

## **AGENDA NOTE – HRPDC EXECUTIVE COMMITTEE MEETING**

### **ITEM #6: SUBMITTED PUBLIC COMMENTS**

There are no recently submitted written public comments. Any new written public comments will be distributed as a handout at the meeting.

### **ITEM #7: PUBLIC COMMENT PERIOD**

Members of the public are invited to address the Hampton Roads Planning District Commission. Each speaker is limited to three minutes.

### **ITEM #8: APPROVAL OF REGULAR AGENDA ITEMS**

#### **A. MINUTES**

The Minutes of the HRPDC Quarterly Commission meeting of January 17, 2013 are attached.

Attachment 8-A

#### **RECOMMENDED ACTION:**

The HRPDC staff recommends approval of the minutes.

#### **B. MINUTES**

The Summary Minutes of the HRPDC Annual Retreat meeting of February 21, 2013 are attached.

Attachment 8-B

#### **RECOMMENDED ACTION:**

The HRPDC staff recommends approval of the minutes.

#### **C. TREASURER'S REPORT**

The Balance Sheet and Statement of Revenue and Expenditure for January 2013 activities are attached. This statement reflects the financial status of the HRPDC as a whole.

Attachment 8-C

#### **RECOMMENDED ACTION:**

The HRPDC staff recommends the Treasurer's Report be accepted.

#### **D. REGIONAL REVIEWS – PNRs**

The HRPDC staff is routinely involved in the review of applications for grants to support projects involving federal or state funding. To ensure that all Commissioners are aware of projects being reviewed, brief summaries of these projects and anticipated review schedules are included in the Agenda. The HRPDC staff will continue to request comments directly from staff in localities that appear

to be directly affected by a project. Review and comment by more than one locality is requested when a project may affect the entire region or a sub-regional area. There were no outstanding comments as of March 7, 2013 on these projects.

Attachment 8-D

**RECOMMENDED ACTION:**

None required

**E. REGIONAL REVIEWS – ENVIRONMENTAL IMPACT ASSESSMENT/STATEMENT REVIEW**

The HRPDC staff is routinely involved in the review of environmental impact assessments and statements for projects involving federal funding or permits as well as state development projects. To ensure that all Commissioners are aware of projects being reviewed, brief summaries of these projects and anticipated review schedules are included. The HRPDC staff will continue to request comments directly from staff in localities that appear to be directly affected by a project. There were no outstanding comments as of March 7, 2013 on these projects.

Attachment 8-E

**RECOMMENDED ACTION:**

None required.

**Hampton Roads Planning District Commission  
Quarterly Commission Meeting  
Minutes of January 17, 2013**

The Quarterly Commission Meeting of the Hampton Roads Planning District Commission was called to order at 9:31 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**COMMISSIONERS:**

Thomas Shepperd, Chairman (YK)  
James O. McReynolds, Treasurer (YK)  
James Baker (CH)  
Debbie Ritter (CH)  
Amar Dwarkanath (CH)  
Ella P. Ward (CH)  
Barry Cheatham (FR)  
Will J. Moffett (HA)  
Christopher G. Stuart (HA)\*  
Dee Dee Darden (IW)  
W. Douglas Caskey (IW)  
Mary Jones (JC)  
McKinley Price (NN)

Neil Morgan (NN)  
John L. Rowe (PO)  
J. Randall Wheeler (PQ)  
Michael Johnson (SH)  
Ronald West (SH)  
Selena Cuffee-Glenn (SU)  
Tyrone Franklin (SY)  
John Seward (SY)  
Barbara Henley (VB)  
Louis R. Jones (VB)  
Clyde Haulman (WM)  
Jackson C. Tuttle, II (WM)

**EXECUTIVE DIRECTOR:**

Dwight L. Farmer

**ABSENT**

Scott Matheson (CH)  
Randy Martin (FR)  
Carter Borden (GL)  
Brenda Garton (GL)  
Mary Bunting (HA) Robert Middaugh (JC)  
Sharon Scott (NN)  
Paul Fraim (NO)  
Anthony Burfoot (NO)  
Marcus Jones (NO)

Thomas Smigiel (NO)  
Angelia Williams (NO)  
Kenneth Wright, Vice Chairman (PO)  
W. Eugene Hunt Jr. (PQ)  
Linda Johnson (SU)  
Robert Dyer (VB)  
John Moss (VB)  
Jim Spore (VB)  
John Uhrin (VB)  
Amelia Ross-Hammond (VB)

\*Late arrival or early departure

**OTHERS RECORDED ATTENDING:**

Earl Sorey (CH); Brian DeProfio (HA); Allen Murphy (JC); Michael King (NN); Dale Castellow (NO); Paige D. Cherry (PO); Eric Nielsen (SU); Steve Romine, LeClair Ryan; John Gergely, Newport News Citizen; Mark Geduldig – Yatrofsky, Portsmouth City Watch; Cathy Aiello, Aiello Enterprises, Inc.; Henry J. Huelsberg (Willcox & Savage) Staff: John Carlock, Camelia Ravanbakht, Shernita Bethea, Melton Boyer, Curtis Brown, Rick Case, Brian Chenault, James Clary, Jennifer Coleman, Natalie Easterday, Kathlene Grauberger, Greg Grootendorst, Julia Hillegass, Jim Hummer, Whitney Katchmark, Sara Kidd, Robert Lawrence, Mike Long, Jai McBride, Kelli Peterson, Ben McFarlane, Kendall Miller, Tiffany Smith, Jennifer Tribo, Joe Turner, Chris Vaigneur.

