Hampton Roads Coastal Resources Technical Assistance Program

Fiscal Year 2012 - 2013

Virginia Coastal Zone
MANAGEMENT PROGRAM

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

HAMPTON ROADS PDC
PLANNING DISTRICT COMMISSION

November 2013

PEP13-14

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HAMPTON ROADS TECHNICAL ASSISTANCE PROGRAM
REGIONAL COASTAL RESOURCES MANAGEMENT PROGRAM
FOR HAMPTON ROADS

FISCAL YEAR 2012 – 2013
FINAL REPORT

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Prepared by the staff of the
Hampton Roads Planning District Commission

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ABSTRACT

This report describes the environmental technical assistance program conducted by the Hampton Roads Planning District Commission during FY 2012 – 2013 through its Coastal Resources Management Program. This program encompasses environmental impact review, participation in state and federal programs, coordination of regional environmental programs addressing environmental issues, including the Chesapeake Bay, wetlands, and the Albemarle-Pamlico Estuaries in North Carolina, public information and education, and technical assistance to Hampton Roads localities. It contains representative examples of the technical work, comment letters, outreach materials, and associated materials generated and used in assisting the region's sixteen local governments, supporting the Virginia Coastal Zone Management Program, and working with the other Planning District Commissions in the Coastal Zone.

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Virginia Coastal Zone
MANAGEMENT PROGRAM

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INTRODUCTION

In March 2012, the Hampton Roads Planning District Commission submitted a proposal to the Virginia Coastal Zone Management Program (VCZMP) for funding to continue the HRPDC's Technical Assistance Program. Through this program, the HRPDC provides technical assistance on a variety of environmental and coastal resources management issues to the sixteen cities and counties of the Hampton Roads region and to coordinate their response to those issues. It also provides assistance to the eleven incorporated towns in the region as well as to a wide variety of non-governmental stakeholders. This Program has operated successfully with financial assistance from the Virginia Coastal Zone Management Program since the Program's inception in 1986. In October 2012, the HRPDC was awarded financial assistance to maintain its Technical Assistance Program through September 2013. This report provides an overview of the activities and accomplishments of the Hampton Roads Technical Assistance (Regional Coastal Resources Management) Program during that period.

The Hampton Roads Technical Assistance Program is a comprehensive, interrelated initiative, providing on-call staff capability, a regional coordination mechanism, and related technical studies. It assists the region's localities on short-term local issues, ensures a collective response to regional, state and federal issues as they arise, and facilitates cooperation and coordination among the localities. The ideas for major technical studies, such as the Hampton Roads Tributary Strategy Program (including the Hampton Roads Watershed Roundtable), ongoing analysis of the impacts of the Chesapeake Bay Agreement and related regulatory initiatives, the regional green infrastructure project, coordination of regional involvement in the state's TMDL process, the Energy Efficiency and Conservation Block Grant Program and other energy issues, and the climate change initiative, as well as the staff follow-up to carry them to fruition, have been provided through the Technical Assistance Program.

Of particular significance, VCZMP funding for this program has provided seed money allowing the region to undertake new environmental initiatives, such as the Regional Water Supply, Groundwater, Wastewater and Stormwater Management Programs, including the public information and education components of each. These regional initiatives, which continue to evolve, are now institutionalized and have been enhanced through dedicated local funding. These regional programs are unique examples of intergovernmental cooperation in management of coastal resources in the Commonwealth.

The Hampton Roads Technical Assistance Program also enables the HRPDC to participate in and support a number of core elements of the Virginia Coastal Zone Management Program, such as the environmental impact review program, wetlands and dune regulations, Chesapeake Bay Preservation Act (CBPA) regulations, air quality regulations, and the large number of state water quality programs. This participation results in cost savings to the state by educating localities collectively about state and federal initiatives and coordinating local government input to these efforts. Over the past twenty-seven (27)

years, several hundred local government staff members from the region's sixteen local governments have received technical training in wetlands regulations and delineation, CBPA implementation, erosion and sediment control, stormwater management, low impact development and better site design, flood hazard management, geographic information systems, land conservation, sea level rise, watershed management, and comprehensive coastal resources management plans. Local government board members, staff from other PDCs, and representatives of the private sector have also participated. As a result, the effectiveness of local government implementation has increased.

Through review of environmental impact documents and coastal zone consistency determinations, the regional program has also facilitated rapid resolution of local government concerns with the impacts of state projects proposed by the Virginia Department of Transportation (VDOT), the Virginia Community College System, state supported colleges and universities, and others, as well as federal projects such as port security and inspection systems, harbor dredging, military facility construction and operations, Base Realignment and Closure decisions, encroachment issues, Coast Guard permits for marine events and operations, Outer Continental Shelf Energy Development, and related resource management programs.

The Technical Assistance Program allows the HRPDC to serve as a central source of environmental data and information, ranging from wetlands and soils mapping to aerial photographs, water and wastewater data and information about potential hazardous waste disposal activities for local governments and the private sector. HRPDC also houses and collects a wide variety of GIS datasets from various federal, state, and local partners, including LIDAR elevation data, as well as datasets developed by HRPDC staff.

The FY 2012 – 2013 Hampton Roads Technical Assistance Program enabled the region's localities to continue to address, in a comprehensive and integrated fashion, all aspects of coastal resources management - the Chesapeake Bay Program, implementation of the Albemarle-Pamlico National Estuary Program with North Carolina, environmental impact review, local comprehensive planning, CBPA and Chesapeake Bay TMDL implementation, wetlands protection, shoreline management, climate change/sea level rise and energy initiatives, public access, and environmental database development and analysis through the HRPDC's Geographic Information System (GIS). The program has allowed the continuation of regional support for and participation in the VCZMP, regional participation in other state and federal initiatives, completion of necessary technical studies, technical assistance to the region's localities and conduct of public information and education activities.

PROGRAM OBJECTIVES

At the outset of the FY 2012 – 2013 Hampton Roads Technical Assistance Program, the HRPDC, in cooperation with staff from its member local governments, established six (6) objectives for the Program. These overall objectives, while expanded in scope, have remained largely the same since program inception. They are:

1. To assist the localities of Hampton Roads Virginia to implement the recommendations of the Virginia Coastal Zone Management Program, related state and federal environmental management programs as well as the Chesapeake Bay Program and related state legislation and regulations.

2. To support the Commonwealth of Virginia in implementing the VCZMP through coordination of local and regional review of environmental impact assessments/statements, applications for state and federal environmental permits and related environmental documents and by serving as an information conduit between the state and localities on coastal resource management issues.

3. To complete regional environmental studies, necessary to support local government consideration of the Chesapeake Bay Agreement priorities, including development and implementation of the Chesapeake Bay Total Maximum Daily Load (TMDL).

4. To enable Hampton Roads, Virginia to continue to play an active role in the development, implementation and refinement of the Virginia Coastal Zone Management Program, Chesapeake Bay Agreement, Chesapeake Bay Preservation Act, and related environmental initiatives.

5. To improve the coordination and quality of local and regional decision-making concerning coastal and related environmental resources.

6. To increase public awareness of the value of coastal resources and of the local and regional efforts to manage them.

To accomplish these objectives, a comprehensive program was structured involving a range of activities in the following categories: VCZMP Program Support, Technical Studies, Local Assistance and Coordination, and Public Information and Education.

PROGRAM ACCOMPLISHMENTS

VIRGINIA COASTAL ZONE MANAGEMENT PROGRAM SUPPORT

Environmental Impact Review

The HRPDC staff reviews and comments on all applications for state and federal regulatory permits and the associated Environmental Impact Assessments/Statements. On a monthly basis, the Hampton Roads Planning District Commission is apprised of all EIA/EIS projects that are under review. Generally, no formal action is taken by the Commission as a result of this notification; however, historically, the Commission has requested more extensive

HRPDC staff and local government review of particular issues. HRPDC staff responds to nearly all requests for comments from the Department of Environmental Quality (DEQ).

From October 1, 2012 through September 30, 2013, the HRPDC staff reviewed and commented on seventy (70) environmental impact assessments and statements for both state and federal projects; fifty (50) of these reviews occurred between January 1, 2013 and September 30, 2013. Projects reviewed in FY 2012 – 2013 ranged widely in complexity. The HRPDC, in cooperation with the localities, worked to ensure that these projects were coordinated and met local government requirements. HRPDC's responses are combined with any others from state agencies when DEQ makes its final determinations. While these determinations (and the collected comments) are conveyed back to HRPDC, DEQ staff does not generally identify any specific impacts to projects based on HRPDC staff comments. However, in several cases DEQ staff has followed up with HRPDC staff to have comments clarified. An example from this grant year would be a community college project in Chesapeake (DEQ#13-022S), which resulted in additional consultation between DEQ, HRPDC, and the City of Chesapeake.

In addition to environmental impact reviews and assessments, HRPDC staff also reviews grant proposals for federal and state funding. These proposals are reviewed for local and regional impacts and significance, as well as to ensure that tasks are not duplicated. From October 1, 2012 through September 30, 2013, the HRPDC staff reviewed and commented on sixteen (16) grant proposals.

Appendix A contains a listing of all projects and proposals reviewed through this program component during the period from October 1, 2012, through September 30, 2013, as well as sample comment letters on representative projects. To improve the information available for consideration by the Commission and to facilitate tracking of local and state actions on environmental documents, the HRPDC staff developed a database and reporting system during a previous grant year. All environmental documents reviewed since July 2001 have been entered into the database. HRPDC comment letters for the following projects are included in Appendix A:

1) DEQ#12-221 F, Yorktown Crude Oil Rail Unloading System
2) DEQ#12-224F, North Pier Development, Harbor Center Court, Portsmouth
3) DEQ#1-226F, Crawford Street Development
4) DEQ#13-001, Enclave at Princess Anne
5) DEQ#13-012F, Army 2020 Force Structure Realignment (Fort Lee and Joint Base Langley-Eustis)
6) DEQ#13-022S, Parking Structure, Chesapeake Campus, Tidewater Community College
7) DEQ#13-059S, Wood Pellet Storage Terminal at Portsmouth Marine Terminal
8) DEQ#13-066F, Woodlands Apartments, Old Buckroe Road, City of Hampton
9) DEQ#13-103F, Repairs to Lower Pond Earthen Dam, Coast Guard Training Center
10) DEQ#13-151F, Safety Zone, Submarine Cable Repair, Coleman Bridge, York River

Coordination of review and comment on environmental documents with the region's localities is frequently problematic, because of time constraints placed on the review process by the state and, in some cases, by project applicants who request expedited review from the state. Historically, environmental documents were distributed by the state to the Chief Administrative Officers in the localities. Internal distribution did not always go to the same local government staff person and frequently prevented the locality and the HRPDC from commenting within the state's time constraints. In May 2003, local government and HRPDC staff recommended that the region's Chief Administrative Officers designate specific staff persons to coordinate internal review of environmental documents. Following the internal designation of contact points, the DEQ was formally requested to distribute all documents to the designated staff contact/coordinator. After more than nine years of experience with the modified review system, it appears that the review process works much more efficiently.

Based on legislation enacted during the 1996 Session of the General Assembly, all public notices for Virginia Pollutant Discharge Elimination System, Ground Water Withdrawal, Virginia Water Protection, Hazardous Waste, and Air Emissions Permits are provided to local governments and PDCs for review. To facilitate this effort, the staff developed and maintains a tracking system and database for all five types of permits.

Participation in State and Federal Programs

Several state and federal environmental programs encourage use of PDCs as a cost effective mechanism for informing local governments and seeking their input for state and federal program development and accomplishment. For example, the Chesapeake Bay Program in both its 1996 and 2002 Local Government Participation Action Plans recommended better use of technical assistance providers, such as PDCs, to serve as vehicles to distribute information and outreach on Chesapeake Bay-related issues. It also suggested development of a network of local officials and staff with expertise in dealing with resource protection issues. Virginia's Regional Cooperation Act strongly recommends this type of role for PDCs. Several programs, including the Virginia Coastal Zone Management Program, do use the PDCs in this manner. Historically, NOAA's Section 312 evaluation of the Virginia Coastal Zone Management Program has recognized the benefits and cost-effectiveness of the network of PDCs in supporting the VCZMP and in assisting their member local governments. During the 2006 NOAA evaluation of the Virginia Coastal Zone Management Program, the Evaluation Team provided favorable comments on the role and activities of PDCs. Those comments were formalized in the final Section 312 Evaluation Report.

In the Hampton Roads region, the Hampton Roads Technical Assistance Program and its associated committees provide such a network. Both HRPDC staff and local government members of the HRPDC Advisory Committees frequently serve on state and federal advisory groups. On a regular basis, the participating localities request that the HRPDC staff serve as their representative to these advisory groups. Alternatively, the Committees may select a local government member to represent the region. In both cases, the HRPDC Committees provide all sixteen member localities with a mechanism to participate, at least indirectly, in the state or federal program(s). Also, data and information on Hampton Roads

conditions are provided by the Hampton Roads representative (HRPDC or local government staff) to state and federal agencies on behalf of the localities, thus minimizing state and federal agency data collection and input costs. During FY 2012-2013, this program included regional participation on state regulatory panels addressing stormwater management, the Chesapeake Bay TMDL and Virginia Watershed Implementation Plans, expansion of nutrient credit exchange, groundwater, and water supply.

The HRPDC staff worked closely with state and federal agencies on coordination of programs as they affect the Hampton Roads region. This work involved follow-up to previous studies conducted by the HRPDC with VCZMP-funding, serving on advisory committees supporting plan and regulatory development, and development of new cooperative initiatives involving state, local, federal and private entities.

Virginia Coastal Zone Management Program

During the grant period, the HRPDC staff continued to participate in Coastal Zone PDC meetings, contributing to the ongoing refinement of the Virginia Coastal Zone Management Program. The HRPDC staff participated in the 2012 Coastal Partners Workshop, held December 5-6, 2012, and in a Coastal Policy Team meeting on August 19, 2013. HRPDC also attended two Coastal PDC meetings during the term of the grant in March and July 2013.

The Coastal PDCs provide a network linking all regional agencies and localities in the Coastal Zone to address environmental issues. Although somewhat more limited in scope, similar networks exist among the Coastal PDCs and their non-coastal counterparts in the southern watersheds insofar as interstate environmental issues with the State of North Carolina are concerned, and with their counterparts throughout the Chesapeake Bay Watershed on Chesapeake Bay related issues. The HRPDC staff has played an integral role in the development and enhancement of these larger networks as well.

Efforts to coordinate activities with the other Coastal PDCs in all facets of environmental planning continued throughout the year. Representative activities in 2013 focused on exchanging information among the PDCs on issues such as property insurance coastal areas, working waterfronts, changes to the national flood insurance program.

These efforts also involved coordination with non-coastal PDCs on the Chesapeake Bay Agreement, the Chesapeake Bay TMDL, stormwater management and follow-up activities with the State of North Carolina Albemarle-Pamlico National Estuary Program (APNEP), which is funded through the EPA National Estuary Program. HRPDC staff attended a meeting of the APNEP Science and Technical Advisory Committee on November 30, 2012; the meeting focused on sea level rise.

Chesapeake Bay Program

The Hampton Roads Technical Assistance Program continues to support the HRPDC's participation, on behalf of its member localities, in the Chesapeake Bay Program. Beginning

in FY 1998-1999, this element of the Program received greatly increased emphasis through several initiatives, including the renewal of the Chesapeake Bay Local Government Advisory Committee, establishment of a Metropolitan Areas Work Group, development of the Chesapeake Bay Agreement 2000 and development of new and revised Chesapeake Bay Program Implementation Strategies. The Commission's involvement with the Chesapeake Bay Program continued with participation in the development of the Tributary Strategies and the Chesapeake Bay Watershed Model. Implementation of the Chesapeake Bay TMDL continues to be a major focus of HRPDC's environmental work.

In addition, both HRPDC and Hampton Roads local government staff maintain involvement on various federal and state advisory and regulatory committees. While this participation is often funded by other programs, the HRPDC provides a forum, through the Joint Environmental Committee and Regional Environmental Committee, for those representatives to gather information and responses from other local governments in the region, and to convey information from these advisory groups back to the region.

SPECIAL PROJECTS AND TECHNICAL STUDIES

HRPDC staff worked with local and regional partners to identify appropriate special projects and technical studies that would benefit the region. Two projects were identified midway through the grant as being of sufficient importance to merit significant HRPDC involvement. These special projects were a cooperative effort with the Virginia Association of Counties to assess the potential impacts of changing insurance industry practices on coastal communities and working with the ongoing VIMS-led Working Waterfronts planning effort to map areas in Hampton Roads that are considered "working waterfronts friendly." An important issue to note is that while HRPDC and local government staff may identify potential topics for special projects or technical studies during the grant application process, there are often important issues that arise during the grant year, and this grant allows HRPDC staff to respond to those needs as they occur.

In May 2013 HRPDC staff was contacted by staff from the Virginia Association of Counties (VACO) seeking assistance with assessing the impact of changing insurance industry practices on coastal communities. VACO established a task force comprised of several VACO leaders as well as representatives from the Virginia Municipal League (VML), the State Corporation Commission (SCC), and the Virginia Association of Planning District Commissions (VAPDC). Discussions between VAPDC and several coastal PDCs led to HRPDC staff being selected to participate in the task force meetings representing VAPDC. The initial task force meeting in June 2013 identified an issue of significant concern to coastal localities in Virginia: several insurance companies appeared to be withdrawing or canceling property insurance policies in coastal localities. Common standards being using to determine these changes appeared to be 2,500 feet and one mile from major bodies of water. Given the lack of information on real insurance rate changes or the potential scale of the cancelation issue, HRPDC staff offered to take a proposal to the coastal PDCs to see whether they would be willing to assist in the effort. The issue was discussed at the July 2013 Coastal PDC meeting, and the representatives from the various coastal PDCs agreed to

participate. Following this decision, HRPDC staff began working with each coastal PDC to obtain the necessary data and develop a series of maps reflecting the areas potentially affected by these policies. Through September 30, 2013, data for over half of the affected localities in the coastal zone has been collected, processed, and analyzed. HRPDC staff also developed several map prototypes and a final map design to convey the analysis findings. This effort will continue into the fall. A sample map produced for this effort is included in Appendix B.

