-03-2184	4.9
4	7881-00-3198	164
5	7870-97-5189	105.5
6	7880-06-4944	3.9
7	7880-06-8298	3.3

SCALE 1"=500'

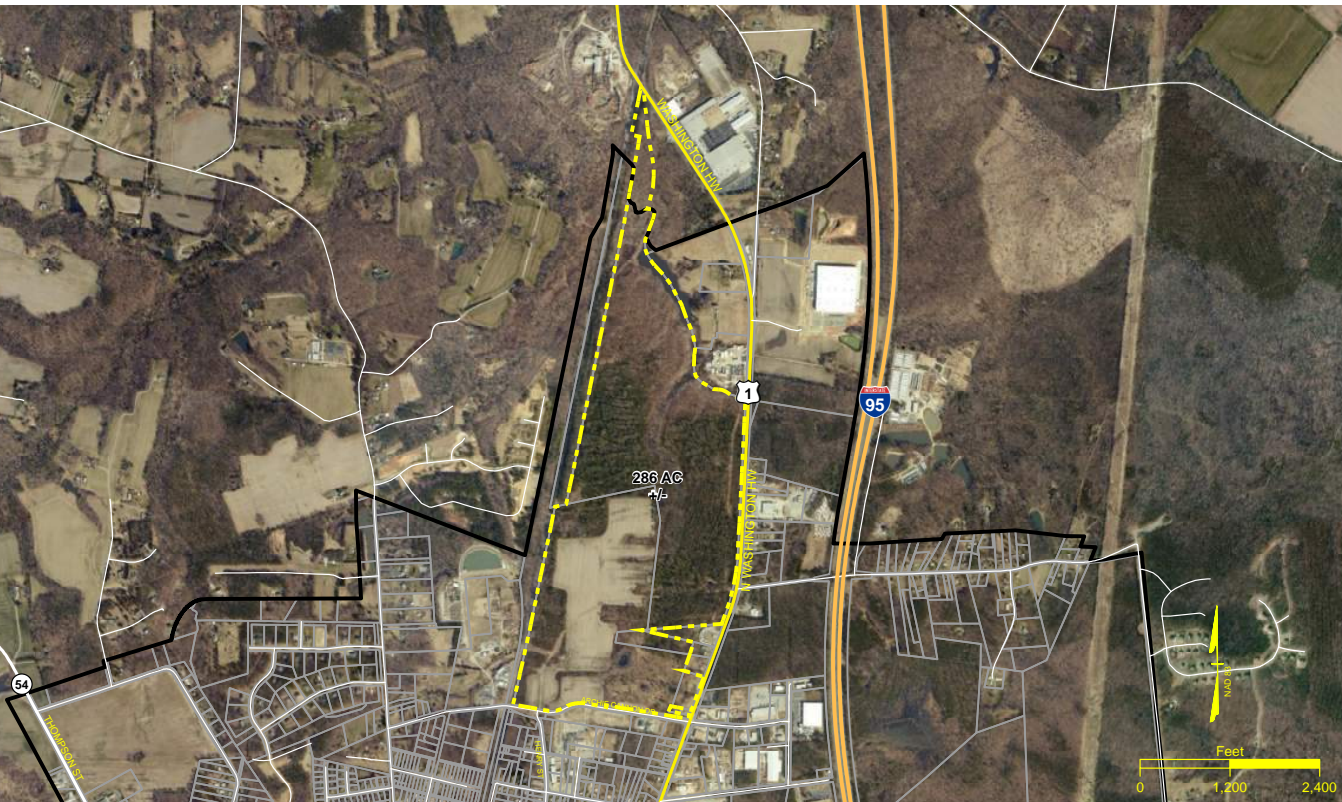


Appendix B

Virginia Business Ready Sites Program - Holland North Site

In 2018, Timmons Group completed a Tier Certification for the Holland North Site. Through their research, the site was designated as a Tier 4 Site, as all necessary due diligence items have been completed. The following Appendix is that report.

VIRGINIA BUSINESS READY SITES PROGRAM:
HOLLAND-NORTH SITE
Town of Ashland, Virginia



March 31, 2017
Rev: Jan 8, 2018



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Contact: Joe Hines, PE | Principal
1001 Boulders Parkway, Suite 300 | Richmond, VA 23225
804.200.6380 phone | 804.560.1438 fax | joe.hines@timmons.com



TOC | www.timmons.com

SITE CHARACTERIZATION LETTER

January 5, 2018

Joseph M. Topham, Jr., CECd
Business Retention & Expansion Manager
Town of Ashland
101 Thompson Street
Ashland, VA 23005

Re: Tier 4 Site Certification for Holland North Site (287.9+/- acres)
Located in Town of Ashland / Hanover County, VA

Dear Mr. Topham:

Thank you for the opportunity to work with the Town of Ashland, Ashland EDA and Richard E. Holland, Jr. Properties LLC on the Site Certification of the Holland North site, containing 287.9+/- acres and located west of US Route 1 in the Town of Ashland.

After an extensive review of the information available on the above referenced property and recent completion of the additional tasks required, we are pleased to inform you that we are certifying the overall site as a:

Tier 4 Certified Site in accordance with the Virginia Business Ready Sites Program Standards.

In order to be certified as a Tier 4 Certified Site, the site must have all necessary due diligence items completed, including environmental studies, preliminary geotechnical studies, ALTA boundary and topo survey, as well as major infrastructure components in place to serve the site.

Given the lack of “ready to go” sites greater than 200 acres in Central Virginia, we believe this site will be very competitive in today’s Economic Development market and we look forward to helping the Town fulfill this site’s economic development potential.

Thank you again for the opportunity to work on this site certification. It has been a pleasure working with you, your staff, the Town of Ashland, Ashland EDA, Ms. Linda H. Allen of Richard E. Holland, Jr. Properties LLC, and Mr. Chip Louthan of Colliers International.

Should you have any questions or need any additional information, please don’t hesitate to contact me at your earliest convenience.

Sincerely,
TIMMONS GROUP

Joseph C. Hines, PE, MBA
Principal – Director of Economic Development



SITE SUMMARY



Site Summary

The Holland (North) site is located at the northern boundary of the Town of Ashland, adjacent to Rt. 1, N. Washington Hwy. close to Interstate 95. Primary access to the site comes directly from Rt. 1, N. Washington Hwy. where there is 3,330’ of frontage. The site consists of approximately 286 acres of land with only one land owner – R.E. Holland Properties, which is privately held. Currently, the zoning on the site is Industrial (M-1) within the limits of the Town of Ashland, which allows for industrial development after recently being rezoned in 2016. Two small parcels at the north end of the site are zoned A-1 and have access from Route 1 but are not suitable for industrial development.

Site Name		Holland (North)
Total Acreage		286
Yield (SF)		1,800,000
Zoning / Land Use		M-1 & A-1
Direct Access	4 Lane Rd.	Yes
	Water	Yes
	Sewer	Yes
	Natural Gas	Yes

In 2016, the rezoning process incorporated some basic analysis on utilities, transportation, access and land use. Additionally, a conceptual plan was prepared by McKinney and Company showing a buildout of around 1,800,000 SF of industrial uses, which is consistent with estimates shown within this report. In addition, all relevant due diligence has been completed on-site since the initial evaluation in early 2017. These additional items, including a Geotechnical Survey and Report, a Land Survey (ALTA, Boundary and 1’ Topography), Cultural Resources Review, and Threatened & Endangered Species Review – were all completed by Timmons Group and Tuck Mapping during the fall of 2017.

From an industrial development perspective, the Holland (North) site has great overall size, is located adjacent to a major four-lane highway, a major interstate, a prime railroad corridor, and has reasonable proximity to existing infrastructure and services within the Town of Ashland. Upon visual verification of the site, minimal slope concerns exist, allowing traditional grading and drainage practices to be employed. Only a small portion of the site’s area is unusable due to the presence of utility easements and environmental issues, resulting in approximately 85% (244.5 ac) of the site considered developable under the parameters of this study.

In evaluating the site for its industrial buildout potential, approximately 1,800,000 SF was estimated to fit onto the site within the developable land constraints. This resulted in a yield of approximately 6,300 SF/Acre for the site, which is considered good and lands in the upper bracket for industrial and commercial sites.

In order to evaluate the current level of readiness, the following elements were considered:

- Acreage/Developable Acreage
 - Potential Development Yield
 - Location/Accessibility
 - Rail Accessibility
 - Ownership
 - Zoning/Land Use
 - Topography
 - Restricted Land Coverage
- Resource Protection Area
 - Wetlands
 - Floodplains
 - Waterbodies
 - Streams
 - Wet Utility Access (i.e. Water, Sewer)
 - Dry Utility Access (i.e. Natural Gas, Power)
 - Roads/Infrastructure



SITE SUMMARY

Summary of Wet Utility Infrastructure

According to data supplied by the Town of Ashland and Hanover County, an existing 12” water line runs along the southern property line and Archie Cannon Dr., which is fed from a 16” water line along Rt. 1. and has a capacity of 250,000 GPD. An existing 20” sanitary sewer line runs directly through the buildable portion of the property and also has a capacity of 250,000 GPD. This 20” sanitary sewer runs directly west across the railroad tracks and to the South Anna Wastewater Treatment Plant.