**RESOLUTIONS OF APPRECIATION**

Chairman Thomas Shepperd recognized Harry Diezel and thanked him for his participation and involvement with the Hampton Roads Planning District Commission over the past nine years.

Mr. Diezel expressed gratitude toward the Commission and noted the meaningful relationships fostered during his term.

Chairman Shepperd acknowledged long time staffers, Frances Hughey and John Carlock. He noted the importance of outstanding employees and the impact it has on an organization. He expressed thanks to both Ms. Hughey and Mr. Carlock for their unwavering dedication to the HRPDC

Mr. Carlock informed the Commission that it has been a great honor and privilege to work at the HRPDC and appreciated the interactions with the localities over his professional career.

Ms. Hughey expressed her appreciation toward the HRPDC and the Commission.

**APPROVAL/MODIFICATION OF AGENDA**

Chairman Shepperd asked if there were any modifications or additions/deletions to the agenda. Commissioner Christopher Stuart stated the City of Hampton wanted to add a new business item of requesting support for Joint Base Langely - Eustis Clear Zone.

Commissioner Will Moffett Moved to approve the agenda; seconded by Commissioner Ella Ward. The Motion Carried.

## **WORKSHOP AGENDA**

### **COASTAL ZONE PROGRAM**

Mr. Benjamin McFarlane, HRPDC Regional Planner, briefed the Commission on the Virginia Coastal Zone Management Program (VCZMP). Administered by DEQ, The programs primary goal is to protect and manage Virginia's coastal zone. This is possible by the network of state agencies and local governments "which administers enforceable laws, regulations and policies".

The HRPDC receives funding annually for accomplishing ongoing program goals and specific projects in three different categories: Focal Area Projects, 309 Projects and Technical Assistance.

Focal Area projects are determined yearly by a coastal policy team, which includes HRPDC staff. Currently, projects being funded are: supported efforts to promote water quality, coastal resiliency and sea level rise, climate change and promoting public access to waterfronts.

Section 309 grants are identified based on the State's five year 309 strategies and are intended to result in the development of implementable policies.

The HRPDC technical assistance program is financed to help coordinate the region's participation in the coastal zone program and provide guidance to local governments and other stakeholders. The program is comprised of six components:

- Regional Coordination – HRPDC staff hosts monthly meetings of the Joint Environmental Committee to assist local governments' ability to coordinate with each other and various state agencies.
- Environmental Impact Review – Sixty-seven projects around the region, which included, the proposed Scurry Skiffs Transportation line, shoreline stabilization projects at Camp Perry and the Colonial Parkway were reviewed by staff this past year.
- Public Information and Education - activities are available for public review through the website. Staff commonly presents to local groups upon request.
- Local Government Staff Training - providing training to local government staffs is the cornerstone of the technical program. Topics include, Virginia Coastal Geospatial and Education Mapping System ( Coastal GEMS) and stormwater management regulations
- Technical Studies - HRPDC staff supports localities upon request. Majority of assistance is GIS data and mapping, but also includes census data and redistricting efforts.

- Technical Assistance – Local and critical issues which merit special attention such as potential targeted employment areas and the regional map for Reality Check for Hampton Roads.

Mr. McFarlane stated participation in the VCZMP provides the HRPDC with funding and support for a wide range of projects and programs and recommended the approval of the FY 2011- 2012 Coastal Resources Management Program Technical Assistance Final Report.

Chairman Shepperd reiterated the importance of the HRPDC staff helping localities with implementing, understanding, and cooperating on certain issues of regional importance.

### **CHESAPEAKE BAY PROGRAM UPDATE**

Ms. Jennifer Tribo, HRPDC Senior Water Resources Planner, reported HRPDC staff has been active in the Chesapeake Bay TMDL process since inception in December 2010. Currently, the HRPDC is addressing modeling and data issues before the midpoint assessment of the model in 2017, which will require the states to reduce loads by sixty percent. The Environmental Protection Agency (EPA) will determine if revisions are necessary in 2017 as well.

The HRPDC staff found discrepancies between the input data not matching local land use or BMP implementation levels. In response, the Chesapeake Bay Program and EPA created a Land Use Work Group to determine how to better incorporate land use data into the model. Additionally, the workgroup will define land uses and loading rates which will be used to develop a process to incorporate local data and explore options for a spatial land use layer.

The second inconsistency was pollutant removal efficiencies for only a limited number of Stormwater Best Management Practices (BMP) were included. Expert panels were developed to define credits for many of the practices suggested by the localities. Both locality and HRPDC staff serve on these panels to ensure proper credit will be give for practices on the ground.

Other HRPDC Technical recommendations included:

- Evaluate extreme weather events
- Revise segmentsheds
- Additional water quality monitoring
- Add wetlands as a land use
- BMP effectiveness for bacteria reduction
- BMP effectiveness for flood control

The HRPDC included policy recommendations to the State which include:

- Virginia should not renew MS4 Permits until the model is recalibrated with local data.
- Virginia should develop a schedule and process to work with local governments prior to the 2017 model recalibration to avoid previous data quality issues.
- Virginia should identify strategies and resources to implement nutrient reductions on state owned lands.

Ms. Tribo stated to the Commission the localities do not need to meet the 60 percent load reduction by 2017, but should move forward with planning TMDL implementation.