In 2011, HRPDC staff began working with the Virginia Institute of Marine Science on a multi-year effort to gather information to assist in the development of a coastal zone-wide working waterfronts plan. HRPDC participated in this effort for approximately two years, with the major product being the creation of a working waterfronts inventory for Hampton Roads and a map template to display the relevant data gathered for each facility. Parallel to this effort, HRPDC staff participated in a related effort to assist the Rural Working Waterfronts group, composed of three coastal PDCs (ANPDC, MPPDC, and NNPDC), VIMS, and working waterfronts stakeholders, to plan a working waterfronts workshop. One need identified during these discussions was for information for how local governments treat working waterfronts land use decisions, and the group determined that a series of maps identifying which areas allowed for working waterfronts uses and which did not would be a useful and informative product to illustrate some of the issues working waterfronts users face. Although HRPDC's working waterfronts grant did not cover this work, this Technical Assistance grant provided the necessary support for HRPDC staff to begin collecting land use and zoning information related to working waterfronts for Hampton Roads localities and to begin creating maps that displayed those findings. While this effort will also continue into the fall, HRPDC staff made significant progress through September 30, 2013 in both gathering and mapping the information. A sample map produced for this effort is included in Appendix C.

LOCAL ASSISTANCE AND COORDINATION

Technical Assistance

This element of the Hampton Roads Technical Assistance Program entails staff support and assistance to local governments and private entities as they address key coastal resources and other environmental issues such as TMDLs, habitat restoration, riparian buffer creation and protection, energy, climate change, aspects of the Chesapeake Bay Program, wetlands and dune protection, and nonpoint source pollution in their comprehensive planning process and related activities. Specific local projects to be addressed through this element are identified by the localities throughout the grant year. These requests encompass assistance on grant proposals, assistance on permit issues, identification of state or federal agencies that may be of assistance for local projects, information about legislation or regulations, identification of technical resources that may be useful to a locality in developing a study, and responding to an elected official's request for information. The localities and others frequently turn to the HRPDC for assistance on GIS mapping and analysis projects. Through this element of the program, the HRPDC staff also

assists private entities, such as the Back Bay Restoration Foundation, Elizabeth River Project, Friends of Powhatan Creek, Hoffler Creek Wildlife Foundation, Lynnhaven River NOW, and others in their environmental planning and restoration initiatives. Aerial photographs and additional technical information on wetlands, hazardous waste sites, and soils are provided to private consultants.

The HRPDC staff continued to work with representatives of the affected local governments in their review, evaluation and use of recent PDC environmental management reports. The focus of this effort has been on the review and use of the region's green infrastructure plan, regional climate change research and analysis, and various stormwater and water resource management studies. Discussions have also taken place regarding regional land use and land cover data to be collected for use in various technical analyses.

The HRPDC staff continued to advise the region's sixteen localities on environmental issues in conjunction with development of and revisions to local comprehensive plans, development regulations and related issues. The primary issues addressed through this program continue to be state and federal Wetlands Regulatory Programs, Stormwater Management Programs, groundwater issues and all facets of the Chesapeake Bay Program. Most of the region's member localities have received individual assistance through this program during the past year. An increasing emphasis of local government support on environmental issues has been in the legislative and regulatory arena. During FY 2012 – 2013, the areas of emphasis included stormwater management, groundwater issues, the Chesapeake Bay TMDL, sea level rise, and climate change.

The HRPDC staff continued development and enhancement of the region's Geographic Information System, using ARCGIS software. The HRPDC staff continued to work with the localities, other PDCs, and state agencies in both Virginia and North Carolina in coordination of GIS planning and implementation. With the HRPDC system now fully functional, a concerted effort is being made to take advantage of this technology in all HRPDC technical studies. GIS development activities have focused on support for ongoing grant-funded technical studies, comprehensive planning services, local government requests, and other ongoing HRPDC programs. A specific example is an assessment of how and why the delineation of the Hampton Roads Metropolitan Statistical Area was changed following the 2010 Census; this assessment was presented to the HRPDC at its Executive Committee meeting on March 21, 2013. This assessment is included in Appendix D.

Regional Coordination Process

The Hampton Roads Technical Assistance Program enables the HRPDC to maintain a regional coordination process on environmental issues while also providing links to other ongoing regional environmental programs. Historically, this has been achieved through the Hampton Roads Joint Environmental Committee, which was comprised of the Chesapeake Bay Committee and the Regional Stormwater Management Committee. In August 2013, the Joint Environmental Committee voted to dissolve and adopt new by-laws as the Hampton Roads Regional Environmental Committee, which held its first meeting in September 2013. Through the Joint Environmental Committee and now the Regional Environmental

Committee, HRPDC staff support local governments in implementing legal requirements regulatory programs, such as the Chesapeake Bay Preservation Act, Chesapeake Bay TMDL, and Comprehensive Coastal Resource Management Plans. This process also helps the region by providing support for coastal resources management an environmental education.

During the course of the grant year, the HRPDC staff continued coordination of the ongoing consideration by the region's localities of various watershed issues. Because of issues associated with stormwater regulations and the Chesapeake Bay TMDL, the HRPDC staff and Committee continued to focus on them during the year. Sea level rise and flooding were also discussed several times during the course of the grant. The meetings usually include several main presentations and often include discussion of potential project ideas or responses to regulatory developments. Each meeting also closes with an opportunity for regional and local staff to provide status reports or ask questions on issues relevant to the committee.

The following points summarize the activities of the Hampton Roads Joint Environmental Committee and Regional Environmental Committee during the year.

- October 4, 2012 – This was a meeting of the Joint Environmental Committee. HRPDC staff updated the Committee on state stormwater regulations and developments with the Chesapeake Bay Program. HRPDDC staff also presented several reports for consideration and recommendations as well as the stormwater budget for the Committee's approval. HRPDC staff also briefed the Committee on the Section 309 project as well as a Sea Level Rise and Extreme Event Workshop held at the College of William and Mary in Williamsburg, Virginia.

- November 1, 2012 – This was a meeting of the Joint Environmental Committee. This meeting featured a presentation from Dewberry on various modeling tools that can be used to assess the impacts of sea level rise on coastal communities. Mr. Clay Bernick, from the City of Virginia Beach, gave a presentation on the Virginia Beach Sustainability Plan. HRPDC staff updated the Committee on a Bacteria Study being conducted to study ways to identify the sources of bacteria in surface water. HRPDC staff also briefed the Committee on the development of a stormwater BMP decision matrix and comments on the MS4 Phase II General Permit.

- December 13, 2012 – This was a meeting of the Joint Environmental Committee. HRPDC staff updated the Committee on regional comments related to the Small MS4 General Permit. HRPDC staff also briefed the Committee on the Coastal Partners Workshop, MARCO Climate Change Adaptation Workshop, and the status of the Section 309 grant project.

- January 3, 2013 – This was a meeting of the Joint Environmental Committee. The meeting featured presentations from HRPDC staff on the HRPDC 2040 Socioeconomic Forecast and a regional bacteria study. HRPDC staff also briefed the

Committee on updates from the Coastal Zone Management Program and the status of several HRPDC-CZM grant projects.

- February 7, 2013 – This was a meeting of the Joint Environmental Committee. The meeting featured a presentation from Virginia Beach staff on a study investigating the utility of harvesting phragmites as a water quality best management practice. The meeting also included presentations and updates from HRPDC staff on the CZM program, the HRPDC-CZM Coastal Resiliency project, the Hampton Roads Watershed Roundtable and the FY14 HRPDC Work Program. HRPDC staff also presented to the committee on an opportunity to provide local land use data to the Chesapeake Bay Program for the 2017 update to the Chesapeake Bay model.

- March 7, 2013 – This was a meeting of the Joint Environmental Committee. The meeting featured a presentation from HRPDC staff on the regional environmental education program, askHRgreen.org, including planned campaigns for the upcoming year. The meeting also included updates from HRPDC staff on CZM-funded projects, regional comments on the Arlington County draft MS4 permit, and a regional strategic planning effort. There was also a presentation from VIMS staff on living shorelines, including a discussion of recent legislation from the General Assembly. DCR staff also briefed the committee on local stormwater program requirements.

- April 4, 2013 – This was a meeting of the Joint Environmental Committee. The meeting included presentations or briefings from HRPDC staff on the HRPDC Coastal Resiliency Final Report, regional Stormwater Memorandum of Agreement, FY14 Work Program, and CZM grant opportunities. The meeting also featured a presentation from Hampton city staff on the city's public engagement effort to develop a Comprehensive Waterways Management Plan.

- May 2, 2013 – This was a meeting of the Joint Environmental Committee. The meeting featured a presentation askHRgreen.org's communications consultant on research funded by askHRgreen.org to assess awareness and knowledge of issues supported by askHRgreen.org and to determine if residents were practicing the behaviors encouraged by askHRgreen.org. The meeting also included presentations from HRPDC staff on the Southeast Coast Saltwater Paddling Trail, climate change and sea level rise, and a local GIS data call from the state.

- June 6, 2013 – This was a meeting of the Joint Environmental Committee. The meeting featured a presentation from a VIMS researcher, Dr. Mark Luckenbach, on the potential to use oyster restoration projects as a nutrient removal strategy. The meeting also included updates from HRPDC staff on sea level rise and CZM grant opportunities.

- July 11, 2013 – This was a meeting of the Joint Environmental Committee. The meeting included updates from HRPDC staff on CZM grant proposals and projects. The meeting also included presentations from HRPDC staff on industrial stormwater

permit comments and property and flood insurance issues. The meeting also included a discussion on potential changes to the committee's structure in response to changing local and regional needs.

- August 1, 2013 – This was a meeting of the Joint Environmental Committee. The meeting included a presentation from HRPDC staff on the HRPDC's Section 309 Grant project and an update on the regional strategic plan. The meeting also included briefings and discussions on comments to changes in the state building code, the Nutrient Regulatory Advisory Panel, and the HRPDC legislative agenda for 2014. At this meeting the committee voted to reconstitute as the Regional Environmental Committee.

- September 5, 2013 – This was a meeting of the Regional Environmental Committee. The meeting featured a presentation from Norfolk staff on the city's efforts to plan for and address the impacts of precipitation and tidal flooding. The meeting also included briefings and updates on the askHRgreen.org Final Report, the HRPDC's Section 309 grant project, the CZM program, and proposed changes to the state building code concerning use of rainwater. HRPDC staff gave a presentation to the committee on developments in the Chesapeake Bay Program.

Through the regional coordination process, the HRPDC works to ensure that local government planning and implementation activities in the areas of stormwater management, water supply and groundwater management, wastewater, Chesapeake Bay Preservation Act and Virginia Coastal Zone Management Program are coordinated and mutually supportive. The synergy inherent in this coordination process provides opportunities for local government innovation and enhancement of activities in each of these areas.

PUBLIC INFORMATION, EDUCATION AND TRAINING

An integral component of the Hampton Roads Technical Assistance Program is the provision of public information and education on environmental issues in the Hampton Roads region. Provision of public information and education was identified by the participating localities at the outset of the program in 1986 as a critical need that could be met cooperatively through the HRPDC. Since that time, the HRPDC staff has provided written communications and briefings to the Commission and a wide range of interest groups on environmental issues and has provided regular briefings to many of those groups. These efforts continued during the grant year.

To ensure that the members of the HRPDC are kept informed about the status of ongoing HRPDC environmental program activities and pending environmental issues that may affect the Hampton Roads region, Project Status Reports on the HRPDC Coastal Resources Management Program and related issues are included in the Monthly Agendas for the HRPDC Executive Committee and Commission Meetings. In addition to the written Agenda

materials, the HRPDC staff also routinely briefs the Commission on environmental issues of importance. During the year, briefings were given to the HRPDC on the following topics: the Chesapeake Bay TMDL, climate change and sea level rise, the Sustainable Communities Regional Planning Grant Program and sustainability initiatives, stormwater management, solid waste, sanitary sewer overflows, the regional water supply plan, and HR Green, the HRPDC's environmental education and outreach program.

The HRPDC staff has provided briefings on regional environmental programs, environmental issues and state and federal regulations to a variety of groups. They include civic leagues, business and professional organizations, service clubs, schools and interest groups. The HRPDC staff has presented papers on related HRPDC technical studies and programs at several state, regional, and national conferences. A number of briefings were also provided to state agency Boards, Legislative Commissions, local government Planning Commissions, City Councils/County Boards, and Town Councils on regional environmental projects and issues.

During the grant period, HRPDC staff represented the region in several major panels and presentations on environmental issues. These include stormwater management, the Chesapeake Bay TMDL, groundwater, climate change and sea level rise, water supply, and pesticides. A number of these presentations addressed multiple programs. Programs and activities covered included water supply planning, green infrastructure, TMDL regulations, pollution prevention, the overall HRPDC water resources program, watershed modeling, wetlands regulations, regional environmental education initiatives, and the regional stormwater management program. These meetings and presentations included:

- Presentation at Oceans '12 MTS/IEEE Panel, "Regional Planning for Sea-Level Rise in Hampton Roads" – October 15, 2012

- Sea Level Rise Panel for the Virginia Natural Resources Leadership Institute (Suffolk, Virginia) – November 8, 2012

- Panel at Virginia Coastal Partners Workshop, "Local Government Perspectsives on Engaging the Public in Climate Adaptation Efforts" – December 5, 2012

- Presentation at Virginia Coastal Partners Workshop, "TMDLs & Stormwater Regulations: Evaluating Impacts in Hampton Roads" – December 5, 2012

- Panel at Virginia Coastal Partners Workshop, "Regional Perspectives on Working Waterfronts" – December 6, 2012

- 2013 Virginia Beach Watersheds Forum – March 21, 2013

- Panel at APA-Virginia 2013 Coastal Symposium – March 22, 2013

- Union of Concerned Scientists Sea Level Rise Roundtable – April 17, 2013

- Presentation at Climate Change Town Hall Meeting (Norfolk, Virginia), "Regional Planning for Sea-Level Rise in Hampton Roads" – April 29, 2013

- Presentation at Hampton Crabtown Environmental Expo, "Regional Planning for Sea-Level Rise in Hampton Roads" – May 18, 2013

- Panel at Virginia Bar Association Annual Conference – July 19, 2013

- "Shored Up" Movie Panel – August 7, 2013

- Inside Business Sea Level Rise Panel – September 17, 2013

- Local Government Panel at Coastal States Organization meeting (Norfolk, Virginia) – September 18, 2013

In August 2010, HRPDC replaced a quarterly newsletter with an online publication an e-mailed "HRPDC Weekly Update," which was distributed to nearly 4,000 individuals. In July 2011, the "HRPDC Weekly Update" was moved to a bi-weekly schedule and renamed the "Hampton Roads Update" and later renamed the "Hampton Roads e-Newsletter" in April 2012. The online publication was shifted to a list of news articles and reports from HRPDC staff directly accessible from the HRPDC website's homepage (www.hrpdcva.gov). To enhance the effectiveness of all HRPDC public information materials, HRPDC Special Reports on specific topics are also developed and distributed to supplement the regular newsletter. All newsletters and special reports are now distributed electronically. During this grant, HRPDC planning staff posted sixteen (16) entries related to coastal management issues. Examples of these articles are included in Appendix E.

The HRPDC staff has devoted considerable attention and effort over the past year to the continued refinement of the Commission's web page (www.hrpdcva.gov). The website contains copies of all newsletters, complete copies of HRPDC technical reports and an overview of Commission activities. All Commission and most committee meeting agenda materials are now posted and available on the HRPDC website. It now contains an extensive section devoted to the HRPDC environmental planning program, including links to a number of other federal, state, local, and private sector sites. Efforts to further enhance the website remain ongoing. A Commission Action Summary is posted to the Hampton Roads Review online publication after each meeting, and the meetings can be viewed on YouTube in their entirety.

Through the Hampton Roads Joint Environmental Committee and Regional Environmental Committee, HRPDC staff has provided, facilitated, or hosted training on a variety of topics to localities. HRPDC also subscribes to and hosts a series a webinars provided by the American Planning Association (APA) and American Institute of Certified Planners (AICP). These webinars cover a variety of planning issues and provide Certification Maintenance (CM) credits to AICP planners. HRPDC staff publicizes and coordinates these training webinars. Subjects over the past year included:

- ”Rethinking the Role of the Urban Freeway” (AICP) – May 15, 2013
- ”Pedestrian and Bicycle Planning” (AICP) – June 5, 2013
- ”2013 Planning Law Review” (AICP) – June 26, 2013
- Sea Level Rise Guidance Training with the U.S. Army Corps of Engineers – September 5, 2013
- “Transportation Modeling” (AICP) – September 25, 2013

CZM SUCCESS STORY: CLIMATE CHANGE IN HAMPTON ROADS

In October 2008, the HRPDC was awarded the first of four grants by the Virginia CZM Program to study the impacts of climate change on the Hampton Roads region and identify potential responses to those impacts (FY ’08 Task 12.03). Additional grants were awarded in October 2009 (FY ’09 Task 12.04), October 2010 (FY ’10 Task 12.04), and October 2011 (FY ’11 Task 51). This effort required considerable research and analysis, and resulted in four separate reports which are now available on the HRPDC’s website. These reports included the results of significant GIS analyses and mapping efforts, and have formed part of the basis for an ongoing regional discussion of how local governments in Hampton Roads should respond to climate change impacts, particularly sea level rise, which was early on identified as one of the greatest concerns for this region. One of the most useful components of this effort has been the development of a set of maps showing the potential inundation impacts of various sea level rise scenarios; the latest version of these maps was included in the HRPDC’s July 2013 Coastal Resiliency Final Report.