Summary of Dry Utility Infrastructure

According to data supplied by Dominion Virginia Power, a 34.5kV distribution line exists adjacent to Rt. 1 and runs partially through the site. An additional distribution line runs just south of Archie Cannon Drive. The nearest transmission line – a 115kV and 230kV line – is located approximately one mile east of the site across Interstate 95. The Town of Ashland also indicated that a 6” (60 PSI) Virginia Natural Gas line exists adjacent to the site along Rt. 1, which has been confirmed with the utility company. There is an existing Verizon fiber optic line that runs along the CSX railroad on the western side of the property with the potential for connectivity to the site.

Summary of Transportation and Access

The site is located directly adjacent to Rt. 1, N. Washington Hwy. and Archie Cannon Dr. within two miles to and interchange with Interstate 95. Excellent proximity to major transportation routes exist but improvements may be necessary to access the site from Archie Cannon Dr. and Rt. 1, depending on end user needs. According to the rezoning report, the Town of Ashland Public Works has acknowledged the need to widen Archie Cannon Dr. to accommodate future traffic for the development. It was also stated that a traffic light at Archie Cannon Dr. and Rt.1 may be necessary when the connection of West Vaughn Rd. to Rt. 54 is made as this would become the northern thoroughfare for crossing traffic. Additional connectivity to Rt. 1 is likely at the intersection with Jamestown Rd. and potentially further north along Rt. 1 as well. A major CSX railroad runs north and south, directly west of the property; however, in the 2016 rezoning case, the Planning Commission commented that a rail spur to the site should not be constructed but reasoning was not given. Based on our analysis of the rail access, the potential for a rail spur does exist.

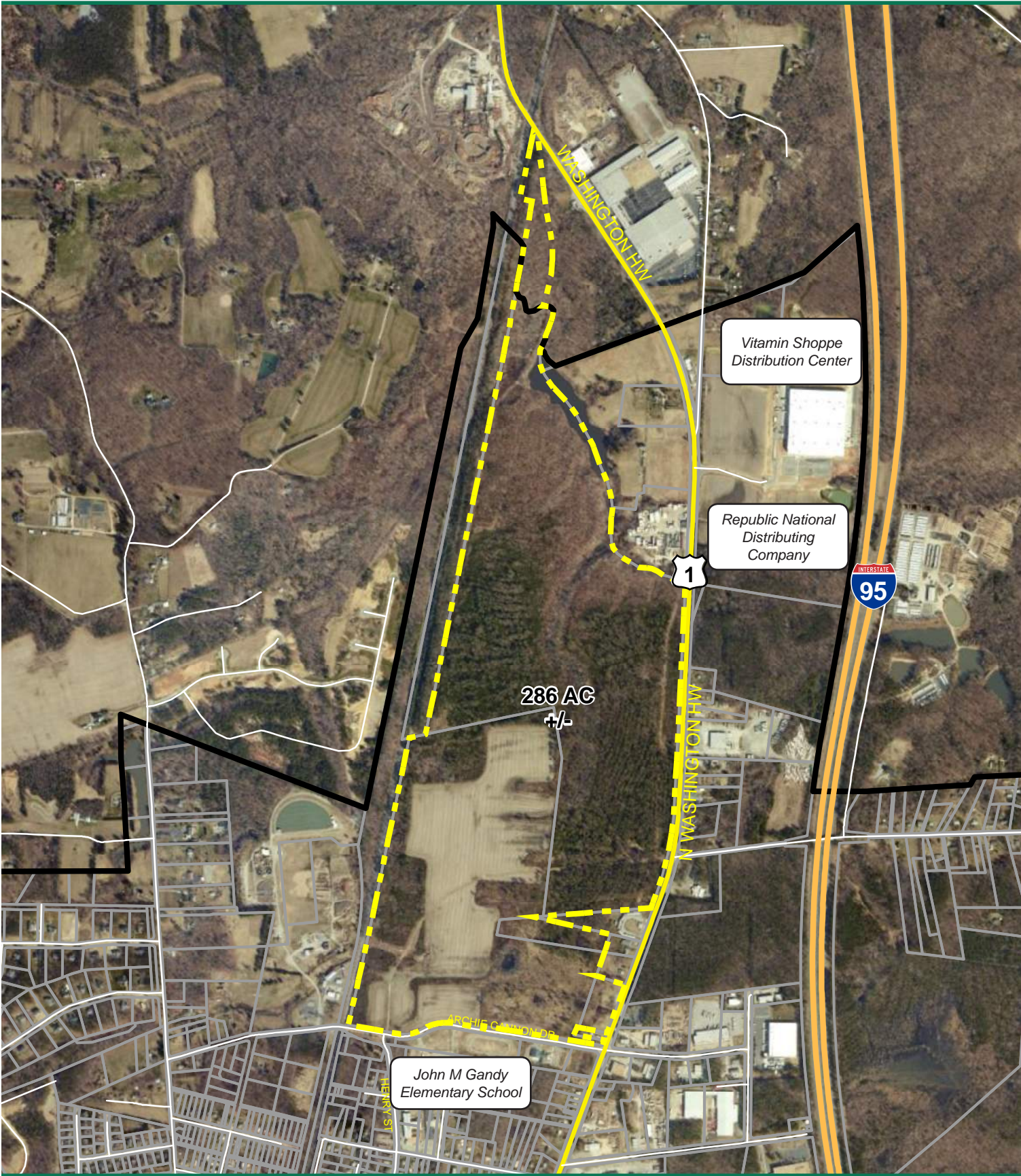
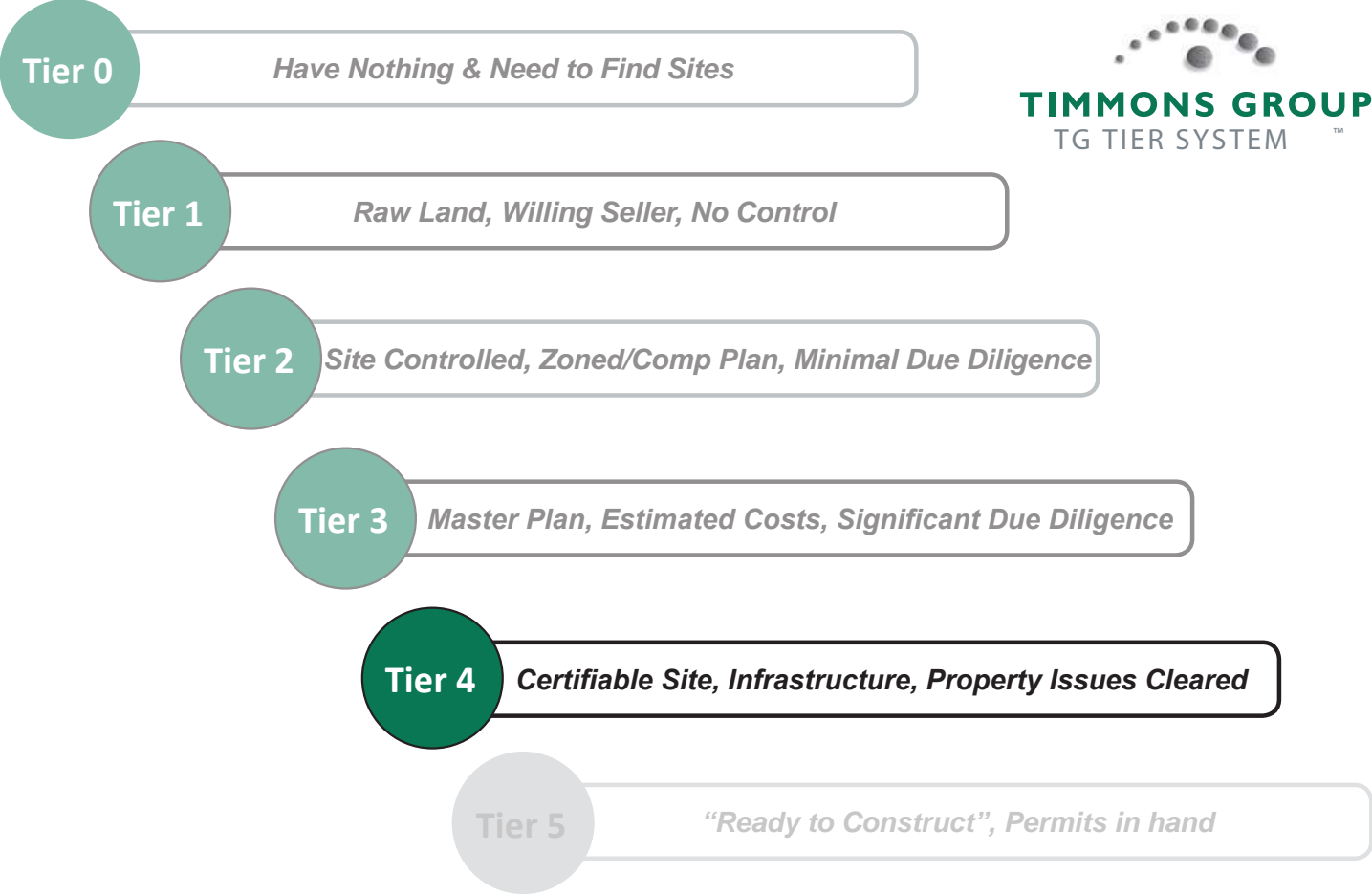
SITE SUMMARY

Status Summary

The Tier Level analysis of the Town of Ashland, Holland (North) site currently identifies the site as a Tier 4 Level of readiness. With the Holland (North) site’s size, location, and zoning all suitable for industrial use – and with all necessary due diligence completed – the site is considered to have a high level of readiness for prospective industrial users.