Phase II permit renewals are effective July 2013 and Phase I renewals expected in 2013-2014, include proposed language which requires localities to develop a TMDL action plan within two years of permit issuance and implementation within three years.

Chairman Shepperd voiced his concern about the large sum of money associated with TMDL compliance and questioned the relationship of the MS4 permitting process to TMDL compliance.

Ms. Tribo replied meeting TMDL requirements will be determined through localities' MS4 permits.

Chairman Shepperd reiterated the staff is ready to assist with any Commissioner's questions and thanked the HRPDC staff for being so knowledgeable on the issue.

## **2013 ECONOMIC FORECAST**

Mr. Greg Grootendorst, HRPDC Chief Economist, briefed the Commission that Hampton Roads typically follow national trends and those economic conditions were progressing positively with Gross Domestic Product (GDP) at 103% of pre-recession high, civilian employment rate of 97% and unemployment rate is at 7.8%.

The Commission was shown a series of graphs that compared the "Great Recession" to all other recessions post World War II and international "Great Recessions".

Hampton Roads started to lose jobs six or seven months before the U.S., but although the area is beginning to realize some sustained job gains, it is not as robust as the overall nation yet. A visual was displayed, which showed employment numbers from July 2007 to July 2012 and the loss of 50,000 jobs from the years 2008 to 2011.

Mr. Grootendorst exhibited two graphs comparing Hampton Roads to other metro areas with populations between one and three million on employment and unemployment numbers.

Unemployment has been low in Hampton Roads when compared to the U.S. and Virginia until 2010, when the State starts to outpace the area.

Retail trade, construction, and manufacturing industries have all experienced heavy decline over the past five years, but over the past year the area has seen growth in the federal government, healthcare, and leisure and hospitality sectors.

The Port of Virginia is a vital asset to the region and trade is heavily dependent on global forces.

Car sales have been slow in recovering after a drop in 2008 and housing prices have improved slightly as well. Building permits have increased while days on the market have declined.

Department of Defense (DOD) spending comprised 19% of the federal budget in FY 2012, but encompassed 52% of discretionary federal spending in FY 2012. An estimated \$15 - \$16 billion was spent in Hampton Roads throughout the various segments, such as, military personnel operations and maintenance and overseas contingency operations. The largest percent spent in Hampton Roads was in procurement and contracts at 57%.

Mr. Grootendorst noted the positives for the upcoming year included:

- Banks easing lending requirements.
- Energy prices expected to remain low.
- Low inflation and interest rates.

Continued high employment, housing short sales rising, and higher payroll taxes are aspects that might inhibit growth in the coming year.

Sequestration, which is defined as automatic spending cuts, would greatly impact the area by the loss of \$3 billion in GDP. Further impacts to the Hampton Roads economy in relation to sequestration is detailed in the December issue of the Hampton Roads Economic Quarterly.

Mr. Grootendorst informed the Commission the economic forecast for Hampton Roads included:

- GDP growth rate of 1.9%
- Civilian employment increase of 0.8%
- Unemployment rate lowering to 6.1%
- Retail sales drop to 2.1%
- Auto and Truck Sales increasing by 3.4%
- Single Family Building Permits growth of 5.0%

Chairman Shepperd reiterated the benefit of the December Hampton Roads Economic Quarterly.

## **REGULAR AGENDA**

### **SUBMITTED PUBLIC COMMENTS**

Chairman Shepperd noted there were not any submitted public comments.

### **PUBLIC COMMENT**

Chairman Shepperd acknowledged there was no one addressing the Hampton Roads Planning District Commission.

### **APPROVAL OF CONSENT ITEMS**

Chairman Shepperd thanked the staff for completing the Bacteria Study. He reminded the Commissioners the value of the HRPDC to the localities.

Mr. Dwight Farmer, HRPDC Executive Director, noted the benchmarking study needed to be approved and the Commission was going to be presented with locality specific benchmarking data at the March meeting.

Chairman Shepperd asked for approval of the following consent items:

- A. Minutes of November 15, 2012 Meeting
- B. Treasurer's Report
- C. Regional PNRS Reviews
- D. Regional Environmental Impact Assessment/Statement Review
- E. 2013 Economic Forecast
- F. Coastal Zone Program – Hampton Roads Technical Assistance Program Final Report
- G. Hampton Roads Watershed Roundtable Grant Authorization
- H. Bacteria Study
- I. Hampton Roads Transit Bus Shelter Agreement
- J. 2040 Socioeconomic Forecast
- K. Regional Solid Waste Plan for Southeastern Virginia – Amendment No. 3
- L. Regional Benchmarking Study

Commissioner Louis Jones Moved to approve the consent items; seconded by Commissioner James McReynolds. The Motion Carried.

## **HRPDC THREE MONTH TENTATIVE SCHEDULE**

Mr. Farmer reminded the Commissioners the retreat will be on February 21, 2013 at 10:30 a.m. with lunch and the absence of a Transportation Planning Organization meeting.

Chairman Shepperd stated Hampton Roads has stopped receiving funds from the Urban Area Security Initiative (UASI).

Mr. Farmer noted he had a meeting with Secretary of Transportation, Sean Connaughton and Secretary of Veteran Affairs and Homeland Security, Terrie Suit, and the region is not registering high on daily intelligence networks, but the HRPDC is attempting to start receiving funding again.