As a result of these grants, the HRPDC has developed a significant knowledge base and data relevant to climate change and sea level rise. This in turn has allowed HRPDC staff to provide direct assistance to local staff in the development of comprehensive plans (Gloucester County, City of Chesapeake), outreach efforts (City of Hampton), and coordination efforts (City of Norfolk). In addition to providing direct assistance to local governments, HRPDC’s work on this issue led directly to its participation as a core partner in the development and implementation of the Hampton Roads Adaptation Forum. The Forum, a joint effort between HRPDC, Old Dominion University, and Virginia Sea Grant, provides a semi-regular venue for local staff to meet with and hear from expert consultants

and academic researchers on the latest developments in both climate change science and adaptation. The Forum provides an opportunity for local staff to learn about climate change and sea level rise and to discuss issues and potential responses. Examples of topics discussed include education and outreach efforts, sea level rise science, modeling sea level rise impacts, and efforts by the U.S. Army Corps of Engineers, City of Norfolk, Federal Emergency Management Agency, among others. Three (3) meetings of the forum have been held through September 30, 2013, and more are planned for the future.

CONCLUSIONS

Through the Hampton Roads Technical Assistance Program, the HRPDC has provided technical assistance to its member local governments and others; has delivered public information and education to the citizens and government officials of the region; has conducted important technical studies; and has coordinated a regional approach to participation in state and federal environmental programs, while also providing cost-effective support to the Virginia Coastal Zone Management Program.

The Hampton Roads Technical Assistance Program conducted through the VCZMP is a cost-effective solution to the need for environmental cooperation and coordination in the Hampton Roads Region of 3,000 square miles and 1.7 million residents. It provides a vehicle for the sixteen member local jurisdictions, eleven towns, a number of state and federal agencies and others to exchange information and develop coordinated approaches to environmental management issues, while concurrently providing technical support for routine local government planning and management activities. Based on state and federal legislative and executive branch responses to comments and recommendations developed through this process, it is an effective means for the region's localities to communicate their views on environmental issues. It also provides a cost-effective means of ensuring that this region can participate in and support important environmental initiatives of the Commonwealth, such as the Virginia Coastal Zone Management Program and the Chesapeake Bay Program. It also appears to be a cost-effective mechanism for the Virginia Coastal Zone Management Program and related state environmental programs to use in communicating with and soliciting input from local government. Over the years, funding from the VCZMP through the Hampton Roads Technical Assistance Program has provided the region with the seed to establish a number of new regional programs in the areas of water supply planning and coordination, watershed management, stormwater management and environmental education. The HRPDC and its member local governments continue to believe that the Hampton Roads Technical Assistance Program is an extremely valuable and cost-effective approach to environmental planning and management in the Hampton Roads Region.

APPENDIX A
LISTING OF ENVIRONMENTAL IMPACT REVIEWS, PROPOSAL REVIEWS, AND REPRESENTATIVE COMMENT LETTERS

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2012 – 2013 Environmental Impact Reviews

Received	DEQ #	Name	Sponsor	Affected Localities	Sent
9/14/2012	12-162F	E-2/C-2 Field Carrier Landing Practice Operations	DOD/Department of the Navy	HRPDC	10/10/2012
9/20/2012	12-164S	Development at Existing Norfolk Community Hospital	Norfolk State University	Norfolk	10/17/2012
9/25/2012	12-166S	Sadler Center Dining Hall Addition	College of William and Mary	Williamsburg	10/23/2012
9/27/2012	12-172F	Proposed Replacement/Repair of Bldg. V52 at NAS Norfolk	DOD/U.S. Navy	Norfolk	10/23/2012
9/28/2012	12-168F	Construction and Operation of U.S. Army Reserve Center in Suffolk	DOD/U.S. Army	Suffolk	10/23/2012
10/12/2012	12-183F	Witchduck Road and Mac Street Roadway Improvements	USDOT/Federal Highway Administration	Virginia Beach	11/13/2012
10/15/2012	12-182F	Lesner Bridge Replacement Project	USDOT/Federal Highway Administration	Virginia Beach	11/13/2012
10/16/2012	12-185F	Fendering System Upgrade at USCG Station Little Creek	DHS/U.S. Coast Guard	Virginia Beach	11/14/2012
10/18/2012	12-186F	Installation & Operation of the Z-312 Cogeneration-Retrofit Facility, Naval Station Norfolk	DOD/Department of the Navy	Norfolk	11/14/2012
11/2/2012	12-191F	Meridian Parkside	DOD/U.S. Army Corps of Engineers	Newport News	11/21/2012
11/9/2012	12-193F	Dam Neck Car Care Center Expansion	DOD/Army/U.S. Army Corps of Engineers	Virginia Beach	12/3/2012
11/13/2012	12-194F	Airfield Electrical Improvements, Norfolk International Airport	USDOT/Federal Aviation Administration	Norfolk	12/4/2012
11/13/2012	12-196F	Transfer of Interest in Real Property of the U.S. to the Commonwealth for Highway Construction	DOD/Department of the Navy	Norfolk	12/4/2012
11/20/2012	12-204F	Woodlake Drive Extension, City of Chesapeake	DOD/U.S. Army Corps of Engineers	Chesapeake	12/20/2012
12/7/2012	12-212F	PER Properties, Inc.	DOD/Army/U.S. Army Corps of Engineers	Portsmouth	12/28/2012
12/13/2012	12-221F	Yorktown Crude Oil Rail Unloading System	DOD/Dept. of the Army/Army Corps of Engineers	York County	1/4/2013
12/18/2012	12-228F	Atlantic Fleet Training and Testing	DOD/Department of the Navy	Norfolk	1/11/2013
12/19/2012	12-226F	Crawford Street Development	U.S. Department of Housing & Urban Development	Portsmouth	1/11/2013
12/21/2012	12-224F	North Pier Development, Harbor Center Court, Portsmouth	U.S. Dept. of Housing and Urban Development	Portsmouth	1/11/2013
12/28/2012	12-230F	Brewer's Neck Boulevard Extension	DOD/Dept. of the Army/Army Corps of Engineers	Isle of Wight County	1/23/2013
1/7/2013	13-001F	Enclave at Princess Anne	DOD/Dept. of the Army/Army Corps of Engineers	Virginia Beach	2/1/2013
1/11/2013	13-006S	New Art Studio Building at 46th Street/47th Street	Old Dominion University	Norfolk	2/8/2013

Received	DEQ #	Name	Sponsor	Affected Localities	Sent
1/15/2013	13-010F	Ocean View Shoreline Improvement Project	DOD/Dept. of the Army/Army Corps of Engineers	Norfolk	2/12/2013
1/31/2013	13-012F	Army 2020 Force Structure Realignment (Fort Lee and Joint Base Langley-Eustis)	DOD: U.S. Army Environmental Command	James City County; Newport News	2/12/2013
2/4/2013	13-014F	Dredging for NOAA Marine Operations Center - Atlantic, Approach and Berthing Areas	U.S. DOD/Army/Army Corps of Engineers	Norfolk	3/5/2013
2/8/2013	13-020F	Edgewater Haven Dredging Project	DOD/Dept. of the Army/Army Corps of Engineers	Norfolk	3/5/2013
2/8/2013	13-022S	Parking Structure, Chesapeake Campus, Tidewater Community College	Virginia Community College System	Chesapeake	3/13/2013
2/15/2013	13-025S	Bell Tower Project	Christopher Newport University	Newport News	3/18/2013
2/22/2013	13-028S	Greek Housing Project	Christopher Newport University	Newport News	3/21/2013
2/25/2013	13-033F	Marine Corps Reserve Center, Naval Air Station Oceana, Dam Neck Annex	DOD/Department of the Navy	Virginia Beach	3/25/2013
2/25/2013	13-032S	Library Plaza with Water Fountain	Christopher Newport University	Newport News	3/21/2013
3/8/2013	13-042F	Dredging at Perdue Agribusiness, Inc.	DOD/Dept. of the Army/Army Corps of Engineers	Chesapeake	4/2/2013
3/25/2013	13-052S	Child Study Center Addition and Renovation	Old Dominion University	Norfolk	4/19/2013
4/2/2013	13-059S	ecoFUELS Wood Pellet Storage Terminal at Portsmouth Marine Terminal	Virginia Port Authority	Portsmouth	4/30/2013
4/3/2013	13-060F	Alternate Water Supply System and Booster Station	Departments of the Army and the Air Force	Newport News	4/30/2013
4/3/2013	13-061F	37th Annual Norfolk Harborfest, June 7-9, 2013	U.S. Coast Guard	Norfolk; Portsmouth	5/2/2013
4/3/2013	13-062F	Elbow Road, Roadway and Ditch Improvements	DOD/Army/Army Corps of Engineers	Chesapeake	5/2/2013
4/12/2013	13-066F	Woodlands Apartments, Old Buckroe Road, City of Hampton	U.S. Department of Housing and Urban Development	Hampton	5/9/2013
4/25/2013	13-079F	Portsmouth Boat Club Cock Island Race	U.S. Coast Guard	Portsmouth; Norfolk	5/23/2013
4/25/2013	13-078F	2013-2017 Integrated Natural Resources Management Plan at AFETA Fort Peary	DOD/Army/Armed Forces Experimental Training Activity	York County; James City County	5/21/2013
4/26/2013	13-080F	Old Donation Creek SSD Dredging Project, Virginia Beach	DOD/Army/Army Corps of Engineers	Virginia Beach	5/29/2013
4/29/2013	13-081F	Sector Storage Building at USCG Portsmouth	DHS/U.S. Coast Guard	Portsmouth	5/29/2013
4/29/2013	13-082F	Quarterpath Apartments	U.S. Department of Housing and Urban Development	Williamsburg	5/29/2013
4/29/2013	13-083F	Pier IX Dredging Project	DOD/Dept. of the Army/Army Corps of Engineers	Newport News	5/29/2013
4/29/2013	13-085F	Partrea I Apartment Development, City of Norfolk	U.S. Department of Housing and Urban Development	Norfolk	5/15/2013
5/6/2013	13-088F	Demolition/Consolidation Plan and General Plan Update Projects, Langley Air Force Base	DOD/Department of the Air Force	Hampton	5/29/2013

Received	DEQ #	Name	Sponsor	Affected Localities	Sent
5/20/2013	13-099F	Apex Oil Center Point Terminal	DOD/Army/Army Corps of Engineers	Chesapeake	6/17/2013
5/21/2013	13-102F	Parallel Taxiway and Obstruction Removal, Suffolk Executive Airport	USDOT/Federal Aviation Administration	Suffolk	6/17/2013
5/21/2013	13-103F	Repairs to Lower Pond Earthen Dam, Coast Guard Training Center	DHS/U.S. Coast Guard	York County	6/26/2013
5/24/2013	13-104F	Lee Hall Reservoir Dam Improvements	DOD/Dept. of the Army/Army Corps of Engineers	Newport News	6/24/2013
5/29/2013	13-106F	Fort Monroe Fireworks, July 4, 2013	DHS/U.S. Coast Guard	Hampton	6/17/2013
5/29/2013	13-107F	Richneck Regional Water Quality Retrofit and Flood Control Project	DOD/Dept. of the Army/Army Corps of Engineers	Newport News	6/24/2013
6/10/2013	13-115F	Lake Kennedy - Housing Hampton Roads	U.S. Department of Housing and Urban Development	Suffolk	7/12/2013
6/11/2013	13-114S	Brock Commons Arts District Plaza	Old Dominion University	Norfolk	7/12/2013
6/14/2013	13-117F	Partial Parallel Taxiway Construction, Franklin Municipal-John Beverly Rose Airport	USDOT/Federal Aviation Administration	Franklin; Isle of Wight County	7/12/2013
6/18/2013	13-119F	Implementation of NASA Langley Research Center Master Plan	National Aeronautics & Space Administration	Hampton; Poquoson	7/17/2013
6/19/2013	13-120F	Safety Zone Establishment for July 4th Stars and Stripes Explosion Event	DHS/U.S. Coast Guard	Virginia Beach	6/24/2013
7/1/2013	13-126F	Oceana Youth Center	DOD/Department of the Navy	Virginia Beach	7/30/2013
7/9/2013	13-129F	87th Hampton Cup Regatta	DHS/U.S. Coast Guard	Hampton	7/30/2013
7/11/2013	13-132F	Atantic Fleet Aerial Target Operations Consolidation	DOD/Department of the Navy	Virginia Beach	8/12/2013
7/22/2013	13-139F	Shoreline Restoration & Protection Project at Joint Expeditionary Base Little Creek/Fort Story	DOD/Department of the Navy	Virginia Beach	8/23/2013
7/22/2013	13-140F	Intracoastal Marine Dredging Project	DOD/Dept. of the Army/Army Corps of Engineers	Chesapeake	8/20/2013
7/23/2013	13-141F	Safety Zone for Naval Live Fire and Explosive Training Exercise	DHS/U.S. Coast Guard	Newport News	8/12/2013
7/26/2013	13-142S	Renovate Bayside Building (Includes Construction), Tidewater Community College	Virginia Community College System	Virginia Beach	8/23/2013
8/2/2013	13-146F	Hampton Bay Days Fireworks Event, September 7, 2013	DHS/U.S. Coast Guard	Hampton	8/20/2013
8/5/2013	13-147F	Research Lease on the Outer Continental Shelf Offshore Virginia	DOI/Bureau of Ocean Energy Management	Virginia Beach	8/23/2013
8/12/2013	13-151F	Safety Zone, Submarine Cable Repair, Coleman Bridge, York River	DHS/U.S. Coast Guard	Gloucester County; York County	8/23/2013
8/21/2013	13-157F	Lynnhaven River Basin Ecosystem Restoration Project	DOD/Dept. of the Army/Army Corps of Engineers	Virginia Beach	9/16/2013

Received	DEQ #	Name	Sponsor	Affected Localities	Sent
8/28/2013	13-162F	U.S. Army Flight Concepts Division Compound Improvements, Joint Base Langley-Eustis	DOD/Dept. of the Army/Dept. of the Air Force	Newport News	9/27/2013
9/5/2013	13-164F	Safety Zone for Virginia Symphony Fireworks	DHS/U.S. Coast Guard	Virginia Beach	9/10/2013

2012 – 2013 Proposal Reviews

Date	Number	Title	Applicant	Program	Impact
1/2/2013	VA121217-2823760	Pesticide Performance Partnership Grant Application FY14	Virginia Dept. of Agriculture and Consumer Services	EPA National Pesticide Program	Statewide
1/2/2013	VA121227-3023xxx	Chesapeake Media Service - Bay Journal	Chesapeake Media Service, Inc.	Chesapeake Bay Program	Statewide
1/2/2013	VA121220-2923760	FY2013 State Revolving Load Funds Capitalization Application	Virginia Dept. of Environmental Quality	EPA Capitalization Grants for Clean Water State Revolving Funds	Statewide/Norfolk
1/2/2013	VA121217-2723760	VADEQ NOAA Meaningful Watershed Educational Experiences (MWEE) Application	Virginia Dept. of Environmental Quality	Chesapeake Bay Program	Statewide
3/6/2013	VA130208-0123760	VADEQ Local Government Support Living Shoreline	Virginia Dept. of Environmental Quality	US Dept. of Commerce - NOAA	Virginia coastal zone
3/6/2013	VA130208-0223760	VADEQ PSM FY13 Whale Migration Year 2	Virginia Dept. of Environmental Quality	US Dept. of Commerce - NOAA	Virginia coastal zone
3/26/2013	VA130311-0123670	VADEQ FY13 Pollution Prevention Grant Program	Virginia Dept. of Environmental Quality	EPA - Pollution Prevention Grants Program	Statewide
5/13/2013	VA130418-0323760	FY2014 Chesapeake Bay Monitoring Technical and Scientific Studies	Virginia Dept. of Environmental Quality	EPA - Chesapeake Bay Program	Chesapeake Bay watershed
5/13/2013	VA130418-0223760	FY2014 Chesapeake Bay Monitoring Program CWA 117(e)(1)(B)	Virginia Dept. of Environmental Quality	Chesapeake Bay Program	Chesapeake Bay watershed
5/20/2013	VA130429-0423760	FY2014 Public Water System Supervision Grant - Safe Water Drinking Act	Virginia Dept. of Health	Environmental Protection Agency	Statewide
5/29/2013	VA130509-0523760	FY 2013 Drinking Water State Revolving Fund Program - Safe Drinking Water Act	Virginia Dept. of Health	Environmental Protection Agency	Statewide
7/2/2013	VA130628-0823760	FY2013 Section 319(h) Nonpoint Source Implementation Grant Application	Virginia Department of Environmental Quality	Environmental Protection Agency	Statewide
7/2/2013	VA130613-0723760	28th Year VA CZM Implementation Application	Virginia Dept. of Environmental Quality	NOAA - Coastal Management Programs	Coastal Zone

Date	Number	Title	Applicant	Program	Impact
8/22/2013	VA140729-0123760	FY14 VADEQ Water Quality Management Program	Virginia Dept. of Environmental Quality	EPA - Water Quality Management Planning	Statewide
8/22/2013	VA140731-0323760	FY14-16 LUST Prevention Program	Virginia Dept. of Environmental Quality	EPA - Underground Storage Tank Prevention, Detection and Compliance Program	Statewide
8/22/2013	VA140729-0223760	FY14-16 Leaking Underground Storage Tank Fund	Virginia Dept. of Environmental Quality	EPA - Leaking Underground Storage Tank Trust Fund Corrective Action Program	Statewide

HAMPTON ROADS PDC
PLANNING DISTRICT COMMISSION
THOMAS G. SHEPPERD, JR., CHAIRMAN • KENNETH I. WRIGHT, VICE-CHAIR • JAMES O. McREYNOLDS – TREASURER
DWIGHT L. FARMER, EXECUTIVE DIRECTOR/SECRETARY

MEMBER JURISDICTIONS

CHESAPEAKE

FRANKLIN

GLOUCESTER

HAMPTON

ISLE OF WIGHT

JAMES CITY

NEWPORT NEWS

NORFOLK

POQUOSON

PORTSMOUTH

SOUTHAMPTON

SUFFOLK

SURRY

VIRGINIA BEACH

WILLIAMSBURG

YORK

January 4, 2013

Mr. John E. Fisher
Virginia Department of Environmental Quality
Office of Environmental Impact Review
629 East Main Street, Sixth Floor
Richmond, VA 23219

Re: DEQ #12-221F, Yorktown Crude Oil Rail Unloading System (ENV: GEN)

Dear Mr. Fisher:

Pursuant to your request, the staff of the Hampton Roads Planning District Commission has reviewed the Federal Consistency Determination for the following project, Yorktown Crude Oil Rail Unloading System, in York County. We have consulted with county staff regarding this project.