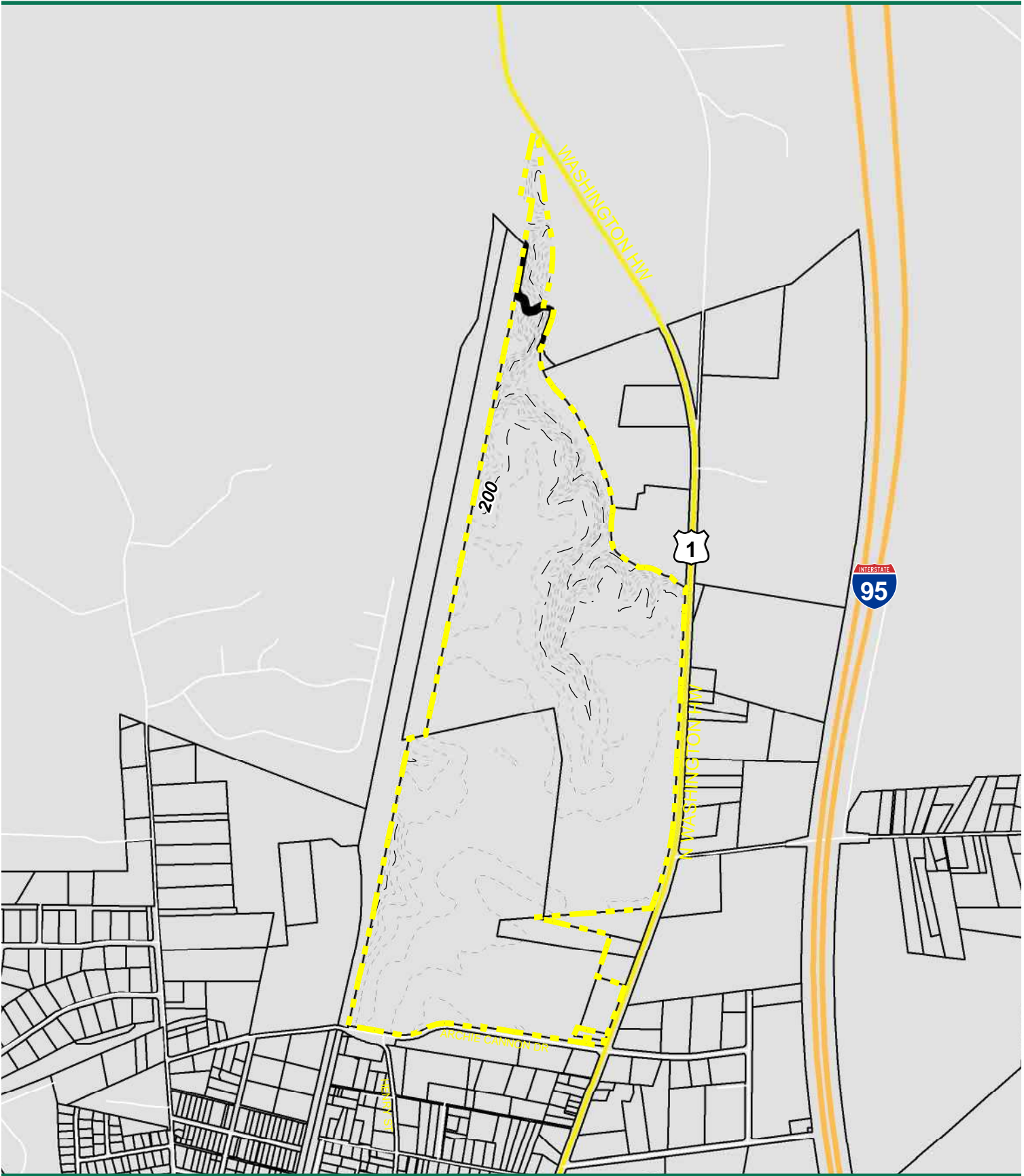
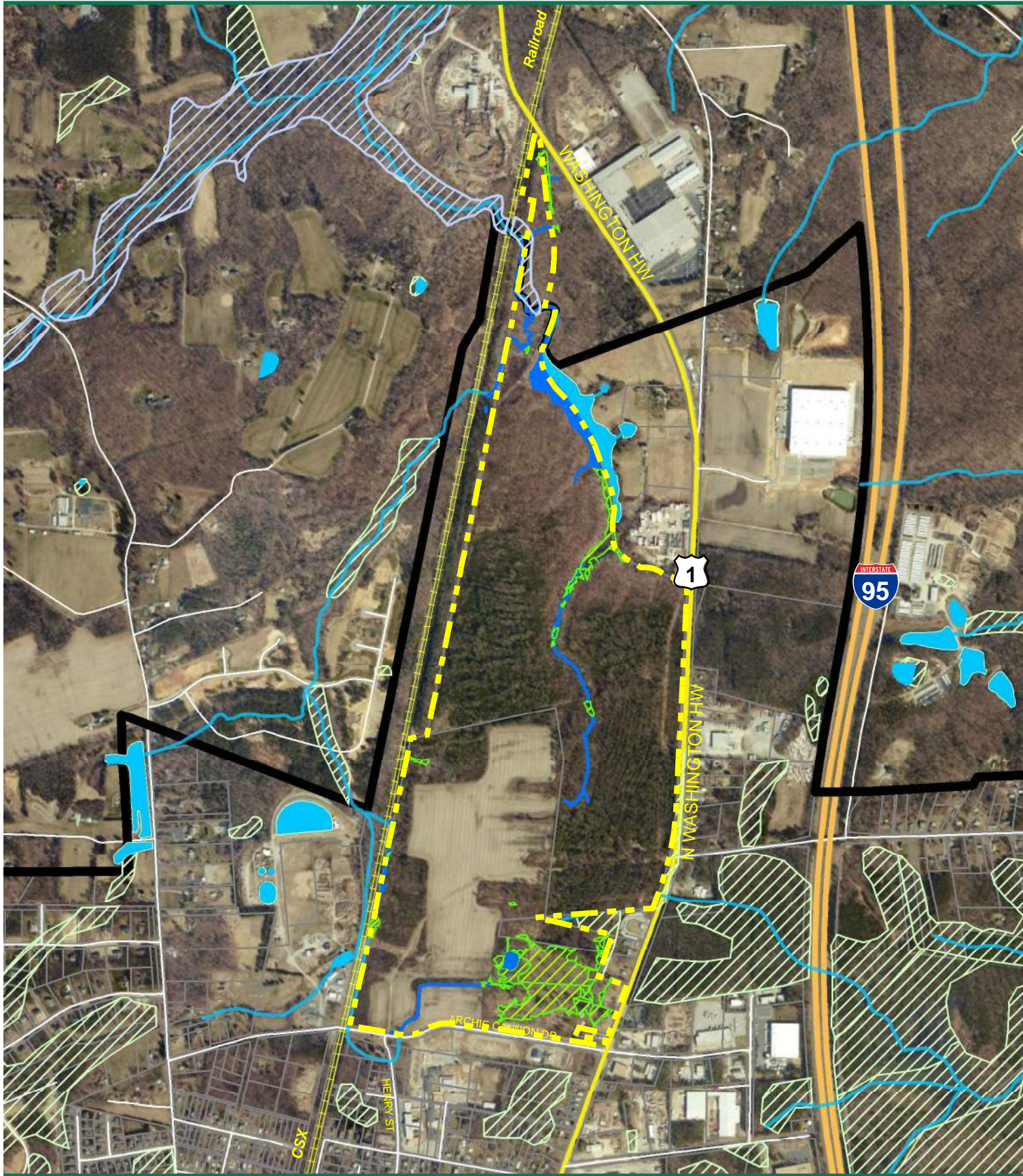
SITE SUMMARY