Commissioner Tyrone Franklin inquired if any projects which were funded by UASI can be completed.

Mr. Curtis Brown, HRPDC Regional Emergency Management Administrator, replied the emergency communications network has enough funds to complete construction, but would need additional funds for maintenance.

Mr. Franklin asked if cost estimates were known at this time.

Mr. Brown, confirmed HRPDC staff is working on obtaining an estimate for sustainment for all UASI projects.

Chairman Shepperd noted a briefing will be presented to the Commission in the near future.

Mr. Farmer stated the Chief Administrative Officers (CAO's) will be kept informed on a regular basis. He confirmed to Mr. Franklin enough money was available to complete projects, but sustainment was a concern.

## **CORRESPONDENCE OF INTEREST**

Chairman Shepperd noted the Correspondence of Interest section of the agenda

## **PROJECT STATUS REPORTS**

Chairman Shepperd acknowledged the Project Status Reports section of the agenda.

## **FOR YOUR INFORMATION**

Chairman Shepperd recognized the For Your Information section of the agenda and noted the attendance of some Commissioners at the Virginia Association of Planning District Commissions (VAPDC) winter retreat.

## **OLD/NEW BUSINESS**

Mr. Brian DeProfio, City of Hampton Special Projects Manager, expressed the need for support from fellow localities and the HRPDC for the Langley Air Force Base Clear Zone budget amendment.

The requested \$3 million from the federal government in both FY 2013 and 14 would be met dollar for dollar from the City of Hampton and would assist in encroachment issues.

The recommendation of a Joint Land Use Study with the City of Newport News, Poquoson and York County was to purchase properties around the clear zone to inhibit encroachment.

Mr. DeProfio reminded the Commission Langley Air Force Base has a \$1.2 billion economic impact while generating 10,000 direct jobs.

## **ADJOURNMENT**

With no further business to come before the Hampton Roads Planning District Commission, the meeting adjourned at 10:26 a.m.

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Thomas G. Shepperd, Jr.  
Chairman

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Dwight L. Farmer  
Executive Director/Secretary

**Hampton Roads Planning District Commission  
Annual Retreat  
Minutes of February 21, 2013**

The Annual Retreat of the Hampton Roads Planning District Commission was called to order at 10:30 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**COMMISSIONERS:**

Thomas Shepperd, Chairman (YK)  
Kenneth Wright, Vice Chairman (PO)  
James O. McReynolds, Treasurer (YK)  
James Baker (CH)  
Amar Dwarkanath (CH)\*  
Ella P. Ward (CH)\*  
Barry Cheatham (FR)  
Brenda Garton (GL)  
Mary Bunting (HA) Will J. Moffett (HA)  
Dee Dee Darden (IW)  
W. Douglas Caskey (IW)  
Mary Jones (JC)  
Robert Middaugh (JC)

McKinley Price (NN)\*  
Sharon Scott (NN)  
Marcus Jones (NO)  
John L. Rowe (PO)  
J. Randall Wheeler (PQ)  
Tyrone Franklin (SY)  
Robert Dyer (VB)  
Barbara Henley (VB)  
Louis R. Jones (VB)  
Jim Spore (VB)  
Clyde Haulman (WM)  
Jackson C. Tuttle, II (WM)

**EXECUTIVE DIRECTOR:**

Dwight L. Farmer

**ABSENT**

Scott Matheson (CH)  
Debbie Ritter (CH)  
Randy Martin (FR)  
Carter Borden (GL)  
Christopher G. Stuart (HA)  
Neil Morgan (NN)  
Paul Fraim (NO)  
Anthony Burfoot (NO)  
Thomas Smigiel (NO)  
Angelia Williams (NO)

W. Eugene Hunt Jr. (PQ)  
Michael Johnson (SH)  
Ronald West (SH)  
Selena Cuffee-Glenn (SU)  
Linda Johnson (SU)  
John Seward (SY)  
John Moss (VB)  
John Uhrin (VB)  
Amelia Ross-Hammond (VB)

\*Late arrival or early departure

### **OTHERS RECORDED ATTENDING:**

Keith Cannady, Brian DeProfio (HA); Michael King (NN); Ron Williams (NO); Deborah DiCroce, Linda Rice, Hampton Roads Community Foundation; Donna Morris, Hampton Roads Partnership; Jim Oliver, HRCCE; Doug Smith, Kaufman and Canoles Consulting; Mark Geduldig – Yatrofsky, Portsmouth City Watch; Ellis W. James, Sierra Club; John Peterson, Burrell F. Saunders, ULI; Staff., Camelia Ravanbakht, Shernita Bethea, Curtis Brown, Rick Case, James Clary, Jennifer Coleman, Katie Cullipher, Kathlene Grauberger, Greg Grootendorst, Julia Hillegass, Jim Hummer, Whitney Katchmark, Sara Kidd, Robert Lawrence, Jai McBride, Kelli Peterson, Ben McFarlane, Tiffany Smith, Jennifer Tribo, Joe Turner, Chris Vaigneur.