Based on this review, the proposal appears to be consistent with local and regional plans and policies. However, HRPDC staff disagrees with the final statement in the enclosed Coastal Zone Management Act (CZMA) Consistency Determination, which states, "Therefore, the proposed project will not affect land or water uses, or natural resources in the Virginia Coastal Zone." The proposal documentation mentions several impacts to wetlands; therefore, the project will affect natural resources in the Coastal Zone. Based on the presence of the proposed mitigation plan, staff suggests a more appropriate statement would be, "The proposed project is consistent with the goals of the Virginia Coastal Zone Management Program."

We appreciate the opportunity to review this project. If you have any questions, please do not hesitate to call.

Sincerely,

John M. Carlock, AICP
Deputy Executive Director

BJM/jcc

Copy: Al Maddalena

HAMPTON ROADS PDC
PLANNING DISTRICT COMMISSION
THOMAS G. SHEPPERD, JR., CHAIRMAN • KENNETH I. WRIGHT, VICE-CHAIR • JAMES O. McREYNOLDS – TREASURER
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NEWPORT NEWS

NORFOLK

POQUOSON

PORTSMOUTH

SOUTHAMPTON

SUFFOLK

SURRY

VIRGINIA BEACH

WILLIAMSBURG

YORK

January 11, 2013

Mr. Charles H. Ellis
Virginia Department of Environmental Quality
Office of Environmental Impact Review
629 East Main Street, Sixth Floor
Richmond, VA 23219

Re: DEQ #12-224F, North Pier Development, Harbor Center Court, Portsmouth (ENV: GEN)

Dear Mr. Ellis:

Pursuant to your request, the staff of the Hampton Roads Planning District Commission has reviewed the Federal Consistency Determination for the following project, North Pier Development, Harbor Center Court, in the City of Portsmouth. We have consulted with city staff regarding this project.

Based on this review, the proposal appears to be consistent with local and regional plans and policies, as long as it complies with all local, state, and federal codes and regulations. However, under the Coastal Lands Management section of the consistency determination, the proposal erroneously refers to "County Code"; since Portsmouth is a city, this should be corrected. The same section also fails to mention that the project site is located in a Chesapeake Bay Intensely Developed Area, as opposed to a Resource Protection Area or a Resource Management Area. As such, the project is required by Portsmouth's City Code to comply with all applicable erosion and sediment control requirements as well as specific performance standards for redevelopment projects, which include reducing the nonpoint source pollution runoff load by at least ten percent of the existing load.

In addition, the consistency determination does not address any of the Advisory Policies of the Virginia Coastal Zone Management Program. Specifically, the determination does not address the Coastal Natural Hazard Areas advisory policy, which covers flood plains, or the Waterfront Development Areas advisory policy. The proposed project is located in the AE Flood Zone, as designated by the Federal Emergency Management Agency, which consists of areas with a 1% annual chance of flooding. Properties located within AE Flood Zones are required to meet certain local, state, and federal standards, including those found in Portsmouth's Flood Protection ordinance. HRPDC staff

recommends that the proposal be revised to address these advisory policies and requirements.

We appreciate the opportunity to review this project. If you have any questions, please do not hesitate to call.

Sincerely,

John M. Carlock, AICP
Deputy Executive Director

BJM/jc

Copy: Fred Brusso, PO

HAMPTON ROADS PDC
PLANNING DISTRICT COMMISSION
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January 11, 2013

Mr. John E. Fisher
Virginia Department of Environmental Quality
Office of Environmental Impact Review
629 East Main Street, Sixth Floor
Richmond, VA 23219

Re: DEQ #12-226F, Crawford Street Development (ENV: GEN)

Dear Mr. Fisher:

Pursuant to your request, the staff of the Hampton Roads Planning District Commission has reviewed the Federal Consistency Determination for the following project, Crawford Street Development, in the City of Portsmouth. We have consulted with city staff regarding this project.

Based on this review, the proposal appears to be consistent with local and regional plans and policies, as long as it complies with all local, state, and federal codes and regulations. However, under the Coastal Lands Management section of the consistency determination, the proposal erroneously refers to "County Code"; since Portsmouth is a city, this should be corrected. The same section also fails to mention that the project site is located in a Chesapeake Bay Intensely Developed Area, as opposed to a Resource Protection Area or a Resource Management Area. As such, the project is required by Portsmouth's City Code to comply with all applicable erosion and sediment control requirements as well as specific performance standards for redevelopment projects, which include reducing the nonpoint source pollution runoff load by at least ten percent of the existing load.

In addition, the consistency determination does not address any of the Advisory Policies of the Virginia Coastal Zone Management Program. Specifically, the determination does not address the Coastal Natural Hazard Areas advisory policy, which covers flood plains, or the Waterfront Development Areas advisory policy. The proposed project is located in the AE Flood Zone, as designated by the Federal Emergency Management Agency, which consists of areas with a 1% annual chance of flooding. Properties located within AE Flood Zones are required to meet certain local, state, and federal standards, including those found in Portsmouth's Flood Protection ordinance. HRPDC staff recommends that the proposal be revised to address these advisory policies and requirements.

We appreciate the opportunity to review this project. If you have any questions, please do not hesitate to call.

Sincerely,

John M. Carlock, AICP
Deputy Executive Director

BJM/jc

Copy: Fred Brusso, PO

HAMPTON ROADS PDC
PLANNING DISTRICT COMMISSION
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January 31, 2013

Mr. John E. Fisher
Virginia Department of Environmental Quality
Office of Environmental Impact Review
629 East Main Street, Sixth Floor
Richmond, VA 23219

Re: DEQ #13-001F, Enclave at Princess Anne (ENV: GEN)

Dear Mr. Fisher:

Pursuant to your request, the staff of the Hampton Roads Planning District Commission has reviewed the Federal Consistency Determination for the following project, Enclave at Princess Anne, in the City of Virginia Beach. We have consulted with City staff regarding this project.

Based on this review, the proposal appears to be consistent with local and regional plans and policies. However, the proposal does not address the Southern Watersheds Management Ordinance, which was developed by the City of Virginia Beach to "protect, enhance and restore the quality of waters within the Southern Watersheds of the city." Among other requirements, this ordinance requires developments exceeding an area of two thousand five hundred (2,500) square feet to meet certain specified performance standards. The protection of the Southern Watersheds has been the focus of significant cooperative efforts by the Cities of Chesapeake and Virginia Beach, the Hampton Roads Planning District Commission, and several Commonwealth and Federal Agencies. The Southern Watersheds form an important ecological component of Virginia's Coastal Zone. HRPDC staff recommends that the applicant address the requirements of Virginia Beach's Southern Watersheds Management Ordinance as part of the Coastal Lands Management component of the consistency determination.

We appreciate the opportunity to review this project. If you have any questions, please do not hesitate to call.

Sincerely,

John M. Carlock, AICP
Deputy Executive Director

BJM/jc

Copy: Clay Bernick, VB

HAMPTON ROADS PDC
PLANNING DISTRICT COMMISSION
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February 12, 2013

Mr. Charles H. Ellis
Virginia Department of Environmental Quality
Office of Environmental Impact Review
629 East Main Street, Sixth Floor
Richmond, VA 23219

Re: DEQ #13-012F, Army 2020 Force Structure Realignment (Fort Lee and Joint Base Langley-Eustis) (ENV: GEN)

Dear Mr. Ellis:

Pursuant to your request, the staff of the Hampton Roads Planning District Commission has reviewed the Programmatic Environmental Assessment (Federal) for the following project, Army 2020 Force Structure Realignment (Fort Lee and Joint Base Langley-Eustis), in the City of Newport News and James City County. We have consulted with locality staff regarding this project.

Based on this review, HRPDC staff concurs with the assessment's general summary of the impacts of the proposed force reduction at Joint Base Langley-Eustis on the Region of Interest. HRPDC staff is interested in the projected distribution of socioeconomic impacts throughout Hampton Roads. In particular, HRPDC staff recommends that the Department of Defense analyze the cumulative socioeconomic impacts of changes to military and contract employment on the Hampton Roads region's economy, and that this analysis be incorporated into the individual assessments or other planning documents.

We appreciate the opportunity to review this project. If you have any questions, please do not hesitate to call.

Sincerely,

Dwight L. Farmer

Dwight L. Farmer
Executive Director/Secretary

BJM/jcc

Copy: Paul Holt, JCC
Michael King, NN

HAMPTON ROADS PDC
PLANNING DISTRICT COMMISSION
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March 11, 2013

Mr. John E. Fisher
Virginia Department of Environmental Quality
Office of Environmental Impact Review
629 East Main Street, Sixth Floor
Richmond, VA 23219

Re: DEQ #13-022S, Parking Structure, Chesapeake Campus, Tidewater Community College (ENV: GEN)

Dear Mr. Fisher:

Pursuant to your request, the staff of the Hampton Roads Planning District Commission has reviewed the Environmental Impact Statement for the following project, Parking Structure, Chesapeake Campus, Tidewater Community College, in the City of Chesapeake. We have consulted with City staff regarding this project.

Based on this review, the Environmental Impact Statement does not appear to satisfactorily address the potential environmental impacts of the project. The EIR states, on page 13, that the project site is not within a Chesapeake Bay Resource Protection Area (RPA). The site is currently marked as within the RPA on the City's Chesapeake Bay Preservation Area Map (Map 15 of the 2026 Comprehensive Plan – see attachment), which is incorporated by reference as part of Chesapeake's Chesapeake Bay Preservation Area District Ordinance. The ordinance defines RPAs to include:

1. Tidal wetlands,
2. Non-tidal wetlands connected by surface flow and contiguous to tidal wetland or water bodies with perennial flow,
3. Tidal shores,
4. Such other land determined by city council to meet the provisions of this article and to be necessary to protect the quality of state waters, and
5. A vegetated buffer area of not less than 100 feet in width located adjacent and landward of the components listed above, and along both sides of any water body with perennial flow.

In addition, the City's zoning ordinance specifies additional setback requirements for buildings taller than thirty-five feet (35') in areas zoned for Office and Institutional uses. Specifically, where the proposed structure is to be located adjacent to property zoned or used for residential purposes, the setback requirement for all yards is one hundred twenty-five feet (125') in addition to the standard setback requirement. Although it is unclear from the documents provided whether or not the design of the structure meets this additional requirement, it appears that, based the "TCC Parking Garage Site Plan" included in Appendix 2, the setback from the single family homes to the east of the structure is less than the total required setback of one hundred forty-five feet (145'). Additional documentation would be needed to verify that the setback distance is correct.

Due to these issues, HRPDC staff recommends that Tidewater Community College (TCC) work with the City of Chesapeake to ensure that all applicable ordinances are followed and requirements met. HRPDC staff also recommends that TCC and its consultants amend the EIR to address these issues and provide a more thorough analysis of alternative locations.

We appreciate the opportunity to review this project. If you have any questions, please do not hesitate to call.

Sincerely,

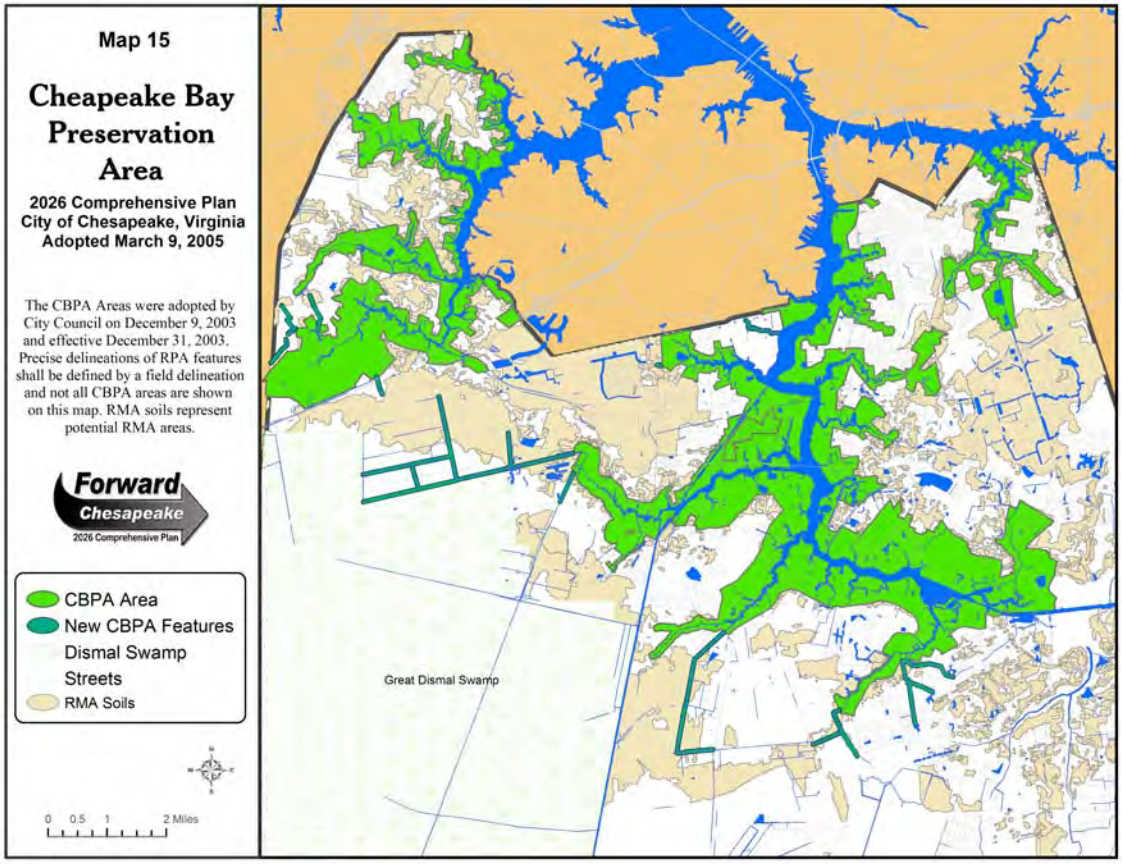
Dwight L. Farmer

Dwight L. Farmer
Executive Director/Secretary

BJM

Attachment

Copy: Jennifer White, CH



Retention of the 100-foot buffer area is deemed to achieve a 75% reduction of sediments and 40% reduction of nutrients. To maintain their pollutant removal integrity, development in these buffer areas is prohibited. In the City's designated Intensely Developed Areas, encroachment into the 100-foot buffer area is allowed in conjunction with the use of stormwater management Best Management Practices (BMPs) and low impact development techniques. A map of the City's IDAs is included below.

The purpose behind an IDA designation is to focus development activities where development has already been concentrated and is supported by existing infrastructure. In exchange for increased flexibility with buffer requirements offered by an IDA designation, the City's *CBPA Specifications Manual* recommends incorporating methods of improving water quality protection over time. These methods could include: consolidating surface parking, breaking up expanses of impervious cover; and revegetation measures of previously impervious surfaces. These are examples of what is popularly known as "low impact design." These low impact design requirements and others are included in the City's *CBPA Specifications Manual*.

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April 29, 2013

Mr. John E. Fisher
Virginia Department of Environmental Quality
Office of Environmental Impact Review
629 East Main Street, Sixth Floor
Richmond, VA 23219

Re: DEQ #13-059S, ecoFUELS Wood Pellet Storage Terminal at Portsmouth Marine Terminal (ENV: GEN)

Dear Mr. Fisher:

Pursuant to your request, the staff of the Hampton Roads Planning District Commission has reviewed the Environmental Impact Report for the following project, ecoFUELS Wood Pellet Storage Terminal at Portsmouth Marine Terminal, in the City of Portsmouth. We have consulted with City staff regarding this project.

Based on this review, the proposal appears to be consistent with local and regional plans and policies. As an industrial activity, the project will have to acquire and operate under a Virginia Pollutant Discharge Elimination System (VPDES) Industrial Activity stormwater permit or be party to such a permit that covers the project area as part of Portsmouth Marine Terminal. The project will not be covered by the City of Portsmouth's Municipal Separate Storm Sewer System (MS4) Permit.

We appreciate the opportunity to review this project. If you have any questions, please do not hesitate to call.

Sincerely,

Dwight L. Farmer

Dwight L. Farmer
Executive Director/Secretary

BJM/jcc

Copy: Fred Brusso, PO

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May 9, 2013

Ms. Julia H. Wellman
Virginia Department of Environmental Quality
Office of Environmental Impact Review
629 East Main Street
Sixth Floor
Richmond, VA 23219

Re: DEQ #13-066F, Woodlands Apartments, Old Buckroe Road, City of Hampton (ENV: GEN)

Dear Ms. Wellman:

Pursuant to your request, the staff of the Hampton Roads Planning District Commission has reviewed the Federal Consistency Determination for the following project, Woodlands Apartments, in the City of Hampton. We have consulted with City staff regarding this project.

Based on this review, the proposal appears to be consistent with local and regional plans and policies, as long as the project complies with all applicable local ordinances, including the City's ordinances governing land disturbing operations (Chapter 13.1 of the City's Code of Ordinances) and development within flood zones (Chapter 17.3 Article V of the City's Zoning Ordinance).