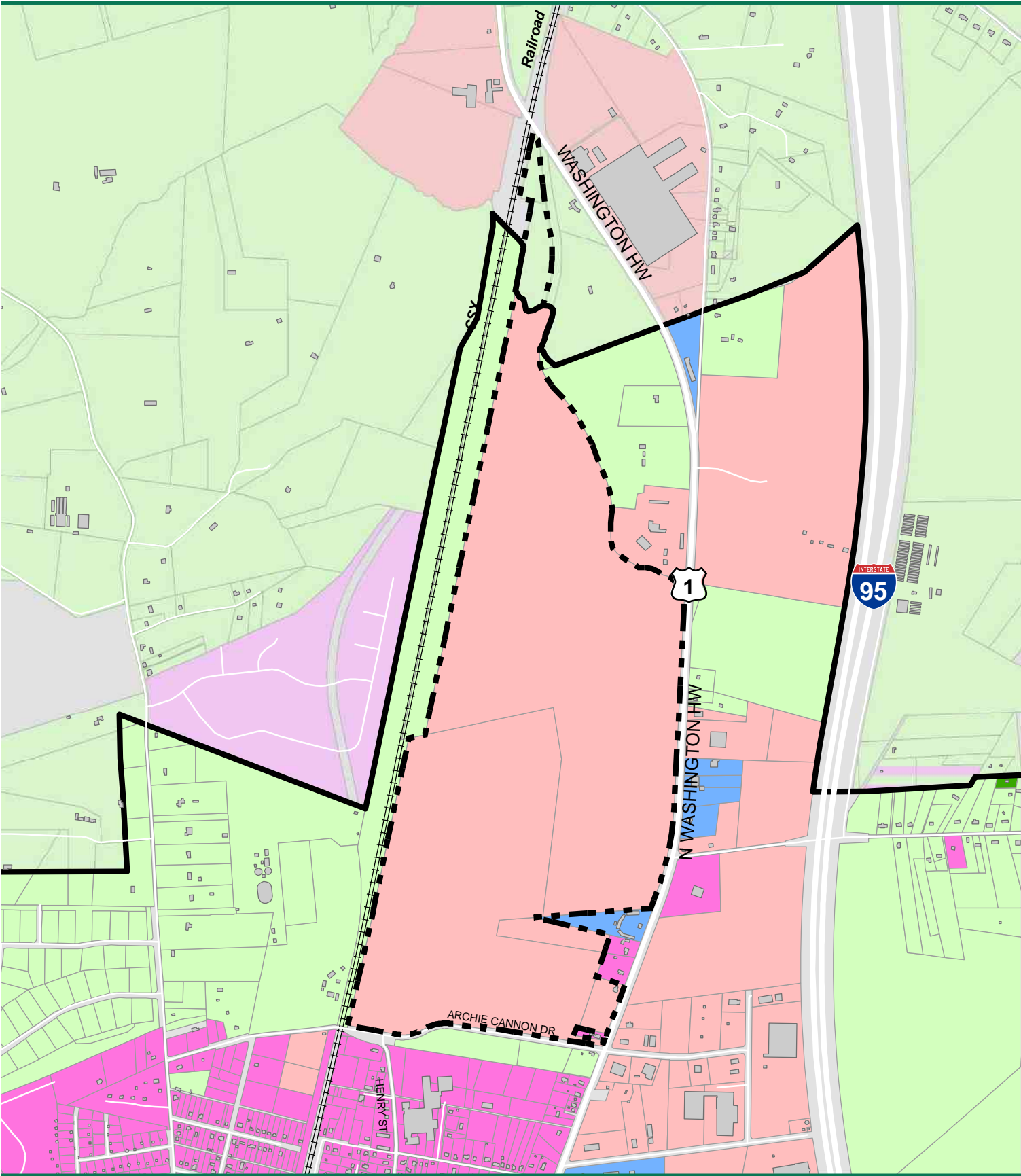
Site Readiness Road Map



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FOR TIER 4 CERTIFICATION

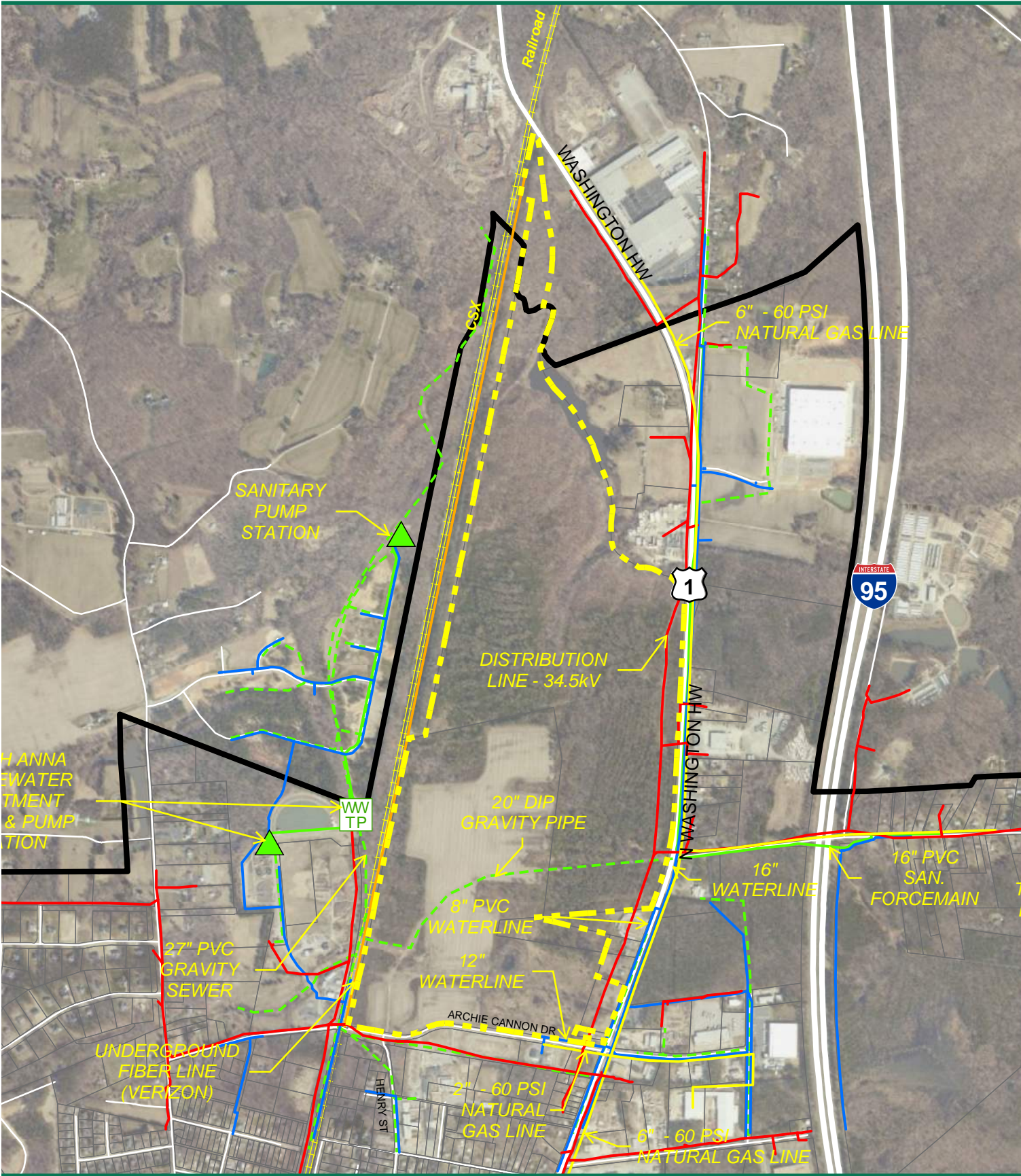
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FOR TIER 4 CERTIFICATION

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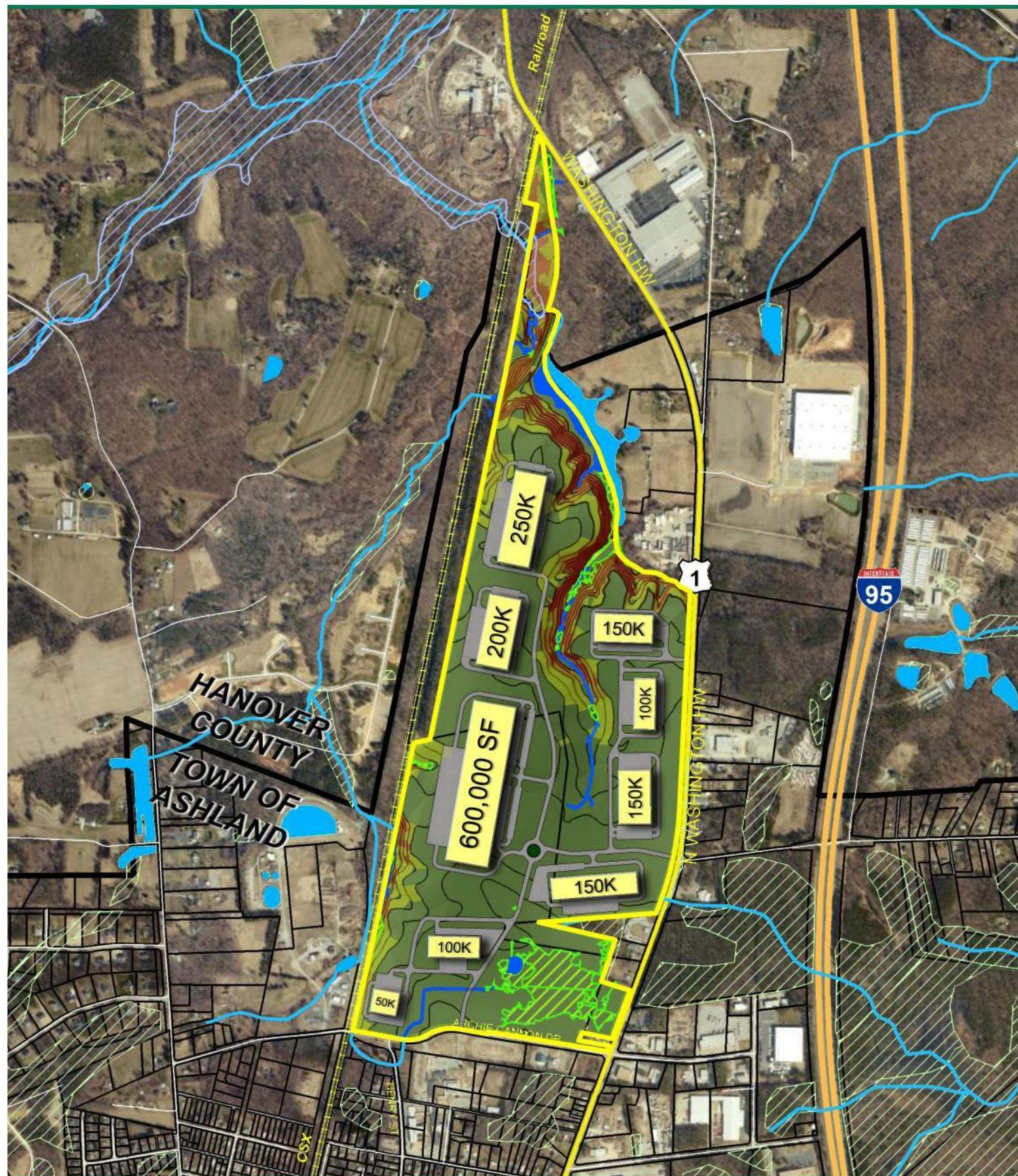


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FOR TIER 4 CERTIFICATION

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BUILDOUT ANALYSIS

Road and rail data from VGIN

NOT UPDATED IN JAN, 2018 REVISION
FOR TIER 4 CERTIFICATION



SITE CHARACTERIZATION TIER LEVEL RANKING CRITERIA

Site Characterization Tier Level Ranking Criteria

As summarized in the application, the Virginia Business Ready Sites Program (VBRSP) was established pursuant to § 2.2-2238 C. of the Code of Virginia of 1950, as amended, to identify and assess the readiness of potential industrial or commercial sites in the Commonwealth of Virginia for marketing for industrial or commercial economic development purposes. The first step in determining a site's readiness begins with an assessment to quantify the level of existing development and the additional recommendations to market the site for industrial or commercial economic development purposes.