### **PUBLIC COMMENT**

One person requested to address the Hampton Roads Planning District Commission

#### ***Ellis W. James***

*Thank you Mr. Chairman, Members of the Commission. My name is Ellis W. James and I reside in the city of Norfolk and have all my life. There several things that I would like to call your attention to that I'm sure each of the towns and counties and cities would be interested in. We had a little rally in DC on Sunday, the Sierra Club's goal was to achieve 25,000 people coming to DC to call attention to the need to pay attention to renewable resources and to boost the efforts with wind power, solar and all of the others. We had 35,000 40,000 thousand people who showed up from 30 states all over the country. Your Commonwealth, the Commonwealth of Virginia had a strong chapter showing with people all over the Commonwealth. We took a bus load from Virginia Beach and Norfolk, and we picked up a dozen people in Williamsburg. It was an amazing event, I don't spend a lot of time going to a lot of events, but occasionally I do and this one is something that caught my attention. The people in the rally crowd were dedicated, strongly braving one of the worst days in Washington I've seen in quite some time, it was brutal out there. But young people, all different races and nationalities and even our friends from across the border in Canada came to the event. I've met people from Maine, Oregon, and all over the country. Now it's not the fact that the event was such a glorious thing for those of us who helped to promote it, but I wanted to be sure that each locality here on this Commission realizes that there are people from your communities who are involved in this push for renewable energy and it is something that is happening and beginning to move more strongly and I would urge you to examine your own local ordinances and make sure that where possible, reasonably and logically possible you facilitate and help with the creation of wind turbines, solar panels, and all of the rest. Renewable energy is the one thing that may dig us out of the hole and I hope that you will pay close attention to that. Thank you Mr. Chairman.*

## **APPROVAL/MODIFICATION OF AGENDA**

Chairman Thomas Shepperd asked the Commission for any modifications to the agenda. Hearing none, he asked for a motion.

Commissioner James McReynolds Moved to approve the agenda; seconded by Commissioner Ella Ward. The Motion Carried

## **RETREAT WORKSHOP**

Chairman Shepperd welcomed the Commissioners and reminded them the purpose of the HRPDC is to assist the localities' in numerous capacities. He reiterated participation is encouraged to identify the different challenges and obtain a valuable bank of ideas.

Mr. Dwight Farmer, HRPDC Executive Director, highlighted the Unified Planning Work Program (UPWP). The UPWP is the routine business operations of the HRPDC and is broken into 6 categories:

- Public Information and Community Affairs
- Regional Planning
- Water Resources Planning
- Housing and Human Services
- Economics
- Emergency Management

Chairman Shepperd expressed his appreciation to the HRPDC staff for their knowledge and availability in response to Commissioner's requests.

Chairman Shepperd inquired as to the mandatory tasks required by the HRPDC. Mr. Farmer replied the UPWP has evolved to the current state over a decade and many tasks have been constant as others are added or removed in any fiscal year. In depth analysis of certain topics relevant to the Commission can be performed, but does not have to be included in the UPWP.

Commissioner Kenneth Wright expressed concern with work being duplicated among the HRPDC and other regional organizations, and HRPDC staff undertaking projects without Commission approval.

Mr. Farmer commented if the request was going to take a large sum of money to complete, the Commission would be presented with an explanation, scope of work, and timeline for authorization. He noted the optimal way for the Commissioners to receive any assistance is through locality staff contacting HRPDC staff to determine the complexity and extent of the request.

The Commission was presented with a graphic of the Virginia Code of duties of PDCs, as well as descriptions of and strategic versus operational planning to assist the Commissioners in crafting a template for developing a process for creating a Regional Strategic Plan. Currently, HRPDC staff has not found an example of a model to objectively score, rate and rank candidate strategic initiatives.

Mr. Farmer expected the development process to be 12 to 18 months, which would allow numerous regional projects to be ranked and those results presented to the Commissioners to evaluate local impacts.

Chairman Shepperd and Commissioner Wright questioned the ability to create an adequate model because of the diversity of Hampton Roads.

Mr. Farmer clarified that the creation of the model was to explore various regional projects and the benefit to the entire Hampton Roads area.

### **REGIONAL ECONOMIC COMPETITIVENESS INITIATIVE**

Dr. Debroah Dicroce, Hampton Roads Community Foundation (HRCF) President and CEO, informed the Commission on the role of the foundation in regional economic competitiveness. The HRCF encourages collaboration and can assist the Hampton Roads leadership in attaining regionalism.

The economy is largely comprised of three components; the military, the port and tourism, contributing to 63% to the regional economy.

Dr. Dicroce outlined examples of a need for a regional economic competitiveness initiative:

- Hampton Roads total employment declined by .33% between 2003 and 2010.
- High rate of private sector job losses
- Unsustainable federal budget deficits
- Rebalancing of military assets to the west coast
- Revitalization of the Port strategy is for revenue generation not job growth

She highlighted other work has been completed by other organizations in the area, but recommends development of an aspirational strategy. This is not only to keep the current economic drivers but to find supplemental sectors for the future.

More coordinated and stronger actions on a regional level and full engagement of the business community will support a viable regional economic competitiveness initiative.

## **HAMPTON ROADS REALITY CHECK**

Mr. Burrell Saunders, Hampton Roads Urban Land Institute (ULI) District Chair, briefed the Commission on the Reality Check planning exercises. Mr. Saunders reiterated the purpose of the exercise was to evaluate land use and the strategies of land use to ensure the success of a region.

The Commission was shown the map used by the 300 participants during the one day exercise. It displayed densities of jobs and residencies, natural characteristics, main transportation features, protected areas and military installations. Participants, 10 per table, were tasked to plot projected employment and housing along with additional transportation systems.