We appreciate the opportunity to review this project. If you have any questions, please do not hesitate to call.

Sincerely,

Dwight L. Farmer

Dwight L. Farmer
Executive Director/Secretary

BJM/jcc

Copy: Keith Cannady, HA

HAMPTON ROADS PDC
PLANNING DISTRICT COMMISSION
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June 25, 2013

Mr. Charles H. Ellis
Virginia Department of Environmental Quality
Office of Environmental Impact Review
629 East Main Street, 6th Floor
Richmond, VA 23219

RE: DEQ#13-103F, Repairs to Lower Pond Earthen Dam, Coast Guard Training Center (ENV:GEN)

Dear Mr. Ellis:

Pursuant to your request, the staff of the Hampton Roads Planning District Commission has reviewed the Federal Consistency Determination for the following project, Repairs to Lower Pond Earthen Dam, Coast Guard Training Center, in York County. We have consulted with County staff regarding this project.

Based on this review, the proposal appears to be consistent with local and regional plans and policies, as long as the Coast Guard complies with all applicable local requirements, including acquiring a York County Wetlands Board permit.

We appreciate the opportunity to review this project. If you have any questions, please do not hesitate to call.

Sincerely,

Dwight L. Farmer

Dwight L. Farmer
Executive Director/Secretary

BJM/jcc

Copy: Al Maddalena, YK

HAMPTON ROADS PDC
PLANNING DISTRICT COMMISSION
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August 23, 2013

Mr. Charles H. Ellis, III
Virginia Department of Environmental Quality
Office of Environmental Impact Review
629 East Main Street, 6th Floor
Richmond, VA 23219

RE: DEQ#13-151F, Safety Zone, Submarine Cable Repair, Coleman Bridge, York River
ENV:GEN

Dear Mr. Ellis,

Pursuant to your request, the staff of the Hampton Roads Planning District Commission has reviewed the Federal Consistency Determination for the following project, Safety Zone, Submarine Cable Repair, Coleman Bridge, York River, in the Counties of Gloucester and York. We have consulted with County staff regarding this project.

Based on this review, the proposal appears to be consistent with local and regional plans and policies. We recommend that the Coast Guard coordinate with both Gloucester County and York County to maintain access during this project to the piers and boat launch facilities at Riverwalk Landing in Yorktown and Gloucester Point Beach Park if possible.

We appreciate the opportunity to review this project. If you have any questions, please do not hesitate to call.

Sincerely,

Dwight L. Farmer

Dwight L. Farmer
Executive Director/Secretary

BJM/kg

Copy: Al Maddalena,YK
Scott Rae, GL

APPENDIX B
VACO COASTAL INSURANCE TASK FORCE SAMPLE MAP

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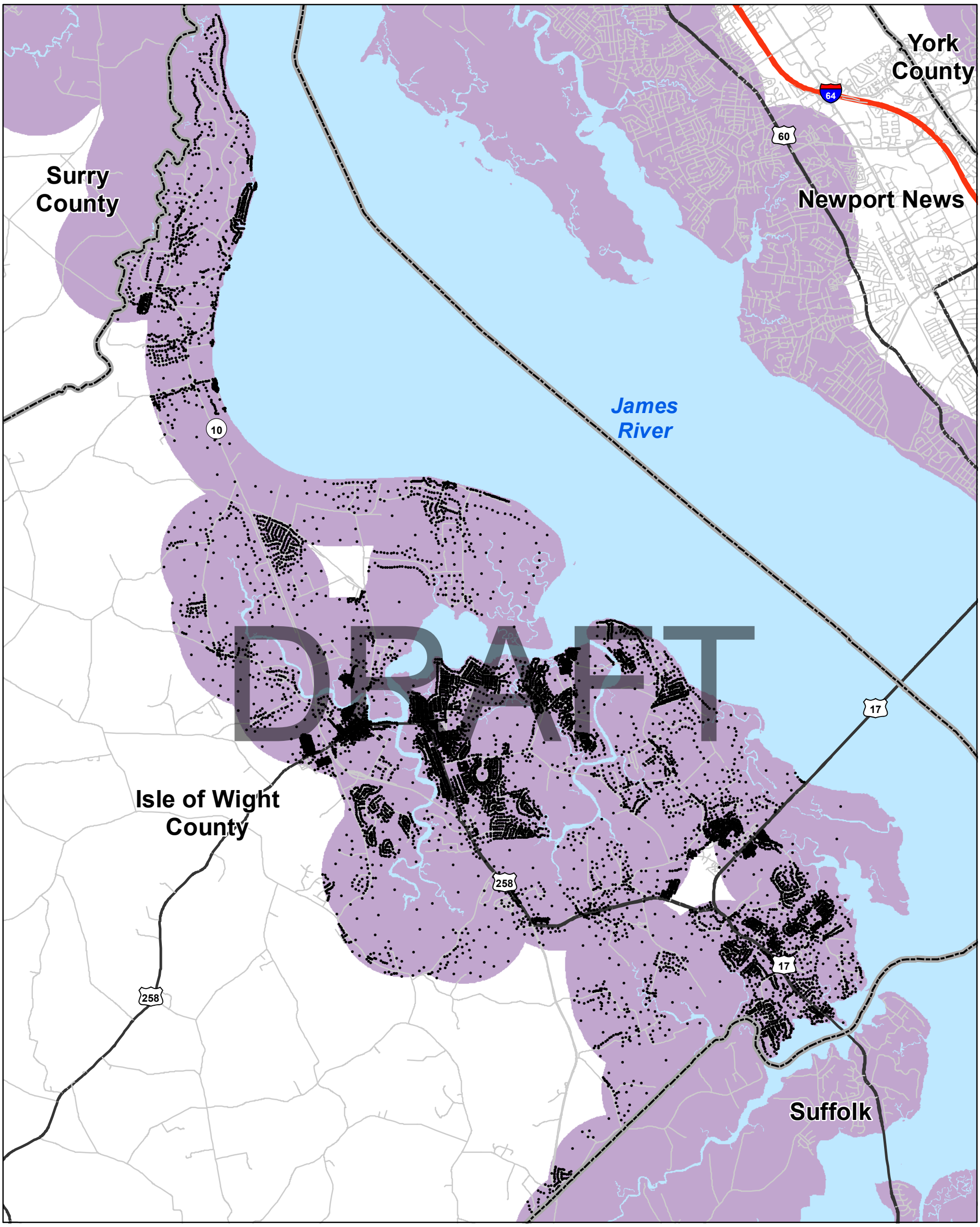
Isle of Wight County, Virginia

Areas and Properties Potentially Affected by Insurance Availability Issues



Areas Within One Mile of Tidal Waters

· Property in Affected Area

There are **11,747 properties** located within one mile of tidal waters in Isle of Wight County. The total assessed value of improvements on these properties is approximately **$1,986,000,000**.

0 0.75 1.5 3 Miles

N

Map created August 7, 2013 by the staff of the Hampton Roads Planning District Commission

APPENDIX C
WORKING WATERFRONTS SAMPLE MAP

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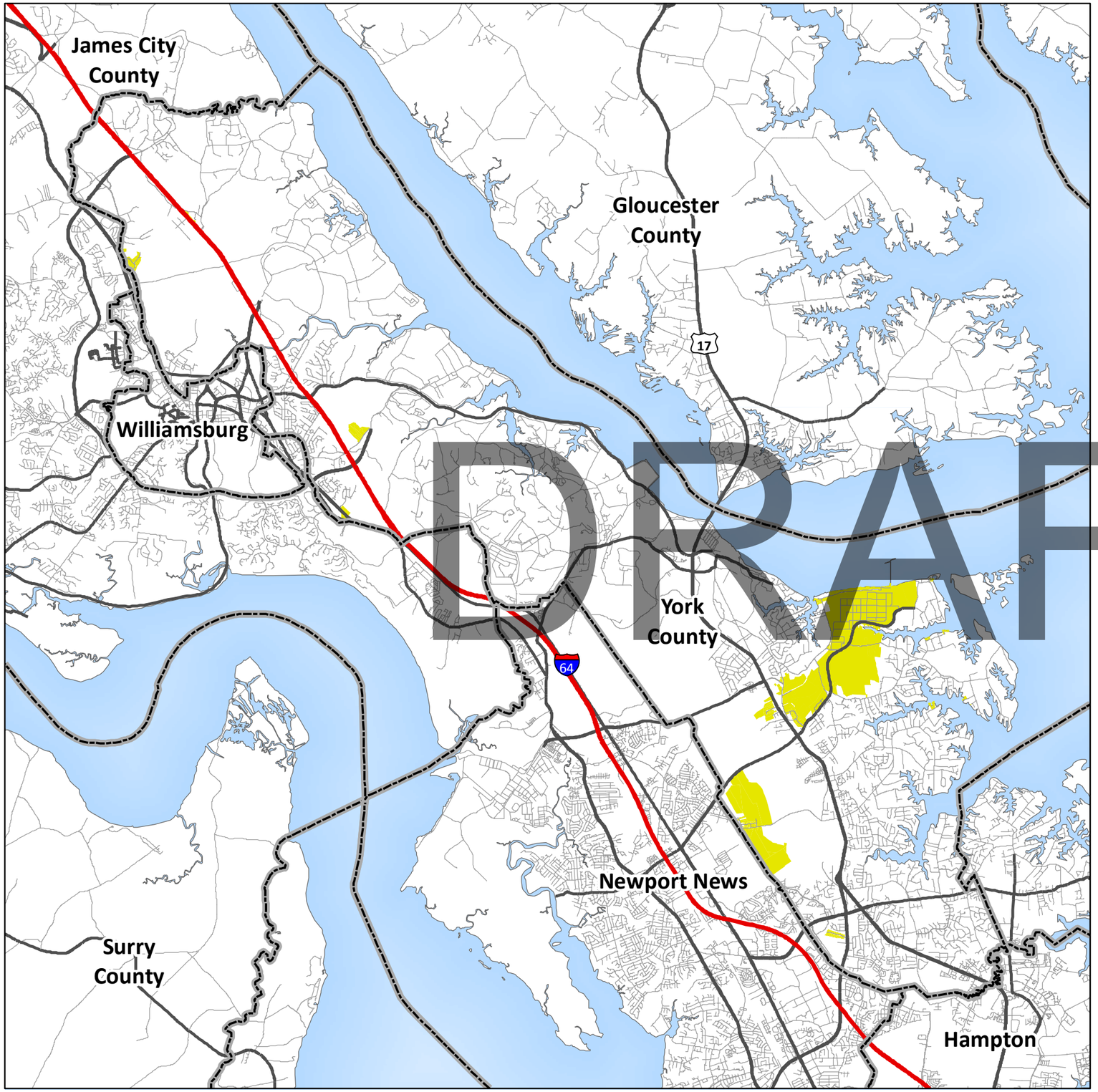
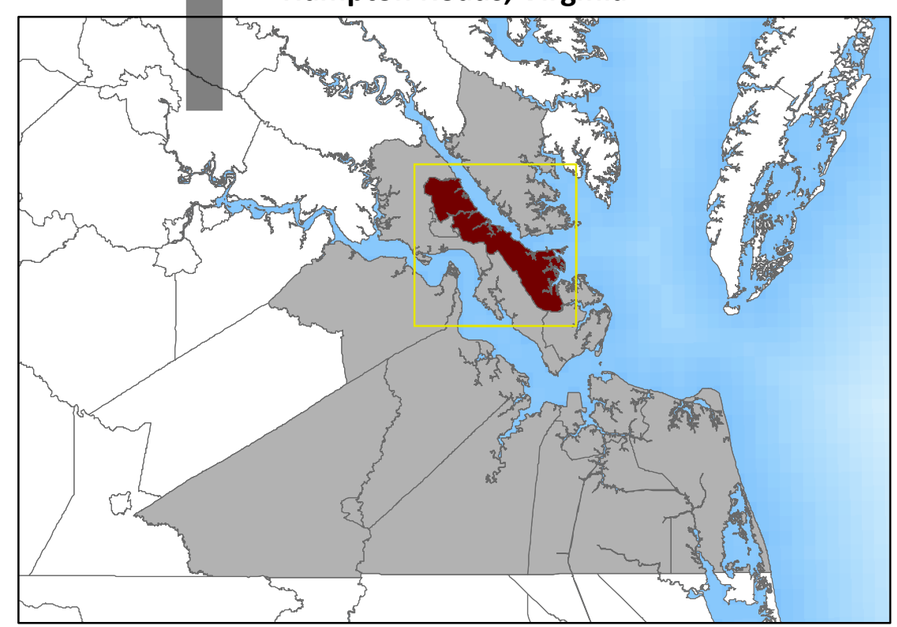
York County

York County is located on the Virginia Peninsula on the southern bank of the York River. The county has a long history of working waterfronts, though those uses are now confined to a relatively small part of the county. The county's zoning ordinance allows working waterfronts by-right in only three zoning districts: Limited Industrial, General Industrial, and Water-Oriented Commercial/Industrial. By-right uses include marine railways, boat building and repair, and seafood receiving, packing, and storage. Not all working waterfront uses are allowed by right in the three districts. This does not include marinas, which are allowed by right in the three districts listed and allowed by special use permit in all residential districts (private/club marinas only).



Working Waterfront Uses Allowed By Right

Hampton Roads, Virginia



APPENDIX D
GIS SAMPLE: "HAMPTON ROADS MSA: ANALYSIS OF RECENT DELINEATION"

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Agenda Item #13 – Handout

New Business Item – Revised Delineation of the MSA

Hampton Roads Planning District Commission

HRPDC Executive Committee Meeting – March 21, 2013

AGENDA NOTE – HRPDC EXECUTIVE COMMITTEE MEETING

ITEM #13: REVISED DELINEATION OF THE MSA

SUBJECT:
The Virginia Beach-Norfolk-Newport News VA-NC Metropolitan Statistical Area (MSA) was recently revised by the Office of Management and Budget (OMB). Surry County, VA was removed from the MSA while Gates County, NC was added to the MSA.

BACKGROUND:
Summary
Effective immediately, the OMB has changed the delineation of the Virginia Beach-Norfolk-Newport News VA-NC Metropolitan Statistical Area (MSA), based on the 2010 Census and American Community Survey 2006-2010 commuting data. This change removes Surry County, VA and adds Gates County, NC to the MSA for Hampton Roads.

The removal of Surry County from the MSA is likely a consequence of the delineation of a new "urbanized area" in Williamsburg and James City County. Because of this new delineation, Williamsburg and James City County are no longer "central counties" to the MSA so the commuters from Surry County to Williamsburg and James City County are not counted towards the required threshold to be considered an "outlying county" in the MSA.

Removal of Surry County, VA
Surry County did not reach the required 25% threshold of workers who live in the County which commute to central counties of the MSA. This is likely because Williamsburg and James City County are no longer central counties in the MSA due to the creation of the newly designated urbanized area of Williamsburg. Approximately 20% of the workers in Surry County commute to the central counties of the MSA with roughly 9% working in James City County and Williamsburg. Currently, Surry County does not belong to any MSA.

Addition of Gates County, NC
Gates County, NC was added to the MSA because it reached the required 25% threshold of workers who live in Gates County and commute to central counties of the MSA. This is likely because Suffolk is now considered a central county (it was not a central county previously). Nearly 50% of Gates County workers commute to the central counties of the MSA, including 19% to Suffolk alone.

Attachment 13

RECOMMENDED ACTION:
For informational purposes only.

Revised Delineation of the Virginia Beach-Norfolk-Newport News VA-NC Metropolitan Statistical Area

Summary

Effective immediately, the OMB has changed the delineation of the Virginia Beach-Norfolk-Newport News VA-NC Metropolitan Statistical Area (MSA), based on Census 2010 and American Community Survey 2006-2010 commuting data. This change removes Surry County, VA and adds Gates County, NC to the MSA for Hampton Roads. The new delineation includes (see Map 1):

Principal Cities: Virginia Beach, Norfolk, Newport News, Hampton, Portsmouth

Central Counties (includes Independent Cities): Virginia Beach, Norfolk, Newport News, Hampton, Portsmouth Chesapeake, Suffolk, Poquoson, York County, Gloucester County

Outlying Counties: Isle of Wight County, Mathews County, James City County, Williamsburg, Currituck County (NC), Gates County (NC)

The removal of Surry County from the MSA is likely a consequence of the delineation of a new "urbanized area" in Williamsburg and James City County. Because of this new delineation, Williamsburg and James City County are no longer "central counties" to the MSA so the commuters from Surry County to Williamsburg and James City County are not counted towards the required threshold to be considered an "outlying county" in the MSA.

Removal of Surry County, VA

Surry County did not reach the required 25% threshold of workers who live in the County that commute to central counties of the MSA. This is because Williamsburg and James City County are no longer central counties in the MSA due to the creation of the newly designated urbanized area of Williamsburg, VA (see Map 2). Approximately 20% of the workers in Surry County commute to the central counties of the MSA. Approximately 9% work in James City County and Williamsburg. Surry County does not currently belong to any MSA.

Addition of Gates County, NC

Gates County, NC was added to the MSA because it reached the required 25% threshold of workers who live in Gates County and commute to central counties of the MSA. This is likely because Suffolk is now considered a central county (it was not a central county previously). Nearly 50% of Gates County workers commute to the central counties of the MSA, including 19% to Suffolk alone.

Future Revisions

There is no appeals process to change the current delineation but the Core Based Statistical Areas (CBSA) will be reviewed and possibly redelineated in 2018 after the release of the 2011-2015 American Community Survey commuting data. However, the urban areas and central counties will still be based on 2010 Census data so only a change in commuting patterns could potentially alter the MSA delineation in 2018.