Timmons Group relies on industry leading civil engineers and economic development professionals to carry out a strategic and complex evaluation of each site in order to determine the appropriate Site Characterization Tier Level Ranking as developed by Timmons Group, adopted by VBRSP and reiterated below:

Tier 1: Site under (a) public ownership, (b) public/private ownership, or (c) private ownership which such private owner(s) agreeable to marketing the site for economic development purposes and to allowing access to the property for site assessment and marketing purposes, but at no established sales price.

Comprehensive plan reflects site as appropriate for industrial or commercial development and use, but site is not zoned as such. Site has minimal or no infrastructure. Minimal or no due diligence has been performed.

Tier 2: Site under (a) public ownership, (b) public/private ownership, or (c) private ownership with an option agreement or other documentation of a commitment by the private owner(s) to a competitive sales price, to permit access to the site for site assessment, construction, and marketing, and to market the site for industrial or commercial economic development purposes. Comprehensive Plan reflects site intended for industrial or commercial development and use, but site is not zoned as such and a rezoning hearing needs to be scheduled. Site has minimal or no infrastructure. Minimal or no due diligence has been performed.

Tier 3: Site is zoned for industrial or commercial development and use. Site has minimal or no infrastructure. Due diligence including, among other things, a wetlands survey with Army Corps of Engineers approval within the last five years, geotechnical borings, boundary and topographical survey, cultural resources review, an Endangered Species review, and a Phase I Environmental Site Assessment, has been completed. Estimated costs of development have been quantified.

Tier 4: All infrastructure is in place or will be deliverable within 12 months. All permit issues have been identified and quantified.

Tier 5: All permits are in place and the site is ready for a site disturbance permit from the locality in which the site is located.



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SITE EVALUATION & ANALYSIS QUESTIONNAIRE

Business Ready Sites Program
Site Characterization Study
Pre-Study Site Questionnaire

PARTIALLY UPDATED JAN, 2018 BY
TIMMONS GROUP FOR TIER 4 CERTIFICATION

Date: January 24, 2017_____

Locality: Hanover County, Town of Ashland_____

Site Name: _____Holland/North_____

Property Address: _____Archie Cannon Drive, Ashland, VA 23005_____

Contact Person & Information for Locality: Joseph M. Topham, BRE Manager (cell) (804) 366-7925
Email jtopham@ashlandva.gov_____

Current Property Owner: Linda Allen – R. E. Allen Properties_____

Current Contact Information for Property Owner: (804) 385-2760_____

If not publicly owned, does the locality have an option on the property (Y/N) NO_____ If yes, when does it expire? _____

Current Asking Price per acre _____\$31,000_____

Property Information:

Description	Answer	Comments
Overall Property Size (total acreage)	286 Acres	
Largest Contiguous Parcel	164 Acres	
Site Access (Main Road)	Route 1 and/or Archie Cannon Dr.	
Closest 4 lane Highway (Route & Distance)	U.S. Route 1 – Adjacent	
Current Zoning	M-1 & A-1 on (2) small parcels adjacent to Rt. 1 at north end	Industrial Zoning in Ashland
Enterprise Zone (Y/N)	No	
Technology Zone (Y/N)	No	
Closest Airport	Hanover County Municipal	Approximately 5 miles south
Closest Town / City (distance)	Town of Ashland	Within Town Limits

SITE EVALUATION & ANALYSIS QUESTIONNAIRE

Rail Served Site (Y/N)	Yes	Potential opposition from PC
Closest Rail / Rail Company	CSX	Adjacent to site
CC&R's in place	No	Proffers from rezoning exist
Existing Building in Place (Y/N)	No	
Size of Building	N/A	
Yr Building Constructed	N/A	

Due Diligence Items:

Description	Completed (Y/N)	Date Completed	Comments
Boundary Survey	No-YES	12/2017	Completed by Timmons Group
Subdivision Survey	No		
Phase 1 ESA	Yes	2016	
Archeological Report (either Ph 1 or cultural resources report clearing the site)	No-YES	08/2017	Completed by Timmons Group
Threatened & Endangered Species Survey	No-YES	08/2017	Completed by Timmons Group
Preliminary Geotechnical report	No-YES	10/2017	Completed by Timmons Group
Topographic Survey (1' contours)	No-YES	12/2017	1' LiDAR flown by Tuck Mapping
Wetlands Delineation & COE Confirmation	Yes	2016	
Floodplain Study (100-yr and/or 500-yr)	Yes	2016	

Site Features (answer as best as possible):

Description	Answer	Comments
Maximum Elevation	Approx. 250'	
Minimum Elevation	Approx. 180'	
Ground cover (wooded, fields, etc.)	Varies	Wooded, open, ponded, streams, etc.
Topography (Pick the one that fits best)		
Flat (1-3% avg slope)	44%	
Gently sloping / rolling (3-5% avg slope)	39%	
Moderate sloping / rolling (5-10% avg slope)	6%	
Extensive terrain (10%+ avg slope)	11%	
Bodies of water present (streams, creeks, wetlands)	Yes	All of these
Known flood zone?	Yes	On site, confirmed
Easements / Right of ways on site?	Yes	Sanitary and others

SITE EVALUATION & ANALYSIS QUESTIONNAIRE

Wet Utilities:

Water Service Provider: Hanover County Public Utilities
Contact Info (Name/Address/Phone): 7516 County Complex Road, Hanover, VA 23069
Phone (804) 365-6024

Sewer Service Provider: Same

Contact Info (Name/Address/Phone): _____

Description	Answer	Comments
Water Service Provider	Hanover County	
Water System Design Capacity	Unsure	
Current Water Usage (Avg Daily Flow & Peak)	None	
Water Capacity Available	250,000 GPD	
Water line size at site (or distance to site) / Available pressure	12 inches, pressure unsure	
Nearest Water Tank / Size	Unsure	
Sewer Service Provider	Hanover County	
Sewer System Design Capacity	Unsure	
Sewer Capacity Available	250,000 GPD	
Sewer Line Size at site (or distance to site)	20 inches	

Dry Utilities:

Power Service Provider: Dominion Virginia Power

Contact Info (Name/Address/Phone): Bryan F. Smith bryan.smith@dom.com

Telecom Service Provider(s): Verizon

Contact Info (Name/Address/Phone): No contact available

Natural Gas Provider: Virginia Natural Gas

Contact Info (Name/Address/Phone): No contact available

SITE EVALUATION & ANALYSIS QUESTIONNAIRE

Description	Answer	Comments
Power Service:		
Nearest Substation	2.2 miles	
Nearest Transmission Line	Adjacent to property	
Transmission Line Size (kV)	Unsure	
Natural Gas:		
Nearest Natural Gas Line / Size	Adjacent on Route 1	
Telecom:		
Nearest Fiber Optic Line	Line is adjacent to property	Runs along the railroad
Dark Fiber Available	Yes	

Risk Factors:

Description	Answer	Comments
Closest Airport	Hanover County Municipal	Approximately 5 miles
Closest chemical plant	Unsure	
Closest School	Adjacent to property	John Gandy Elementary
Closest Rail Line	Adjacent to property	CSX
Other risk factors?		

Prospect Activity:

How many prospects have you shown the site to in the past 48 months? Please identify the industry sectors and project names (i.e. Project Cowboy, etc.) and Companies (if applicable) in the table below.

Industry	Y/N	Project Name / Company (if applicable)
Bioscience & Medical Devices	N	
Defense & Security	N	
Health Services	N	
Agribusiness, Food processing and Tech	N	
Transportation & Logistics	Y	
Chemical & Plastics	N	
Forest & Wood Products	Y	
Light Manufacturing	Y	
Other - Please describe		

SITE EVALUATION & ANALYSIS QUESTIONNAIRE

Are there any current prospects or projects looking at the site?

Yes - Confidential

Please provide any RFI’s and RFP’s which you have responded to in the past 48 months.

Have you debriefed any of the prospects or the state as to why this site might have been eliminated?
If yes, please indicate the reasons why.

No.

Please offer your insight as to the potential benefits or limitations of the site based upon your experience showing the site.

Benefits:

Location along CSX main line
Relatively flat & contiguous area of land zoned M-1 (the industrial zoning provided by the Town).
Proximity to Interstate 95 (with two exits which may be used easily) and adjacent U.S. Route 1
Nearby distribution operations support industrial usage

Drawbacks:

Nearby residential neighborhoods have voiced complaints (but are not a part of the Town)
Proffers limit certain heavy industrial uses
Some wetlands on the property

Please offer any other comments you see fit regarding the property.