Mr. John Peterson, Hampton Roads Urban Land Institute District, Mission Advancement Chair, stated Reality Check allows relationship building to result in actions in land use. Reality Check participants had to determine “guiding land use principles” before starting the exercise and the following guiding principles were common:

- Regionalism
- Quality of life
- Business and economics
- Land use patterns
- Transportation
- Environment

The data collected was analyzed by Old Dominion University (ODU) and HRPDC staff. The results will be considered the baseline for any additional exercises in the future. Collaboration with ULI Hampton Roads, ODU, Hampton Roads Partnership (HRP) and the HRPDC will be facilitated through ULI, with hopes of working with other regional organizations. Work products will not be duplicated, but provide citizen-generated vision for land use. Mr. Peterson indicated without a regionally focused land use strategy, Hampton Roads will be unable to compete with other global regions.

Mr. Saunders stated the overall goal of the exercise was to promote regional awareness, future growth and recognize different stakeholders’ views. He also noted the positive correlation between regional thinking and growth.

## **MEGA-REGION**

Mr. Thomas R. Frantz, Williams Mullen President and Chief Executive Officer, presented the Commission with a map displaying the emerging “mega-regions” in 2050. This is the movement of large metropolitan statistical areas developing into global gateway regions.

A current proposal would align the Hampton Roads Metropolitan Statistical Area (MSA) with the Richmond-Petersburg MSA only in a competitive aspect. All other areas of service and functions of localities would stay separate.

Hampton Roads and Richmond-Petersburg are ranked 33rd and 46th respectively, but creating a union together would bring the ranking up to 18th in the nation. Projected growth rate of mega-regions in 2025 is 50%.

Mr. Frantz outlined the following key benefits of a mega-region designation:

- Larger corporate advertising spent in the region.
- Strong ability to secure federal funding for infrastructure.
- Greater connectivity of workers, visitors, freight and world markets.
- Enhanced ability to attract corporate investment.

Combining the two regions would result in 36.3% of the gross domestic output of the Commonwealth and location of half the major corporations.

Biggest employers in Hampton Roads are: defense, ports and tourism, while Richmond is finance and banking. Healthcare and related technology is common to both regions, with the healthcare industry growing to 23% of the country's GDP in 10 to 15 years.

A solid transportation network is necessary because 55% and 60% of the nation's consumers and manufacturing establishments are within 750 miles of the Richmond-Petersburg MSA and the Hampton Roads MSA respectively.

Political presence would also be strengthened with the alignment of the two regions at both the federal and state levels.

In order to create a mega-region, the Office of Budget and Management (OMB) needs to see at least 25% migration between the Hampton Roads and Richmond-Petersburg areas.

Commissioner Sharon Scott inquired if Mr. Frantz had already discussed the mega-region option with the Richmond-Petersburg MSA.

Mr. Frantz responded talks have occurred with individuals in the Richmond area, and he is trying to coordinate a meeting with the Richmond Regional Planning District Commission.

Chairman Shepperd suggested a joint meeting between the Hampton Roads Planning District Commission and the Richmond Regional Planning District Commission to begin communications.

Commissioner Clyde Haulman noted the importance of relationships with elected officials, but inquired if the business communities in Richmond and Hampton Roads were included in any discussions.

Mr. Frantz responded he has had discussions with organizations such as: Richmond Future, and the Greater Norfolk Corporation. Businesses in both MSA's have given positive feedback.

Commissioner Tyrone Franklin voiced his concern with the Crater region not being included.

Mr. Frantz replied those areas are included the Richmond area PDC, and with the Crater region's assets, the area will be embraced.

Commissioner Wright requested an example of a work product of a mega-region.

Mr. Frantz stated that with additional federal funding for transportation and better opportunities to compete were key benefits.

Commissioner Wright inquired about the process of integration between the two MSAs.

Mr. Frantz responded OMB will first designate the areas as a mega-region. This is followed by the business community, local elected officials and politicians from the Richmond-Petersburg and Hampton Roads area starting to communicate, making decisions together and creating an umbrella organization which operates more effectively.

Commissioner Douglas Caskey noted the proposed mega-region would be smaller than other mega-regions across the country, and questioned why Hampton Roads would not be included in the already existing Northeast region.

Mr. Frantz replied there are MSAs, mega-regions and global gateway regions, which are comprised of many mega-regions. He also stated in the future the Northeast global gateway region could attempt to include the Hampton Roads/Richmond-Petersburg mega-region if it was created.

Commissioner James McReynolds asked if there was an advantage to market the mega-region as a bridge between the Northeast and Piedmont Atlantic regions.

Mr. Frantz stated he couldn't see why the mega-region couldn't join either.

Chairman Shepperd questioned the boundaries associated with mega-regions and global gateway regions.

Mr. Frantz restated that mega-regions are the new trend globally and Hampton Roads needs to follow suit to stay viable in competition.

Commissioner Mary Jones voiced concern over the citizen and locality representation being belittled under a large umbrella organization.

Mr. Frantz responded there will no change in locality positions and services. He also commented the OMB can designate the area as a mega-region, but communication and cooperation is the responsibility of the Hampton Roads and Richmond–Petersburg areas.

## **STATISTICAL INTERCONNECTIVITY**

Mr. Dwight Farmer, HRPDC Executive Director reviewed some of Hampton Roads' strengths:

- Natural deep ports with no category 1 hurricane in 80 years and frozen only once in 100 years.
- Largest concentration of military assets in the world.
- World Class Shipbuilding.
- Two Class 1 railroads.
- One interstate highway, one interstate – type highway under construction and six state primary highways.
- Large concentration of scientists and engineers.
- World class tourist attractions.