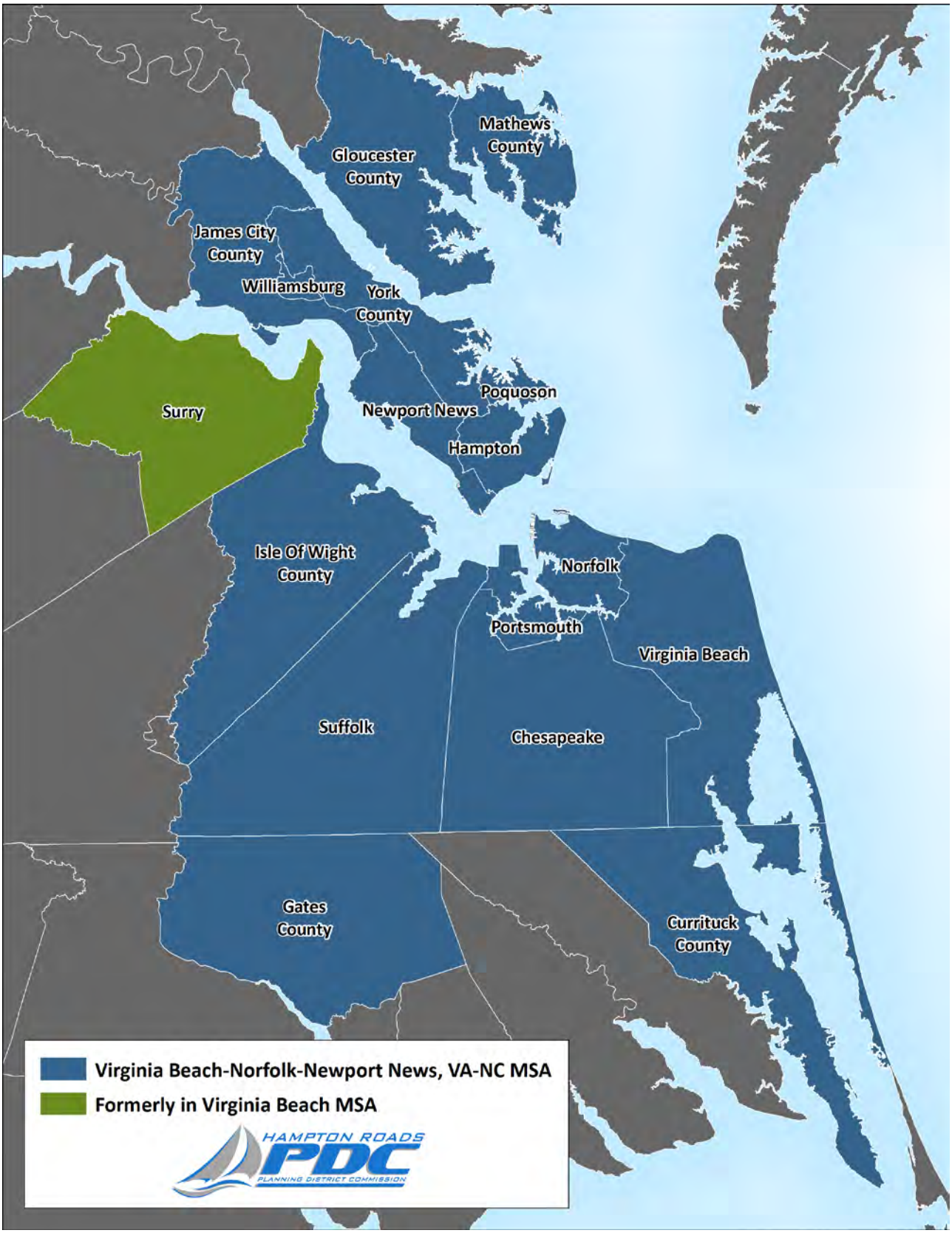
Definitions

A Core Based Statistical Area (CBSA) has two categories: Metropolitan Statistical Area (urban area population over 50,000) or a Micropolitan Statistical Area (urban area population between 10,000 and 50,000). CBSAs are made up of a combination of principal cities, central counties/cities, and outlying counties/cities:

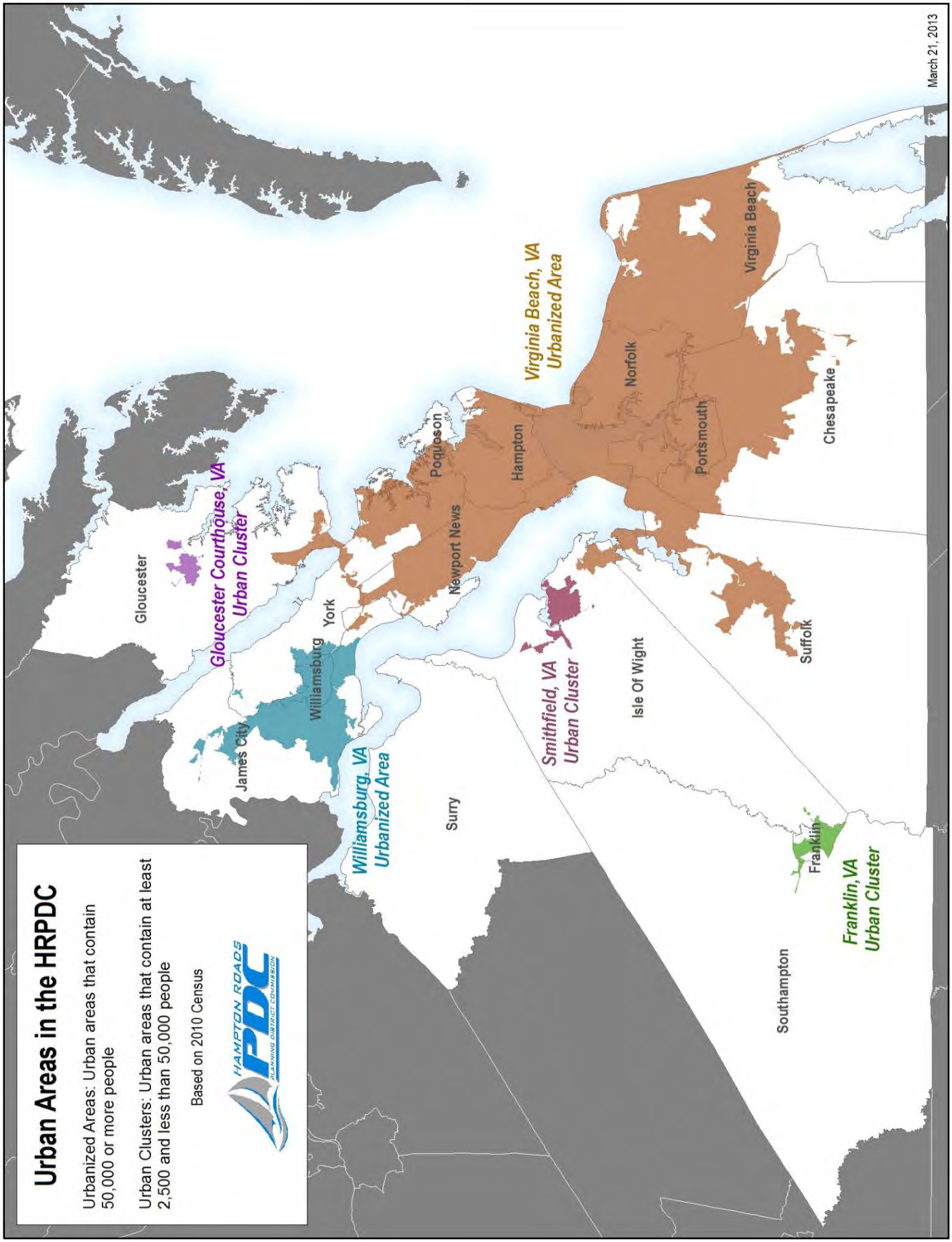
> Principal Cities are a Census delineated urbanized area of at least 50,000 population or a delineated urban cluster of at least 10,000 population (urbanized area and urban cluster are collectively called "urban areas")
>
> Central Counties have at least 50% of their population in urban areas of at least 10,000 population or have within their boundaries a population of at least 5,000 location in a single urban area of at least 10,000 population.
>
> Outlying Counties have the following commuting requirements: at least 25% of the workers living in the county must work in the central counties of the MSA or at least 25% of the employment in the county is accounted for by workers who reside in the central counties. Outlying counties must also be contiguous with the MSA.

Purpose and Use of CBSAs

- CBSAs are for statistical purposes only
- CBSAs provide for consistently calculated Federal statistics across the country
- CBSAs do not establish an urban-rural classification
- The OMB cautions agencies and organizations against using the CBSA delineations for nonstatistical programs and policies, including allocation of Federal funding
- The MSA designation does not affect membership to the HRPDC



Map 1: Current MSA Delineation



Map 2: Urban Areas in the HRPDC

APPENDIX E
REPRESENTATIVE EDUCATIONAL AND OUTREACH MATERIALS

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Hampton Roads MSA : Analysis of Recent Delineation

Posted by Sara Kidd, Senior Regional Planner on March 25, 2013

Planning Reports

HRPDC staff has further analyzed the recent change in the Office of Management and Budget's (OMB) delineation of the Virginia Beach-Norfolk-Newport News VA-NC Metropolitan Statistical Area (MSA). This change is based on Census 2010 and American Community Survey 2006-2010 commuting data, and as reported earlier, removes Surry County, VA and adds Gates County, NC to the MSA for Hampton Roads (See Map). The Virginia Beach-Norfolk-Newport News VA-NC MSA now comprises:

Principal Cities: Virginia Beach, Norfolk, Newport News, Hampton, Portsmouth

Central Counties (includes Independent Cities): Virginia Beach, Norfolk, Newport News, Hampton, Portsmouth Chesapeake, Suffolk, Poquoson, York County, Gloucester County

Outlying Counties (includes Independent Cities): Isle of Wight County, Mathews County, James City County, Williamsburg, Currituck County (NC), Gates County (NC)

What's New

HRPDC Welcomes New Employee
October 22, 2013 - Joe Turner, Communications Manager

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Housing 2020: What is Shaping the Future of Housing in Virginia?
October 21, 2013 - Joe Turner, Communications Manager

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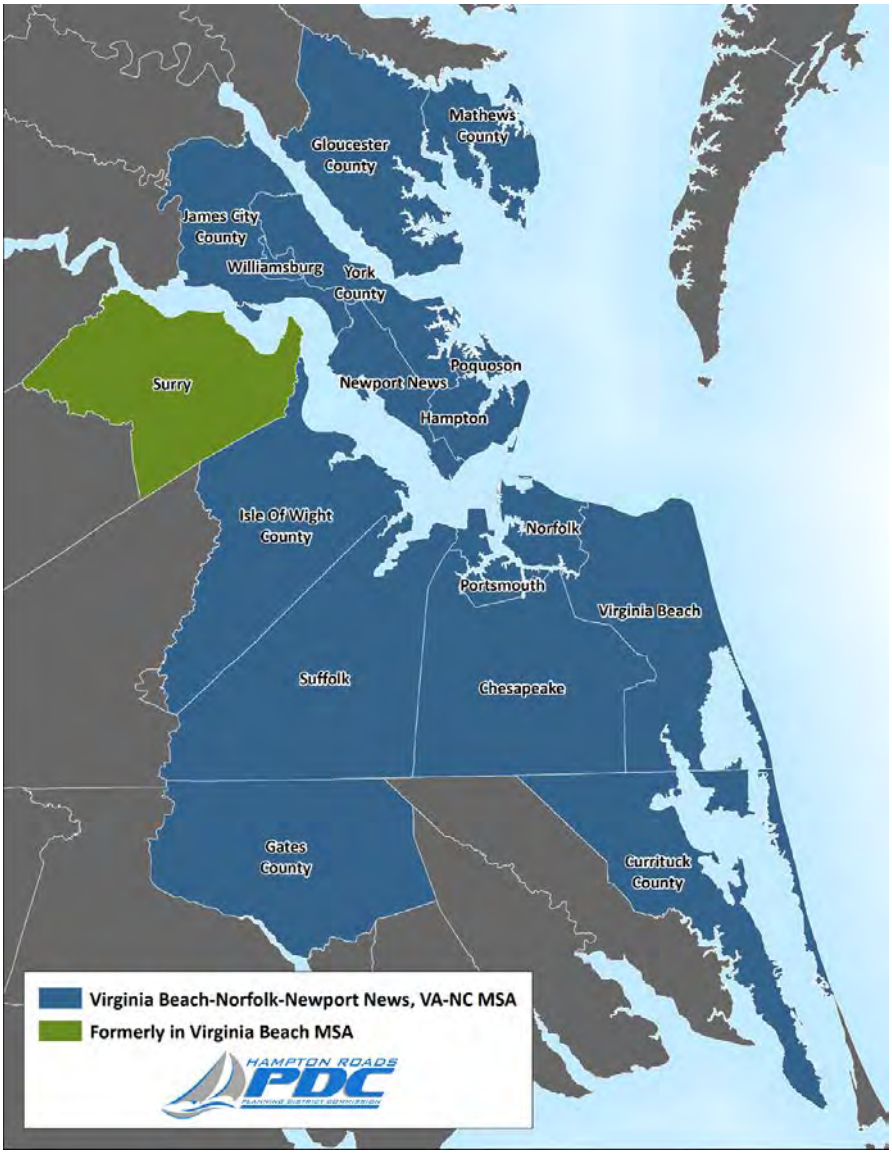


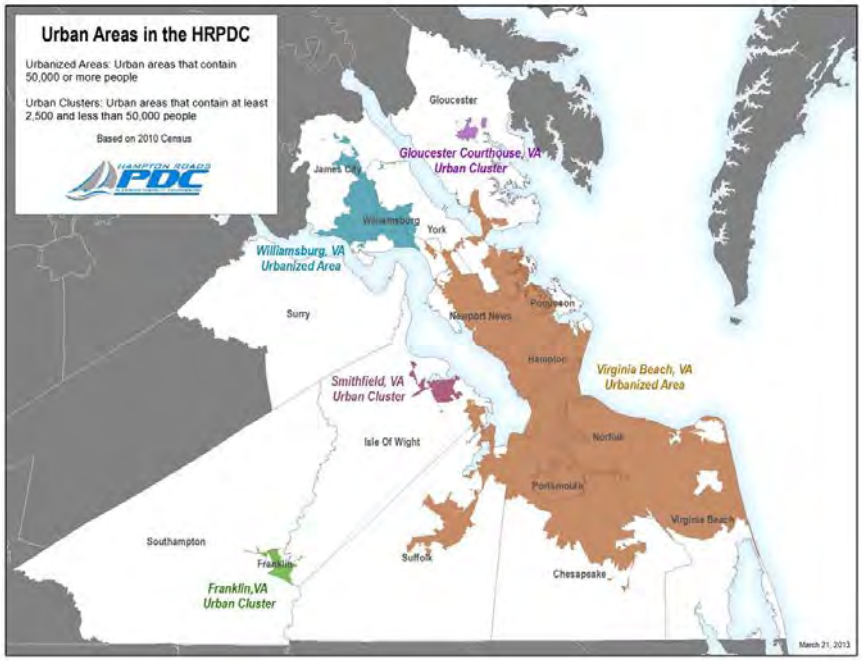
Removal of Surry County, VA

The removal of Surry County from the MSA is likely a consequence of the delineation of a new "urbanized area" in Williamsburg and James City County. Because of this new delineation, Williamsburg and James City County are no longer "central counties" to the MSA so the commuters from Surry County to Williamsburg and James City County are not counted towards the required threshold to be considered an "outlying county" in the MSA.

Surry County did not reach the required 25% threshold of workers who live in the County that commute to central counties of the MSA. This is because Williamsburg and James City County are no longer central counties in the MSA due to the creation of the newly designated urbanized area of Williamsburg, VA (see Map 2 below). Approximately 20% of the workers in Surry County commute to the central counties of the MSA. Approximately 9% work in James City County and Williamsburg. Surry County does not currently belong to any MSA.

Why Gates County, NC is Now Included

Gates County, NC was added to the MSA because it reached the required 25% threshold of workers who live in Gates County and commute to central counties of the MSA. This is likely because Suffolk is now considered a central county (it was not a central county previously). Nearly 50% of Gates County workers commute to the central counties of the MSA, including 19% to Suffolk alone.



Future Revisions

There is no appeals process to change the current delineation but the Core Based Statistical Areas (CBSA) will be reviewed and possibly redelineated in 2018 after the release of the 2011-2015 American Community Survey commuting data. However, the urban areas and central counties will still be based on 2010 Census data so only a change in commuting patterns could potentially alter the MSA delineation in 2018.

The MSA designation does not affect membership to the HRPDC

For more information, click **HERE**

Southeast Coast Saltwater Paddling Trail Launches Website

Posted by Sara Kidd, Senior Regional Planner on April 30, 2013

Planning News

On April 19, 2013, a coalition of federal, state and private agencies, including the Hampton Roads Planning District Commission (HRPDC), officially launched a new website for the Southeast Coast Saltwater Paddling Trail (SECT): **www.secoastpaddlingtrail.com**.

First introduced at the **East Coast Paddlesports & Outdoor Festival** in Charleston, South Carolina, the new SECT website will be the primary source for all-inclusive information on navigating the coastal water trails of Virginia, North Carolina, South Carolina and Georgia. Featuring a detailed, interactive map that highlights access sites, paddlers can now travel an unbroken trail of tidal marshes and rivers more than 800 miles along the coasts of all four states.

HRPDC staff was involved in planning the Virginia segment of the trail as well as providing technical support through developing the new website, creating the logo, collecting data, and creating maps.

The Virginia section of the trail begins at the Lynnhaven Boat Ramp in Virginia Beach and connects to the North Carolina border via canals and the North Landing River. Local partners involved in planning the Virginia section of the trail include staff from the City of Virginia Beach Parks and Recreation Department, Wild River Outfitters, and several local paddling enthusiasts.

The SECT also provides a connection between two well-known regional trails: the **Captain John Smith Chesapeake National Historic Trail** that stretches from Virginia to Delaware and the **Florida Circumnavigational Saltwater Paddling Trail**, which extends from the Georgia-Florida border all the way around the state to the west end of the Florida panhandle. What could be called the "Appalachian Trail of water trails," paddlers can now follow these three regional trails for approximately 5,275 miles through nine states.