The tract represents 5 percent of the total acreage in Ashland, and use as an economic driver is central in the Town’s goal for this property. Proximity of Washington, DC (under 100 miles) is possibly an attribute that will set this apart from other large sites in the Richmond region.

DATA SOURCE INFORMATION SUMMARY

Data Layers	Source Description
Site Boundary	Created from County GIS (approx. 2005)
Parcels and Buildings	County GIS (approx. 2005)
Zoning	County GIS (approx. 2005) and updated per Zoning Application (dated 04/15/2016)
Town & County Boundary	Virginia Geographic Information Network (State)
Waterline & Sewerlines	Approximated from various County provided exhibits
Power, Gas & Fiber	Power approximated from provider supplied exhibit. Gas approximated from provider supplied exhibit. Fiber approximated from site visit notation of markers
Wetlands	Converted from information provided by ECS - the company who completed the initial preliminary delineation of the wetlands on-site with a preliminary jurisdiction approved in 2016). The remainder of the area shown outside the site is National Wetlands Inventory (State).
Floodplains	Federal Emergency Management Agency (State)
Topo	USGS Generated (County-wide file - approx. 2005)
Roads	Virginia Geographic Information Network (State)
Rails	Virginia Geographic Information Network (State)
Slope	USGS Generated (County-wide file - approx. 2005)
Streams	Converted from information provided by ECS - the company who completed the initial preliminary delineation of the wetlands on-site with a preliminary jurisdiction approved in 2016). The remainder of the area shown outside the site is National Hydrology Dataset (State)
Waterbodies	Converted from information provided by ECS - the company who completed the initial preliminary delineation of the wetlands on-site with a preliminary jurisdiction approved in 2016). The remainder of the area shown outside the site is National Hydrology Dataset (State)
Rivers	National Hydrology Dataset (State) - None on-site
Aerial	VITA Most Recent Imagery (REST)

Notes:
Data source list was not modified, nor maps updated, with the Tier 4 certification update.

Appendix C

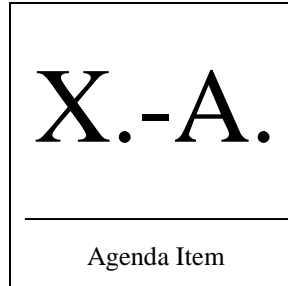
Holland Tract Proffers

The following Appendix is the proffers submitted to the Town of Ashland, voted on at the Ashland Town Council Public Hearing on March 15, 2016.



County of Hanover

Board Meeting: March 9, 2016



Subject: Richard E. Holland, Jr. Properties, LLC – Eligibility for Land Use Assessment

Summary of Agenda Item: Richard E. Holland, Jr. Properties, LLC, as owner of GPIN 7870-97-5189, 7881-00-3198, 7880-06-4944 and 7880-06-8298 (“the Holland Tract”) requests that the Board of Supervisors make a finding in accordance with Sec. 22-17.1 of the Hanover County Code that the uses proposed for this property in the proffers submitted to the Town of Ashland in conjunction with a proposed rezoning of the property to M-1, Limited Industrial District, are consistent with the categories of uses enumerated in Sec. 22-17.1 and that, therefore, in the event that the property is rezoned by the Town of Ashland, the property will be eligible to remain eligible for use value assessment and until the use by which the parcel qualified changes to a nonconforming use. The use restrictions specified in Sec. 5 of the Second Amendment and Restatement of Proffers, dated February 9, 2016, lists the only uses that will be permitted on the property, if it is rezoned as requested, and these uses are the same as those as those listed in Sec. 22-17.1(a).

County Administrator’s Recommended Board Motion: A motion finding that all of the uses permitted under the proposed rezoning of the Holland Tract identified in the Second Amendment and Restatement of Proffers dated February 9, 2016, are consistent with the categories enumerated in Hanover County Code Sec. 22-17.1.

PROFFERS: REZ15-1113

Richard E. Holland, Jr. Properties, LLC

Second Amendment and Restatement of Proffers
February 9, 2016

RICHARD E. HOLLAND, JR. PROPERTIES, LLC, as Owner of Tax Parcel/GPIN 7870-97-5189, 7881-00-3198, 7880-06-4944 and 7880-06-8298 (“the Property”) hereby amends, restates and supersedes in its entirety the proffers filed on November 13, 2015 and January 6, 2016, with the Town of Ashland, and herein voluntarily proffers for itself, its personal representatives, successors and assigns (collectively the “Property Owner”) that, in the event that the Property is rezoned from RR-1, Residential Rural District and R-2, Residential Limited District to M-1, Limited Industrial District, the development and use of the Property will be subject to the following conditions:

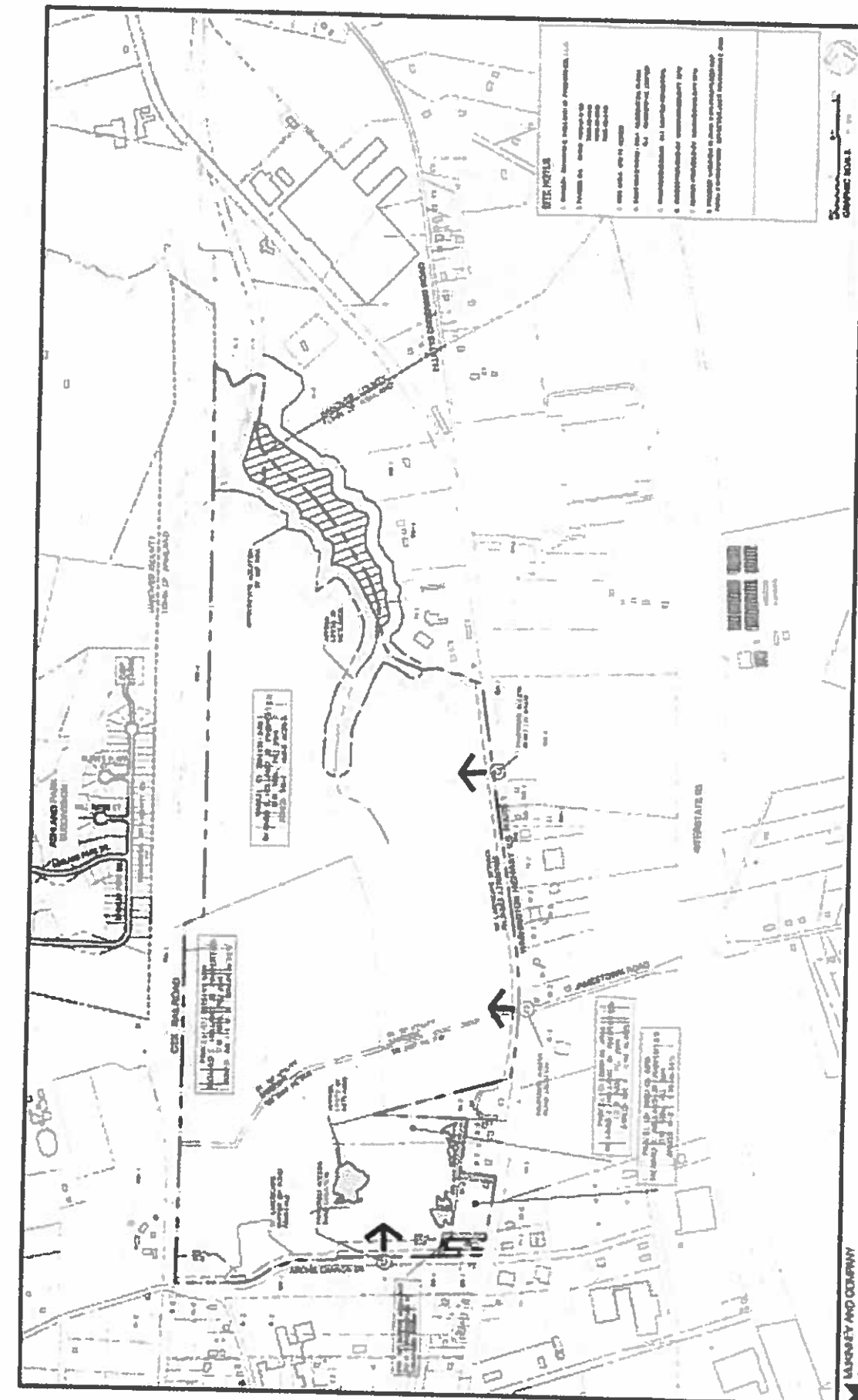
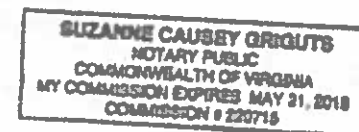
1. Architectural Treatment.
 - A. Materials used for buildings on the Property that are visible from the public right of-way or adjacent residential property shall be brick, stone, glass, glass block, precast architectural concrete (including tilt-up panels), split face block, architectural metals, metal and glass curtain wall, metal curtain construction systems, or synthetic stucco or other materials determined to be of comparable quality by the Director of Planning and Community Development (“Planning Department”) at the time of site plan review.
 - B. The architectural treatment for any wall facing a public right-of-way shall include architectural details, fenestration, or other features that will create architectural interest and not appear as a blank wall. Materials used for buildings on the Property that are visible from the public right-of-way shall not include unadorned concrete block or corrugated and/or sheet metal.
 - C. For any building on the Property with frontage on a public right-of-way which cannot meet the requirement set forth above, the building facade adjacent to the public right-of-way shall be screened with a structural fence, wall, vegetative plantings, or berm, or combination thereof, that limits the visibility of the building to the public right-of-way.
2. Transportation Improvements. The Property Owner shall be responsible for the road improvements as required below, unless waived by Town Council.
 - A. Prior to the approval of a site plan for any development on the Property, the Property Owner agrees to submit a traffic impact analysis (“TIA”) for review and approval by the Town Engineer. The requirement of a TIA is abrogated if the development will involve less than one hundred (100) additional vehicles per day.
 - B. The TIA shall include a master plan depicting the internal circulation, which shall be submitted to the Planning Department for its review and approval. The

7. Monument Signs. All freestanding signage shall be monument style.

Date: February 9, 2016

Given under my hand this 9th day of February, 2016.