The Commission was shown a graphic displaying the percent of commuters who work in a different city than which they reside. Twelve of the 16 localities have a higher percentage commuting to work than actually residing in the locality.

In Hampton Roads, domestic trade by trucking is valued at \$2.5 to \$5.6 million dollars. Huntington Ingalls' spends \$2.8 million dollars statewide, with \$2.6 million dollars funneling into Newport News shipbuilding.

The Commission was provided a table outlining the monies exchanged between Hampton Roads and different global regions for imports and exports.

Chairman Shepperd opened the floor for any comments on moving forward with developing a regional strategic plan.

Commissioner Wright agreed on developing a regional plan, but noted there needs to be transparency throughout the whole process.

Chairman Shepperd reiterated before starting to develop a plan, the Commission needs to determine and have common understanding of ground rules.

Commissioner Franklin questioned the projects to be included in the plan and suggested items from the federal or state sector which impact business relationships be included.

Mr. Farmer responded the Commission would be presented with metrics for scoring regional initiatives. Once a list of metrics was decided, weights and actual scoring values

against different metrics would be assigned. HRPDC staff would perform a beta test and with Commission approval and input, different regional initiatives would be run through the model. He noted at any point the model does not have to continue to be used, or can be reworked if the Commission does not feel the outcomes are logical.

Chairman Shepperd commented on the complexity of trying to compare the many different areas of responsibilities of the HRPDC.

Commissioner Randall Wheeler stated that plan development should be started only if there is a reasonable outcome. He also indicated an implementation plan needs to be included and the leading regional assets should be examined first.

Commissioner Clyde Haulman stated communities, institutions and businesses already have some form of a strategic plan in place and the Commission needs to consider those visions and goals in developing a regional strategic initiatives.

Commissioner John Rowe noted the region's economy and the ability to compete is being hindered because of the lack of a regional strategic initiative.

Chairman Shepperd applauded the knowledge and insight of the Commission.

## **ADJOURNMENT**

Chairman Shepperd adjourned the meeting at 1:35 p.m.

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Thomas G. Shepperd, Jr.  
Chairman

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Dwight L. Farmer  
Executive Director/Secretary

**FISCAL YEAR 2013  
1/31/2013  
BALANCE SHEET**

<b>ASSETS</b>		<b>LIABILITIES &amp; NET ASSETS</b>	
Cash & Cash Equivalents	339,643	Current Liabilities	1,354,376
Accounts Receivables	1,384,563	Net Assets	4,107,995
Investments	2,290,847		
Other Current Assets	664		
Net Capital Assets	<u>1,446,654</u>		
<b>Total Assets</b>	<u><u>5,462,371</u></u>	<b>Total Liabilities &amp; Equity</b>	<u><u>5,462,371</u></u>

**STATEMENT OF REVENUES AND EXPENDITURES**

<b>REVENUES</b>	<u>Annual Budget</u>	<u>Current Month</u>	<u>YTD</u>
Grant and Contract Revenue	6,583,611	1,267,866	3,063,277
VDHCD State Allocation	151,943	37,986	113,957
Interest Income	18,000	894	8,845
Local Jurisdiction Contributions	1,362,302	332,360	997,079
Other Local Assessment	1,661,727	336,893	1,021,307
Sales and Miscellaneous Revenue	18,150	2,154	19,505
Special Contracts/Pass thru	3,857,246	-	-
<b>Total Revenue</b>	<u><u>13,652,979</u></u>	<u><u>1,978,153</u></u>	<u><u>5,223,970</u></u>
<b>EXPENDITURES</b>			
Personnel	4,532,387	342,826	2,452,743
Standard Contracts	209,869	14,313	103,601
Special Contracts / Pass-Through	8,006,908	874,151	2,882,686
Office Services	903,815	40,601	297,269
Capital Assets	-	-	-
<b>Total Expenses</b>	<u><u>13,652,979</u></u>	<u><u>1,271,891</u></u>	<u><u>5,736,299</u></u>
<b>Agency Balance</b>	<u><u>-</u></u>	<u><u>706,262</u></u>	<u><u>(512,329)</u></u>

# Project Notification and Reviews

**Date** 3/6/2013      **CH #** VA130208-0223760

**Title** VADEQ PSM FY13 Whale Migration Year 2

**Applicant** VA Dept. of Environmental Quality

**State/Federal Program** US Dept. of Commerce - NOAA

**Type of Impact** Virginia coastal zone

**Project Staff** Sara Kidd

## Project Description

This project will continue in a second year of collecting aerial survey data on the location of large whales off the coast of Virginia in an approximately 10,000 km<sup>2</sup> area, the center of which is the Virginia Wind Energy Area. The data is also critical to the development of the Virginia Marine Spatial Plan (MSP).