The **National Park Service's Rivers, Trails & Conservation Assistance Program** (RTCA) was tasked with facilitating the planning for the SECT. The RTCA teamed up with a number of agencies, including the **Virginia Department of Conservation and Recreation**, **South Carolina Department of Natural Resources**, **Georgia Department of Natural Resources**, **The Conservation Fund** of North Carolina, the **Coastal Regional Commission of Georgia**, the **Charleston County Park and Recreation Commission** (SC) in addition to the HRPDC, to bring the trail from concept to reality over the course of several years.

Visit the **Southeast Coast Saltwater Paddling Trail**.

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Southeast Coast Saltwater Paddling Trail Exhibit Table at the East Coast Paddlesports & Outdoor Festival, Charleston, SC.

Homeowner's Insurance Availability/Affordability in Coastal Virginia to be Examined

Posted by Randy Keaton, Deputy Executive Director on July 22, 2013

Planning News

A task force convened by the Virginia Association of Counties is studying the availability and affordability of insurance for homeowners living in coastal areas. Anecdotal information from citizens and local governments shows that many insurance companies have ceased to write new policies for homeowners within a range of 2500' to one mile of the coast including the Chesapeake Bay. The Hampton Roads Planning District Commission has been asked to prepare maps and property value data on behalf of the localities that it serves to determine how many homes and the value of those homes that may be affected. Staff from the HRPDC is also serving on the Task Force. The findings from the mapping survey will be presented to the Commission later this fall.

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Southeast Coast Saltwater Paddling Trail Gets National Notice

Posted by Julia B. Hillegass, Public Information and Community Affairs Administrator on August 21, 2013

Planning News

The Southeast Coast Saltwater Paddling Trail (SECT) was featured recently in the Washington Post and other southeastern news outlets. The blueway connects the Chesapeake Bay and the Georgia-Florida border. For over 800 miles, the SECT hugs the coastal waters of Virginia, North Carolina, South Carolina, and Georgia, providing a unique opportunity for paddlers to experience an unbroken trail through four states in the tidal marshes and rivers of the southern USA.

This unprecedented multi-state partnership linked planning partners Virginia Department of Conservation and Recreation, South Carolina Department of Natural Resources, the Georgia Department of Natural Resources, and The Conservation Fund of North Carolina, as well as the Coastal Regional Commission of Georgia, the Hampton Roads Planning District Commission (Virginia), and the Charleston County Park and Recreation Commission (South Carolina). Local project liaison, Sara Kidd explained, "The information on this website is highly desirable to canoeing and kayaking enthusiasts because now it is all in one place."

Partial funding for the project was provided by the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration (NOAA). The website and mapping function were developed by the Hampton Roads Planning District Commission.

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HRPDC Partners with ODU, Virginia Sea Grant to Host Town Hall on Sea Level Rise

Posted by Ben McFarlane, Regional Planner on September 25, 2013

Planning News

In October 2012, the Hampton Roads Planning District Commission began a partnership with Old Dominion University and Virginia Sea Grant to provide a forum for local government staff to hear from academic researchers and independent experts on how to prepare for and adapt to rising seas. On Wednesday, October 2, this partnership will host speakers from the U.S. Army Corps of Engineers and the Virginia Institute of Marine Science at a public town hall meeting in Virginia Beach. Residents from all of Hampton Roads are welcome to attend to hear from Ms. Kelly Burks-Copes, U.S. Army Research and Development Center, and Ms. Marcia Berman, Center for Coastal Resources Management. The meeting will be held at the Advanced Technology Center Theater at 1800 College Crescent, Virginia Beach, beginning at 6:30pm.

What: Sea Level Rise Public Town Hall
Sponsors: Hampton Roads Planning District Commission, Old Dominion University, Virginia Sea Grant, City of Virginia Beach
Where: Advanced Technology Center, 1800 College Crescent, Virginia Beach
When: October 2, 2013, 6:30pm

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WHAT'S PLANNING GOT TO DO WITH ME?

Ben McFarlane, AICP
Regional Planner

Lisa Hardy
Environmental Planner

ABOUT BEN

- Hometown: Seaford, VA
- College: University of Virginia, Charlottesville, VA
  - Major - Economics
  - Minor – Urban and Environmental Planning
- Graduate School: University of Virginia
  - Master's of Urban and Environmental Planning
- Employment
  - Hampton Roads Planning District Commission, Chesapeake, VA
  - University of Virginia School of Architecture
  - MMM Design Group
  - Virginia Institute of Marine Science

ABOUT LISA

- Hometown: Malone, NY
- College: Ithaca College, Ithaca, NY
  - Major - Organizational Communication Learning & Design
  - Minor - Sociology
- Graduate School: University of Virginia, Charlottesville, VA
  - Master's of Urban and Environmental Planning
- Employment
  - Hampton Roads Planning District Commission, Chesapeake, VA
  - University of Virginia Institute for Environmental Negotiation, Charlottesville, VA
  - Cambridge Public School District, Cambridge, MA
  - Wonderland School, Daegu, South Korea

PLANNING AS A CAREER

- What is planning?
  - "When government officials, business leaders, and citizens come together to build communities that enrich people's lives, that's planning."
- Planning is the act of:
  - Assessing where we are (collecting data)
  - Deciding where we want to go (meeting and discussing goals)
  - Figuring out how we can get there (developing the plan)
  - Getting there (implementing the plan)

PLANNING AS A CAREER

- Who do planners work for?
  - Governments (local, state, federal)
  - Private companies (architectural, engineering, etc.)
  - Developers
  - Non-Profits (environmental, housing, community organizing), etc.

PLANNING AS A CAREER

- What kinds of planning are there?
  - Community
  - Land Use
  - Transportation
  - Environmental
  - Economic Development
  - Urban Design
  - Housing
  - Parks & Recreation
  - Historic Preservation

PLANNING AS A CAREER

- What skills do planners use?
  - Facilitation
  - Engagement
  - Public Speaking
  - Data Analysis
  - GIS
  - Problem Solving
  - Research and Writing
- What knowledge do planners need?
  - Urban structure and systems
  - Plan-making processes
  - Laws and regulations
  - Economics

PLANNING AS A CAREER

- How are planners educated?
  - Getting a job as a planner generally requires at least a Bachelor's Degree, though not necessarily in planning
  - The Planning Accreditation Board accredits both undergraduate and graduate (master's) programs
  - A master's level graduate degree in planning is considered standard
  - Planners can also, after obtaining a degree and several years of experience, become Certified Planners by taking and passing the AICP Exam
- There are many jobs related to planning that do not require a four-year degree or a planning degree
  - Surveying
  - Geographic Information Systems

FOR MORE INFORMATION

- Organizations:
  - www.planning.org
  - www.apavirginia.org
  - www.planetizen.com
- Planning programs in Virginia:
  - UVA: http://www.arch.virginia.edu/academics/disciplines/planning
  - VCU: http://www.wilder.vcu.edu/academic/urban/index.html
  - VT: http://www.uap.vt.edu/index.html

WHAT IS THE HRPDC?

- 1 of 21 Regional Planning Agencies in Virginia
- State enabled; locally created
- 16 Cities & Counties; several Towns; 1.7 million people; 3,000 square miles; 5,000 miles shoreline
- Commission – 45 local elected officials & CAO
- Staff – Executive Director & 45 staff
- Funding – Local contributions, grants, and contracts
- Functions – Economics, Housing, Transportation, Environmental, Emergency Management
- Budget $12,000,000 +
- Role – Policy & Technical Analysis, Planning & Engineering Studies, Cooperative Problem Solving, Coordination

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WHAT DOES HRPDC DO?

- The Commission:
  - "**serves as a forum** for local and elected officials and chief administrators to **deliberate** and **decide** issues of **regional importance**"
- The Staff:
  - "provides the local governments and citizens of Hampton Roads credible and timely **planning, research, and analysis** on matters of mutual concern, and"
  - "**provides leadership and offers strategies and support services** to other public and private, local, and regional agencies, in their efforts to improve the region's quality of life."

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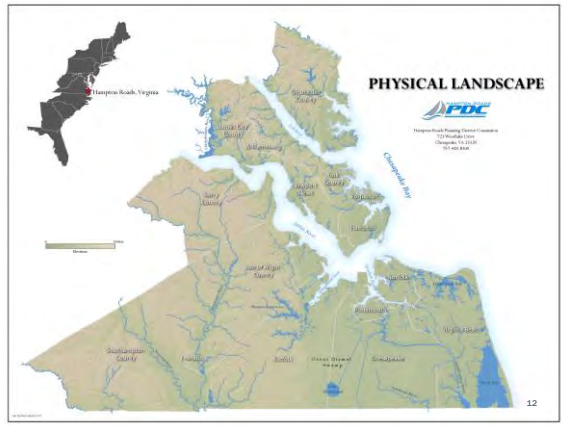

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- Regional Planner
  - Work with all sixteen Hampton Roads localities on both region-wide and locality specific projects
  - Work with state agencies on issues that involve regional programs
  - Many different types of plans, projects, and programs

BEN'S ROLE AT HRPDC
Regional Planning

- Coastal Zone Management
  - Regular meetings with local government staff and state agencies
  - Technical Assistance to localities on various issues
    - Environmental
    - Regulatory
    - Mapping/GIS
  - Environmental Impact Review

BEN'S PROJECTS

- Green Infrastructure
  - SWAMP (Southern Watershed Area Management Plan)
  - Hampton Roads Conservation Corridor Study
  - Green Infrastructure Plan for Hampton Roads

BEN'S PROJECTS

- Goal: Identify and prioritize a network of valuable conservation lands to achieve multiple benefits
  - Identify areas of high ecological value and high water quality protection value
  - Opportunities for connectivity

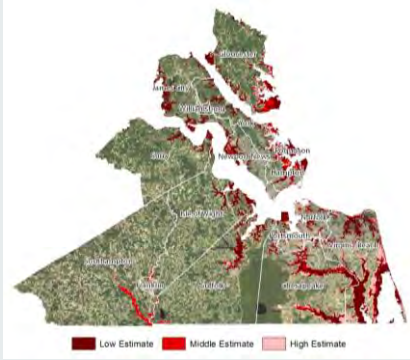
BEN'S PROJECTS

BEN'S PROJECTS

- Climate Change and Sea Level Rise
  - Grant from VCZMP starting in 2008
  - 3 reports completed
  - Research and GIS analysis
  - Coordination
  - Public Outreach
- What are the projected impacts of climate change and sea level rise on the region?
- What can we do to adapt to higher sea levels?

BEN'S PROJECTS

BEN'S PROJECTS



BEN'S PROJECTS

- Comprehensive Plans
  - Williamsburg
  - Gloucester County
  - Franklin
- Other Plans
  - Northwest River Watershed Plan (Chesapeake)

BEN'S PROJECTS

LISA'S ROLE AT HRPDC

Environmental Education and Outreach

LISA'S PROJECTS

CREATING A PLAN

- The Scenario
  - Both Suffolk and Isle of Wight are projected to have significant growth by 2040.
  - What kind of development should it be? Where should it go?

Population	2010	2040	Change
Isle of Wight County	35,270	62,800	27,530
Suffolk	84,585	182,700	98,115
Total	119,855	245,500	125,645

Jobs	2010	2040	Change
Isle of Wight County	17,380	29,900	12,520
Suffolk	39,012	81,400	42,388
Total	56,392	111,300	54,908

MAPPING EXERCISE

1. What is your community?
2. What do you like or dislike about your community?
   - Housing
   - Amenities
   - Places
   - Services
   - Job Opportunities
3. What will be the major issues facing your community in the future?

PLANNING DISCUSSION

- Break into groups (~5-7 students each)
- Select a note-taker
- Select a reporter

PLANNING AND MAPPING EXERCISE

- Discuss and select your three major planning principles
  - Multi-modal transportation
  - Economic and housing diversity
  - Local character
  - Mixed uses
  - Preservation of natural areas, open space, agricultural areas, and historic resources
  - Redevelopment and infill

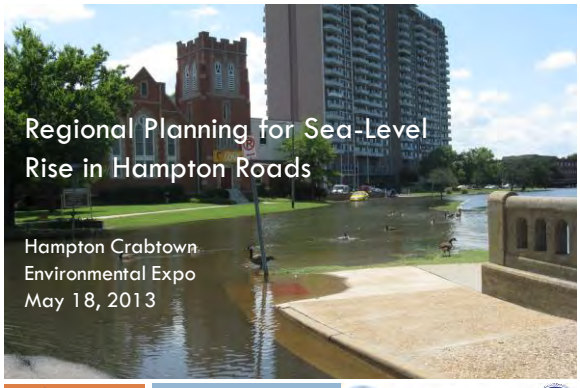
PLANNING AND MAPPING EXERCISE

- Map!
  - Jobs
  - Housing
  - Transportation
  - Working Lands
  - Protected Areas
- 126,000 new residents are expected to live in Isle of Wight and Suffolk by 2040. Where will they live?
- 55,000 new workers are expected to work in Isle of Wight and Suffolk by 2040. Where will they work?

PLANNING AND MAPPING EXERCISE

- Discuss and identify any barriers and challenges, real or perceived, to implementing your plan

PLANNING AND MAPPING EXERCISE



Regional Planning for Sea-Level Rise in Hampton Roads

Hampton Crabtown
Environmental Expo
May 18, 2013

Benjamin McFarlane, AICP
Regional Planner

Virginia Coastal Zone MANAGEMENT PROGRAM

What is the HRPDC?

- The Hampton Roads Planning District Commission is the regional planning agency for Southeastern Virginia.
- The staff assists the Commission, composed of local elected and appointed officials, in addressing issues of regional concern.

ECONOMICS – EMERGENCY MANAGEMENT – HOUSING - PLANNING

Project Background

- In 2008, the Virginia Coastal Zone Management Program began funding efforts by three Planning District Commissions to study and address the impacts of climate change on their regions
  - Hampton Roads PDC
  - Middle Peninsula PDC
  - Northern Virginia Regional Commission

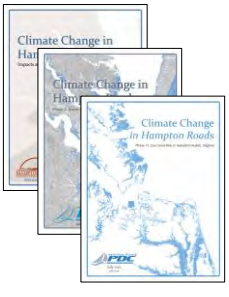
Project Background

- The mission of the Virginia Coastal Zone Management Program is to protect and manage Virginia's coastal zone.
- Goals of the VCZMP cover the sustainable use and protection of coastal resources, as well as coordination between agencies, interest groups, and citizens.
- VCZMP works directly with PDCs to provide technical assistance and resources to local governments

Virginia Coastal Zone Management Program

Project Background

- HRPDC has completed three reports under this focal area grant
- Year 1: General Impacts of Climate Change on Hampton Roads
- Year 2: Storm Surge
- Year 3: Sea Level Rise



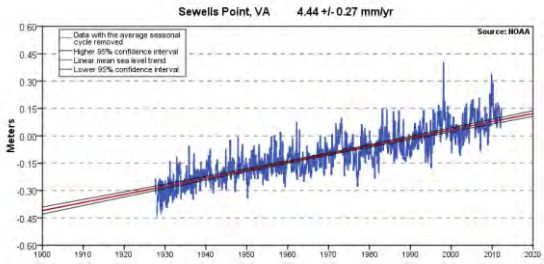
Sea Level Rise

- Changes in sea level are the result of both global and local causes.
- Global sea level rise occurs as a result of ice melt or thermal expansion of the oceans
- Local sea level rise includes local influences:
  - Ground subsidence (or uplift)
  - Changes in ocean currents
- In Hampton Roads, about half of the observed sea level rise is due to global sea level rise

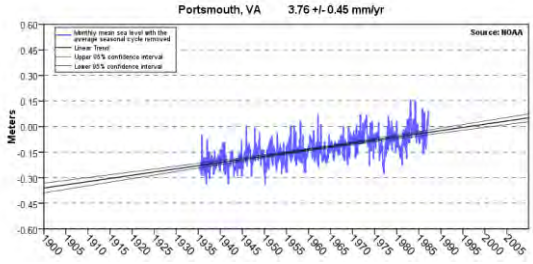
Sea Level Rise

- The long-term sea level trend in Hampton Roads is approximately 1.5 feet per century.
- All NOAA tide gauges in Hampton Roads show consistent upward trends.

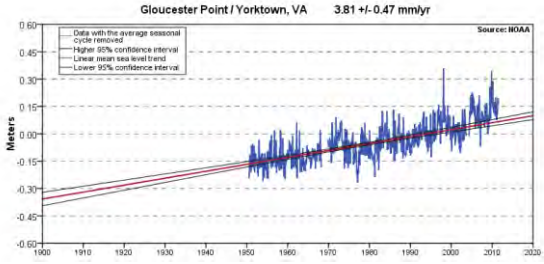
Norfolk



Portsmouth



Gloucester Point/Yorktown



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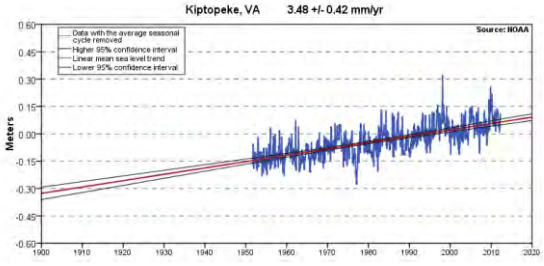


Sea Level Rise and Hampton Roads

- Sea level rise will result in significant impacts to our region.
  - Permanent inundation of some areas.
  - More frequent flooding of other areas.
  - Some areas that have not seen flooding will start to experience it.
- The long-term sea level trend in Hampton Roads is approximately 1.5 feet per century, but sea level rise is projected to accelerate.