My commission expires: May 31, 2018
Registration No. 220715



Sec. 22-17.1. - Eligibility of certain properties after change in zoning.

Notwithstanding the provisions of section 22-17:

- (a) Roll-back taxes shall not become due for any parcel of real property which has a special assessment as provided for in this division solely because the zoning of the property is changed at the request of the owner or his agent and such change in zoning permits only the following categories of uses:
 - (1) Manufacturing;
 - (2) Transportation and warehousing;
 - (3) Professional, scientific and technical services;
 - (4) Hotels and motels; and
 - (5) Professional offices.

In order for property located outside of the Town of Ashland to be eligible under this subsection, the board shall make a finding at the time the property is rezoned that all proposed uses fit within the categories described above. In order for property located within the Town of Ashland to remain eligible, the board must make a finding before the rezoning is approved by town council that all of the uses permitted under the proposed rezoning fit within these categories.

- (b) Any parcel of real estate that has a change in zoning as described in subsection (a) shall remain eligible for use value assessment and taxation, in accordance with the provisions of this division, so long as the use by which the parcel qualified does not change to a nonqualifying use; and
- (c) The imposition of roll-back taxes as described in section 22-17 shall occur when the use by which it qualified changes to a nonqualifying use.
- (d) The use of the property will be deemed to have changed to a nonqualifying use when the physical attributes of the property is modified so as to effectively discontinue the qualifying use or upon issuance of a building permit for a nonqualifying use, whichever occurs first.

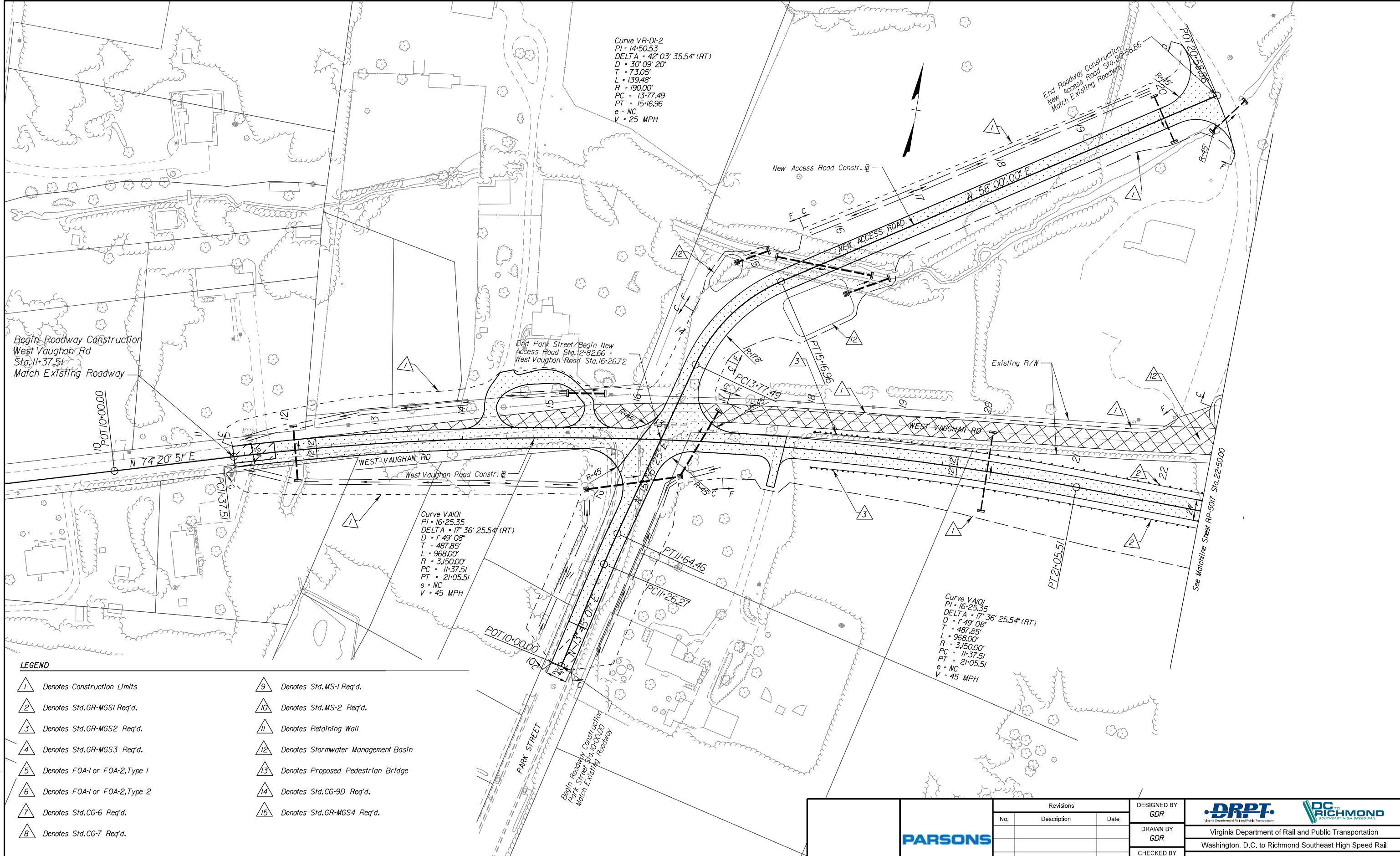
(Ord. No. 13-14, § 1, 11-26-13; Ord. No. 15-15, § 1, 11-10-15)

Appendix D

Archie Cannon/West Vaughan Grade Separated Crossing

In 2018 Parsons Corporation produced plans for improvements to elevate the current at-grade crossing of Archie Cannon Drive with the CSX rail line.

Plotted by: 00101848 Thursday, July 14, 2017 10:45:50 PM
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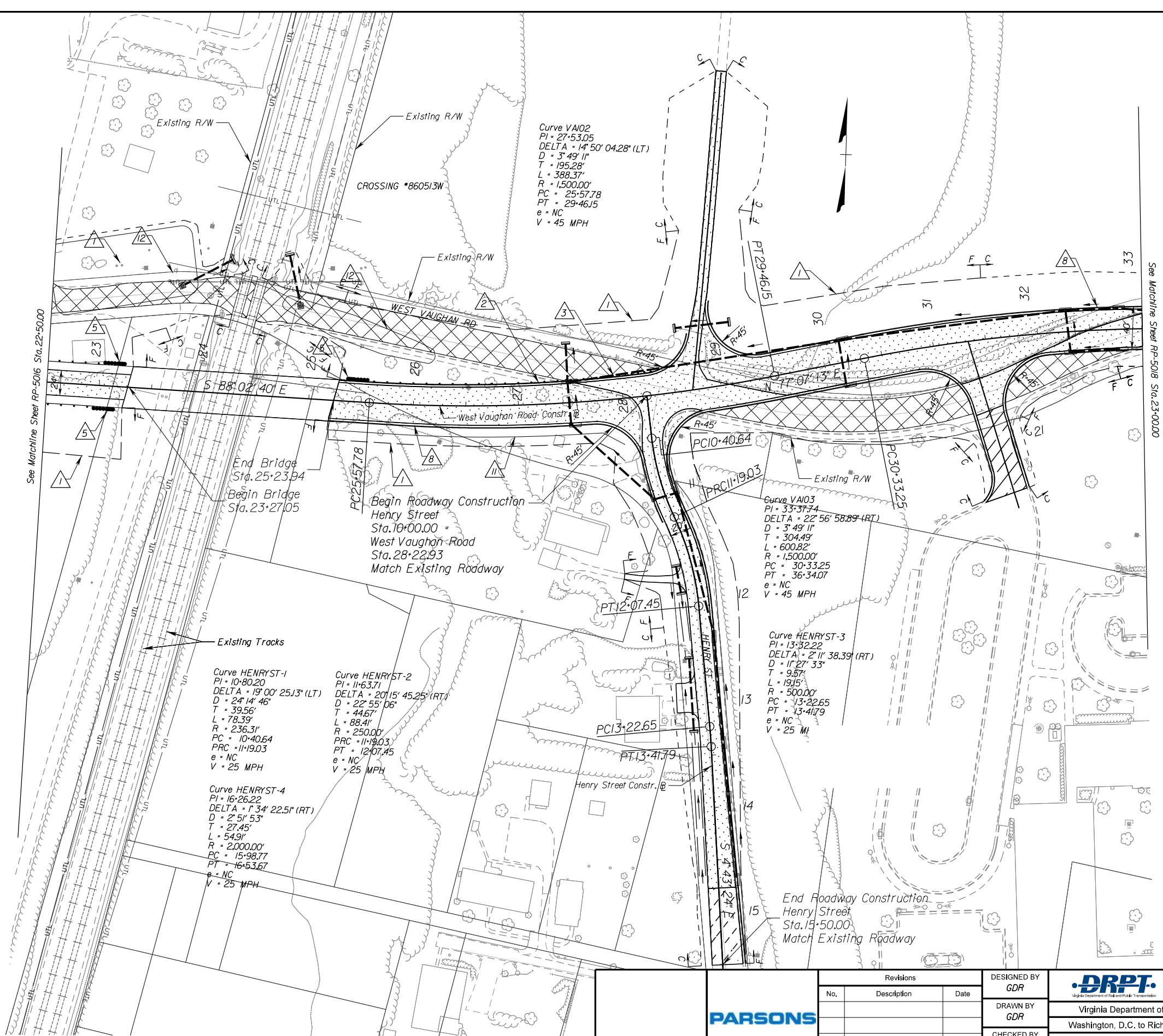
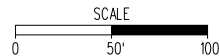
Plotted by: P001848 Thursday, July 20, 2018 10:53:34 PM
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LEGEND

- 1 Denotes Construction Limits
- 2 Denotes Std.GR-MGS1 Req'd.
- 3 Denotes Std.GR-MGS2 Req'd.
- 4 Denotes Std.GR-MGS3 Req'd.
- 5 Denotes FOA-1 or FOA-2, Type 1
- 6 Denotes FOA-1 or FOA-2, Type 2
- 7 Denotes Std.CG-6 Req'd.
- 8 Denotes Std.CG-7 Req'd.
- 9 Denotes Std.MS-1 Req'd.
- 10 Denotes Std.MS-2 Req'd.
- 11 Denotes Retaining Wall
- 12 Denotes Stormwater Management Basin
- 13 Denotes Proposed Pedestrian Bridge
- 14 Denotes Std.CG-9D Req'd.
- 15 Denotes Std.GR-MGS4 Req'd.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

Note:
Where survey is not available, topographical features (edge of pavement, edge of shoulder, etc.) are estimated for the purpose of plan presentation.
The existing utilities on this sheet are designated by UTL. Refer to utility identification sheets for possible conflict identification and notes sheet UT-3010 for general utility information.




PARSONS

PARSONS
100 M Street, SE Suite 1200
Washington DC 20003
(202) 775-3300

Revisions		
No.	Description	Date

DESIGNED BY GDR
DRAWN BY GDR
CHECKED BY CR
DATE 7/20/2018
SCALE 1" = 50'

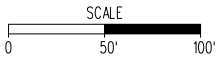
 Virginia Department of Rail and Public Transportation Washington, D.C. to Richmond Southeast High Speed Rail		
I-295 TO CROSSROADS WEST VAUGHAN RD PLAN SHEET		
PROJECT NO. RP-5017	DRAWING NO. RP-5017	SHEET NO.

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Plotted by: P001848 Thursday, July 08, 2011 02:01:50 PM
c:\pwworking\p001848\33\33_CEN\HDEL-RP-5018.dgn

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED
FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

Note:
Where survey is not available, topographical features (edge of pavement, edge of
shoulder, etc.) are estimated for the purpose of plan presentation.
The existing utilities on this sheet are designated by _____ UTL _____
(Gray Line with "UTL"). Refer to utility identification sheets for possible
conflict identification and notes sheet UT-3010 for general utility information.



LEGEND

- | | | | |
|---|--------------------------------|----|-------------------------------------|
| 1 | Denotes Construction Limits | 9 | Denotes Std. MS-1 Req'd. |
| 2 | Denotes Std. GR-MGS1 Req'd. | 10 | Denotes Std. MS-2 Req'd. |
| 3 | Denotes Std. GR-MGS2 Req'd. | 11 | Denotes Retaining Wall |
| 4 | Denotes Std. GR-MGS3 Req'd. | 12 | Denotes Stormwater Management Basin |
| 5 | Denotes FOA-1 or FOA-2, Type 1 | 13 | Denotes Proposed Pedestrian Bridge |
| 6 | Denotes FOA-1 or FOA-2, Type 2 | 14 | Denotes Std. CG-9D Req'd. |
| 7 | Denotes Std. CG-6 Req'd. | 15 | Denotes Std. GR-MGS4 Req'd. |
| 8 | Denotes Std. CG-7 Req'd. | | |

	Revisions			DESIGNED BY GDR	 Virginia Department of Rail and Public Transportation Washington, D.C. to Richmond Southeast High Speed Rail		
	No.	Description	Date	DRAWN BY GDR			
				CHECKED BY CR			
				DATE 7/20/2018	I-295 TO CROSSROADS WEST VAUGHAN ROAD PLAN SHEET		
				SCALE 1" = 50'			
PARSONS 100 M Street, SE Suite 1200 Washington DC 20003 (202) 775-3300					PROJECT NO.	DRAWING NO. RP-5018	SHEET NO.

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Appendix E

Manufacturing Facility Examples

The following pages show top manufacturing companies and their respective facilities.

Thor Industries Inc

Elkhart, IN

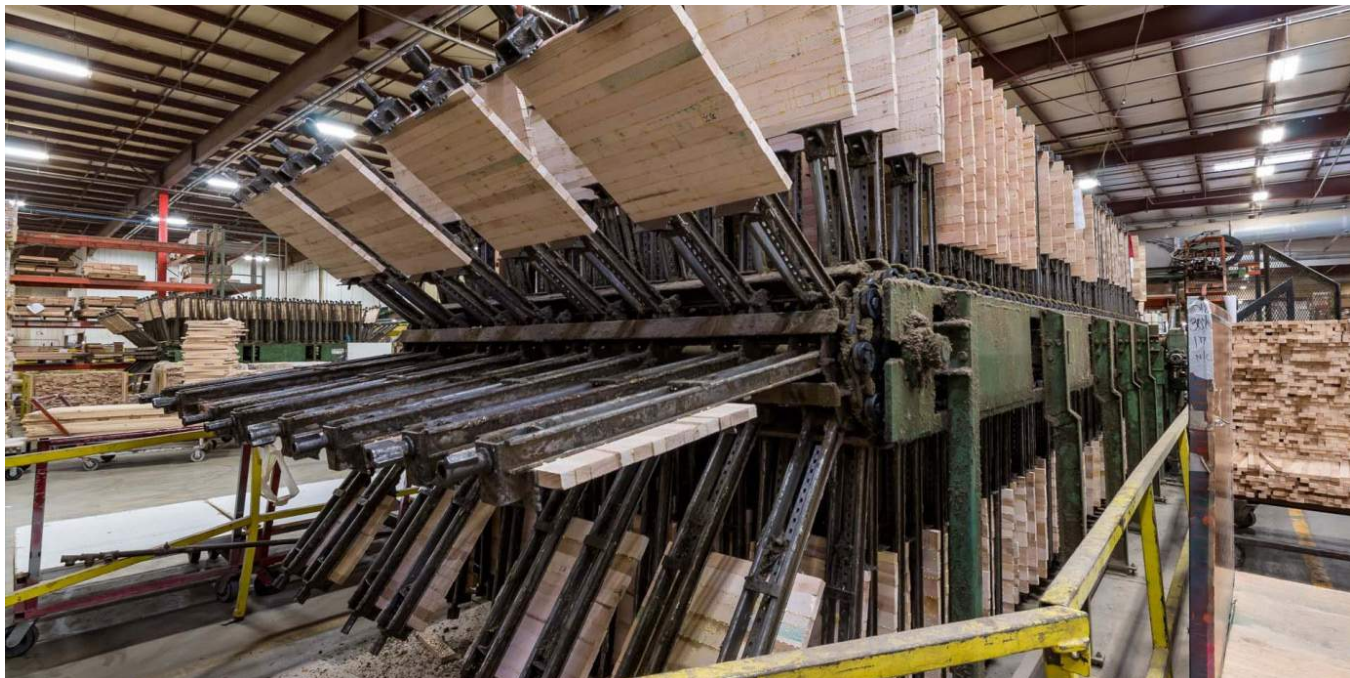


Site Data
Site Acreage: 27.7
Building SF: 324,910



Patrick Industries Inc

Mount Joy, PA



Site Data
Site Acreage: 8.5
Building SF: 85,000



Pilgram's Pride Corp

Cold Spring, MN



Site Data
 Site Acreage: 50
 Building SF: 230,000



LCI Industries Inc

Waxahachie, TX



Site Data
 Site Acreage: 19
 Building SF: 205,000



Sanderson Farms Inc

Sanderson Farms, NC



Site Data
Site Acreage: 93
Building SF: 148,000



Lear Corp

Flint, NC



Site Data
Site Acreage: 8.5
Building SF: 85,000



Clorox

Amherst, VA



Site Data

Site Acreage: 39

Building SF: 280,000



Lennox International Inc

Carrollton, TX



Site Data

Site Acreage: 7.1

Building SF: 116,000



Deluxe Corp

Streetsboro, OH



Site Data
 Site Acreage: 10.7
 Building SF: 113,000



Winnebago Industries

Middlebury, IN



Site Data
 Site Acreage: 18
 Building SF: 134,000



American Axle & Mfg Holdings

Ridgway, PA



Site Data

Site Acreage: 17.7

Building SF: 213,000



John Bean Technologies Corp

Sandusky, OH



Site Data

Site Acreage: 9.8

Building SF: 140,000



Skyworks Solutions Inc

Adamstown, MD



Site Data
Site Acreage: 5.1
Building SF: 68,000



Herman Miller

Hildebran, NC



Site Data
Site Acreage: 8.2
Building SF: 87,700