Future Sea Level Rise

- Projecting future sea level rise requires an understanding of historic rates and causes and the use of different scenarios of future conditions
- Currently, global sea level rise projections range from about 1.6 feet to about 6.6 feet, which would correspond to approximately 2.6 to 7.5 feet at Sewells Point*

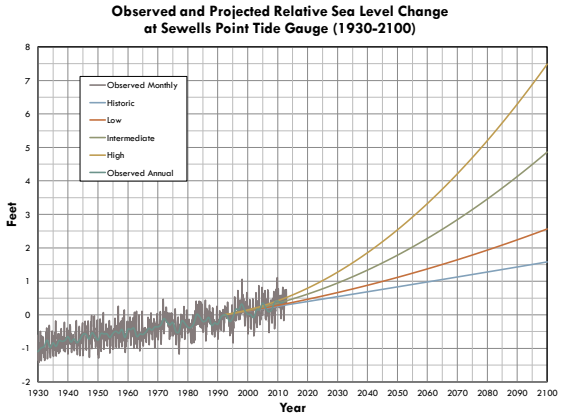
* Based on the non-linear scenarios developed for the National Climate Assessment (0.5m, 1.2m, and 2.0m)

Future Sea Level Rise

- Scenarios are used due to the significant uncertainty in our understanding of how and when ice sheets and glaciers will melt.
- The U.S. National Climate Assessment is using 4 scenarios to project future sea level rise.
  1. 0.2 m – based on the global historic rate
  2. 0.5 m – based primarily on ocean warming, with some ice melt
  3. 1.2 m – based on ocean warming and ice melt
  4. 2.0 m – based on ocean warming and the maximum possible glacier and ice sheet melt by 2100

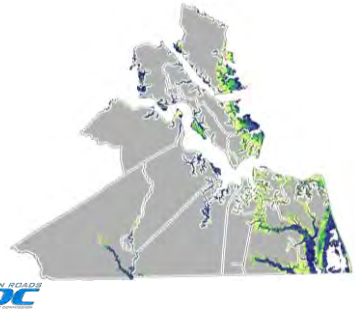
Future Sea Level Rise in Hampton Roads

- Local sea level rise is driven by three main factors
  - Global sea level rise
  - Land subsidence
    - Groundwater withdrawals
    - Glacial isostatic adjustment
  - Ocean currents
    - Slowing of the Gulf Stream
- The two local factors cause relative sea level rise in Hampton Roads to be significantly higher than the global average



Future Sea Level Rise in Hampton Roads

Future Sea Level Rise in Hampton Roads



Sea Level Rise Impacts on Hampton Roads

- Sea level rise will affect Hampton Roads in many ways.
  - Some businesses may be lost to flooding or inundation and will close or relocate.
  - Flooding will result in short-term economic losses due to closed businesses or lost access, such as flooded roads.
  - Property values, both commercial and residential, may decline as a result of more frequent flooding or the loss of land.
  - Wetlands and other important natural resources may be lost to erosion or inundated.

Adapting to Sea Level Rise

- Three categories of adaptation strategies:
  - Protection – large, structural improvements designed to keep water out and land dry (sea walls, flood gates, levees, etc.)
  - Accommodation – structural and behavioral improvements that allow for "living with water" (raising houses, flood-proofing ground floors, moving cars to high ground at high tides, etc.)
  - Retreat – moving out of or not building in vulnerable areas (property buy-outs, transfer of development rights, etc.)

Adapting to Sea Level Rise

- Key Lessons
  - Uncertainty ≠ Do not plan
    - Policies need to be flexible and resilient to respond to changing conditions.
  - The long time before "climate change affects us" ≠ Wait before we do anything
    - We have time to plan and adapt, but the consequences of our decisions today will be with us for a long time.
  - Gradual increase in sea level ≠ Gradual increase in impacts
    - The impacts of sea level rise will more likely be felt during major storm events that are amplified by higher seas.

Questions?

Benjamin J. McFarlane, AICP
Regional Planner
Hampton Roads Planning District Commission
bmcfarlane@hrpdcva.gov

Regional Planning for Sea Level Rise and Flooding

Hampton Roads Adaptation Forum
July 10, 2013

Benjamin McFarlane, AICP
Regional Planner

Project Information

- 1-Year Competitive PDC Grant from Virginia Coastal Zone Management Program
- Builds on (but is separate) from other grant-funded projects (3-Year Focal Area Grant; Adaptation Forum)
- Three deliverables:
  - Incorporating SLR into local plans
  - Adaptive Management + SLR
  - Public Outreach + Coordination

Sea Level Rise Science Update

- Sea level rise is probably accelerating, and now we can detect it
  - Previous indications of acceleration, but could not be positive due to instruments used
- Three papers of significance to our region:
  - Sallenger et al.
  - Boon
  - Ezer and Corlett

Sea Level Rise Science Update

- Sallenger et al. (2012)
  - Global sea level rise is not uniform
  - Significant variation noticed in sea level rise rates in the "Northeast Hotspot" - ~3 to 4 times higher than the global average
  - Increase probably occurred after 1990
  - Ranges from Cape Hatteras to Boston

Sea Level Rise Science Update

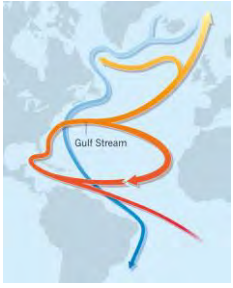
- Boon (2012)
  - Continued statistical analysis of tide station records along Atlantic Coast from Virginia to Nova Scotia now shows statistically significant acceleration of relative sea level rise
  - In Hampton Roads, highest acceleration occurring at Gloucester Point/Yorktown; Sewells Point is second

Sea Level Rise Science Update

- Ezer and Corlett (2012)
  - Statistical analysis of tide gauge data supports Sallenger's findings of SLR acceleration in the Northeast Hotspot

Sea Level Rise Science Update

- Possible culprit: slowing of the Atlantic Meridional Overturning Circulation, resulting in water rising landward of the Gulf Stream
- Implications
  - Acceleration of SLR is being seen in the Mid-Atlantic
  - Long-term implications are unclear, since it is not know if this process will continue or for how long



http://www.nature.com/nature/journal/v485/n7397/fig_tab/485180a_F1.html

Sea Level Rise – Updated Projections

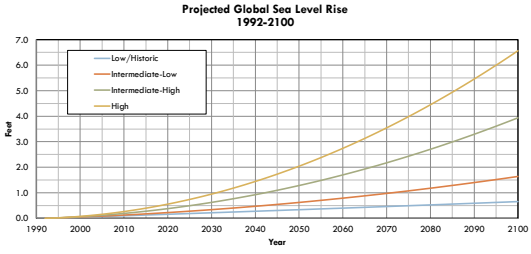
- New global projections for 2013 National Climate Assessment
- Based on synthesis of research on global SLR (many methods)
  - Global Circulation Models
  - Tide Gauge Analysis
  - Semi-empirical models (relating atmospheric temperature, ocean temperature, ice melt)

Sea Level Rise – Updated Projections

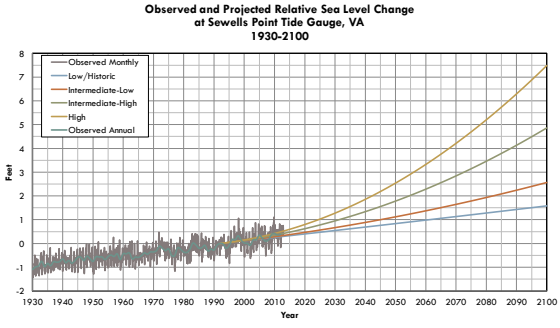
- Highest: maximum possible glacier and ice sheet loss by 2100
- Intermediate High: based on semi-empirical models which incorporate ice sheet loss
- Intermediate Low: based on IPCC 4th Assessment upper projections
- Low: Historic rate

- Note: Not designed to be used separately, but together as part of a risk management exercise

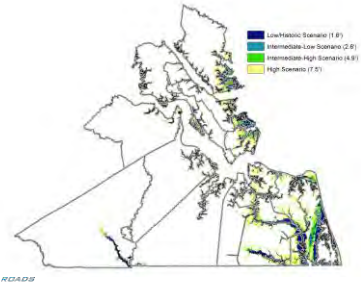
Sea Level Rise – Global Projections



Sea Level Rise – Local Projections



Sea Level Rise Inundation Maps



Adaptive Management

- Uncertainty inherent in sea level rise and other climate change projections requires using non-traditional planning techniques
- Scenario planning
  - Multiple possible futures
  - No one selected as preference
  - Goal is to find solutions that work well across multiple scenarios – *robust solutions*

Adaptive Management

- Adaptive Management
  - "Learning while doing"
  - More commonly used in natural resources planning (ex. U.S. Forest Service, Chesapeake Bay Program)
  - Four steps:
    - Select goals to drive initial policies
    - Monitor performance/results
    - Assess progress
    - Reassess decisions and continue

Adaptive Management

- Plans and policies need to be regularly reconsidered to determine what the state of the science
- When adopting specific policies, metrics should be adopted to measure if and how they are used

Sea Level Rise and Local Plans

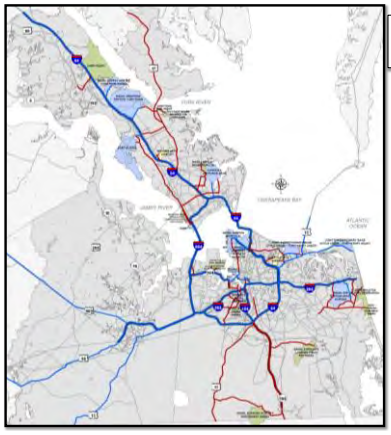
- Planning techniques that can help local governments plan for sea level rise
  - Buildout analysis
  - Mapping
  - Vulnerability analysis
  - Safe growth audits

Sea Level Rise and Local Plans

- Existing plans and policies can be modified to address future risks from sea level rise
  - Comprehensive Plans
  - Codes of Ordinances
  - Capital Improvement Programs

Roadways Serving the Military

- HRTPO Project
- Third phase of multi-year study
- Phase I: Highway Network Analysis
- Phase II: Military Commuter Survey
- Phase III: Roadways Serving the Military and Sea Level Rise/Storm Surge



Roadways Serving the Military

LEGEND

- STRAHNET Roadway
- Non-STRAHNET Roadway Serving Military Site or Intermodal Facility
- Strategic Highway Network (STRAHNET) Site
- Other Intermodal Facility
- Other Military Site

Prepared by: HRTPO Staff, April 2011

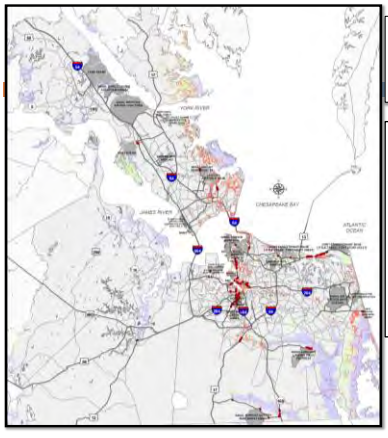
Strategic Highway Network (STRAHNET) - minimum defense highway network (Dept. Of Defense) to support defense emergency and are used for daily military cargo movement.

Potential Submergence of Roadways Serving the Military

Two Scenarios

1) 1.5 foot relative sea level rise
2) 4.5 foot total relative water level rise
   (1.5 foot relative sea level rise + 3 foot storm surge)

Photo by David Powell



Potential Submergence of Roadways Serving the Military

LEGEND

- Roadway Serving the Military – Submerged by 4.5 feet of water rise
- Ramp on Roadway Serving the Military – Submerged by 4.5 feet of water rise
- Roadway Serving the Military – Not impacted
- Other Roadway – Submerged by 4.5 feet of water rise*
- Area Submerged by 1.5 feet of water rise (1.5' Relative Sea Level Rise)
- Area Submerged by 4.5 feet of water rise (1.5' Relative Sea Level Rise + 3' Storm Surge)
- Military and Supporting Site

Prepared by: HRTPO Staff, April 2013
Data source for projected flooded areas: HRPDC Staff, April 2013

Roadways Serving the Military Submerged by 4.5 feet of Relative Water Rise

Locations by Locality
Chesapeake
Battlefield Road (just east of lake Drummond Cway)
Battlefield Road (just west of Pine Grove Lndg)
Battlefield Road (just west of Old Battlefield Blvd)
Battlefield Blvd (Cudthum Rd to Old Battlefield Blvd)
Dominion Blvd (Cedar Rd to Steel Bridge)
Old Battlefield Blvd (Battlefield Rd to Chesapeake Expressway)
Mount Pleasant Rd (Coolidge Ave to Fentress Airfield Rd)
Hampton
King St (Walkers Landing Ln to Clover St)
King St (Walkers Edge Cir to Perry Ln)
Mercury Blvd (LaSalle Ave to Settendale Dr)
Mercury Blvd ramps at LaSalle Ave
Wythe Creek Rd (Camp Chapel Rd to Wythe Landing Loop)
Newport News
Warwick Blvd (Lees Mill Dr to Industrial Park Dr)
Norfolk
Bay Ave (Potomac Pl to I-64)
Brambleton Ave (Colley Ave to 2nd St)
Brambleton Ave (Dunmore St to Duke St)
Brambleton Ave (Poplar St to Tidewater Dr)
Brambleton Ave (May Ave to Malibu Ave)
Brambleton Ave (just north of I-264)
Granby St (Patrol St to E Bayview Blvd)
Hampton Blvd (just south of Claud Ln)
Hampton Blvd (N Fairwater Dr to Westmoreland Ave)
Hampton Blvd (just north of 49th St)
Hampton Blvd (Baldwin Ave to Graydon Ave)
Hampton Blvd ramps at Brambleton Ave/Midtown Tunnel
Hampton Blvd ramp at Greatham Dr
Midtown Tunnel/Hampton Blvd (Brambleton Ave to east side entrance/exit)
Shore Dr (0.15 miles east of Hauite Dr)
Tidewater Dr (Tabb St to Virginia Beach Blvd)
Virginia Beach Blvd (at Monticello Ave)
Virginia Beach Blvd (at Tidewater Dr)

Note: Locations specified within these tables are based on the nearest roadway segment.

Locations by Locality
Portsmouth
Court St (Bart St to Premier Pl)
Crawford St (County St to Columbia St)
Effingham St (Pinehouse Ln to North St)
Effingham St (Crawford Pkwy to Williamson Dr/Naval Medical Center Portsmouth gate)
Effingham St (George Washington Hwy to Fayette St)
Effingham St (Nelson St to Henry St)
Effingham St (Randolph St to Bart St/I-264)
Elm Ave (just west of Williams Ave/Victory Blvd)
Frederick Blvd (at George Washington Hwy)
George Washington Hwy (Bainbridge Ave to Hanbury Ave)
George Washington Hwy (Alabama Ave to Andrews St)
George Washington Hwy (Peach St to Effingham St)
London Blvd (Ruth Brown Way to Chesapeake Ave)
Midtown Tunnel (west side entrance/exit)
Port Centre Pkwy (Nelson St to Jefferson St)
Portsmouth Blvd (Effingham St/George Washington Hwy to 6th St)
Suffolk
Constance Road (just east of N Main St)
Virginia Beach
Dam Neck Rd (at NAS Oceana Dam Neck Annex main gate)
Shore Dr (Jack Frost Rd to Staples Mill Ln)
Shore Dr (Bayville Rd to E Stratford Rd)
Shore Dr (Vista Point to Kiwah St)
Shore Dr (Sea Shell Rd to Bayberry St)
Shore Dr (just east of Kendall St)

Interstate and Ramp Locations
Hampton Roads
I-264 ramps at Brambleton Ave
I-264 ramps at E City Hall Ave
I-264/Berkley Bridge ramps at Waterside Dr
I-564 (near Tower St)
I-64 ramps at W Bay Ave
I-64 ramps at 19th View St/W Ocean View Ave
I-64 ramps at 4th View St
I-64 ramp at LaSalle Ave

Hampton Roads Military Installation Gates Potentially Blocked

Due to submergence of surrounding roadways by 4.5' relative water rise

- Naval Auxiliary Landing Field Fentress (Chesapeake) – Main Gate (Fentress Airfield Rd)
- Naval Support Activity Northwest Annex (Chesapeake) – Main Gate (Relay Rd)
- Langley Air Force Base (Hampton) – King St Gate
- Naval Station Norfolk (Norfolk) – Gate 4 (Bay Ave)
- Naval Station Norfolk (Norfolk) – Gate 10 (Ridgewell Ave/Bellinger Blvd)
- Craney Island Fuel Terminal (Portsmouth) – Main Gate (Cedar Ln)
- Naval Medical Center Portsmouth (Portsmouth) – Main Gate (Effingham St)
- Norfolk Naval Shipyard (Portsmouth) – Gate 3 (Lincoln St/Gosport Row)
- Norfolk Naval Shipyard (Portsmouth) – Gate 10 (Port Centre Pkwy/Portsmouth Blvd)
- Norfolk Naval Shipyard (Portsmouth) – Gate 15 (Effingham St)
- Norfolk Naval Shipyard (Portsmouth) – Gate 36 (Elm Ave)
- Joint Expeditionary Base Fort Story (Virginia Beach) – Gate 6 (Atlantic Ave – west end from Shore Dr)
- Joint Expeditionary Base Fort Story (Virginia Beach) – Gate 8 (Atlantic Ave – east end from 89th St)
- NAS Oceana Dam Neck Annex (Virginia Beach) – Main Gate (Dam Neck Rd/Vanguard St)

Recommendations

For HRTPO Board

- Consider relative sea level rise/storm surge impacts when selecting future transportation projects.

For Military and Supporting Sites

- Encourage operators at each site to work with VDOT/Cities/Counties to develop detour plans for potentially submerged "Roadways Serving the Military".

For VDOT, Cities, and Counties

- Consider latest projections for relative sea level rise/storm surge when a roadway project is designed.
- Conduct further studies to determine impact on drainage systems.

Questions?

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