<b>Federal</b>	\$194,704.00	<b>Local</b>	\$0.00
<b>Applicant</b>	\$0.00	<b>Other</b>	\$0.00
<b>State</b>	\$0.00	<b>Income</b>	\$0.00
<b>TOTAL</b>			\$194,704.00

**Date** 3/6/2013      **CH #** VA130208-0123760

**Title** VADEQ Local Government Support Living Shoreline

**Applicant** VA Dept. of Environmental Quality

**State/Federal Program** US Dept. of Commerce - NOAA

**Type of Impact** Virginia coastal zone

**Project Staff** Sara Kidd

## Project Description

Funds will support local government support for the new living shoreline laws in Virginia through the VA Coastal Zone Management Program

<b>Federal</b>	\$143,266.00	<b>Local</b>	\$0.00
<b>Applicant</b>	\$0.00	<b>Other</b>	\$0.00
<b>State</b>	\$0.00	<b>Income</b>	\$0.00
<b>TOTAL</b>			\$143,266.00

# Environmental Impact Reviews

**Received** 1/7/2013

**Number** 13-001F

**Name** Enclave at Princess Anne

**Sponsor** DOD/Dept. of the Army/Army Corps of Engineers

## **Description**

The U.S. Army Corps of Engineers (Corps) is reviewing an application (NAO-2011-02388) from the Enclave at Princess Anne, LLC for an individual permit required pursuant to Section 404 of the Clean Water Act for proposed impacts to jurisdictional Waters of the United States from the construction of the Enclave at Princess Anne, a residential community in the City of Virginia Beach. Development of the 17-acre site located at 2812 North Landing Road would consist of the construction of 34 single-family lots, a roadway, two stormwater ponds, and a gravel drive to connect an existing residence to the proposed cul-de-sac at the northern road terminus. Post-construction stormwater management will be provided by the construction of two on-site wet retention ponds. Access to the development will be provided initially via the connection of the proposed central road to North Landing Road. This connection will be demolished when the City of Virginia Beach constructs the Future Nimmo Parkway Extension across the northern portion of the project site, and the cul-de-sac will be demolished to build a connection point to Nimmo Parkway. The Enclave at Princess Anne, LLC has submitted a Federal Consistency Certification that finds the proposed project consistent with the enforceable policies of the Virginia Coastal Zone Management Program.

**Affected Localities** Virginia Beach

## **Finding**

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.

**Comments Sent** 2/1/2013

**Final State Comments Received** 3/1/2013

**Received** 1/11/2013

**Number** 13-006S

**Name** New Art Studio Building at 46th Street/47th Street

**Sponsor** Old Dominion University

**Description**

Old Dominion University (ODU) submitted an environmental impact report (EIR) for the construction of a new art studio building on its campus in the City of Norfolk. The project site is located on the eastern side of Hampton Boulevard. The project site is bounded by 47th Street, 46th Street and a parking lot serving ODU. The project site consists of the existing ODU art studio building, which is proposed to be demolished. The proposed art studio building will be part of an art complex and will be connected to a planned (and approved) art building, which will be constructed on the parking lot adjacent to the proposed project site. The proposed building will be two stories and approximately 22,000 square feet.

**Affected Localities** Norfolk

**Finding**

The proposed project is consistent with local and regional plans and policies.

**Comments Sent** 2/8/2013

**Final State Comments Received** 3/6/2013

**Received** 1/15/2013

**Number** 13-010F

**Name** Ocean View Shoreline Improvement Project

**Sponsor** DOD/Dept. of the Army/Army Corps of Engineers

**Description**

The U.S. Army Corps of Engineers (Corps) is reviewing an application (NAO-2012-2244) from the City of Norfolk (Norfolk) for an individual permit required pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act for proposed impacts to jurisdictional Waters of the United States from the Ocean View shoreline improvement project in Norfolk. Norfolk proposes to demolish eleven derelict timber groins, replace a derelict timber groin with a new rock/sheet pile groin and construct a beach nourishment project from approximately 3rd View Street to Ocean View Beach Park in the West Ocean View area. The eleven timber groins will be pulled out in their entirety, possibly through the use of water jets. Beach nourishment will involve the placement of 46,800 cubic yards (cy) of sandy material in an area totaling 311,940 square feet (7.16 acres); with 16,550 cy between mean high water and mean low water and 6,250 cy placed below mean low water. The sand will be obtained from an approved upland source that meets certain specifications. Approximately 4,700 truck loads are anticipated and the staging and construction area will be located at Sarah Constant Shrine Park. One timber groin will be replaced with a rock/sheet pile groin extending 150 feet in total bottom length, 88 feet channelward of mean high water. The rock for the groin will impact approximately 2,788 square feet of subaqueous bottom, with a total of 750 cy of armor stone. The project purpose is to abate a chronic shoreline erosion problem and to increase storm surge and wave protection to public and private properties. Norfolk has submitted a Federal Consistency Certification that finds the proposed project consistent with the enforceable policies of the Virginia Coastal Zone Management Program.

**Affected Localities** Norfolk

**Finding**

The proposed project is consistent with local and regional plans and policies.

**Comments Sent** 2/12/2013

**Final State Comments Received**

**Received** 1/31/2013

**Number** 13-012F

**Name** Army 2020 Force Structure Realignment (Fort Lee and Joint Base Langley-Eustis)

**Sponsor** DOD: U.S. Army Environmental Command

**Description**

The Army's Proposed Action is to conduct force reductions and realign existing forces from FY 2013 through FY 2020 to shape a force of a size and configuration that is capable of meeting current and future national security and defense requirements. The Army's Active Duty end-strength will decline from an authorized FY 2012 end strength of 562,000 to 490,000. The Proposed Action will implement defense guidance and recommendations, sustain unit equipment and training readiness, and preserve a high quality of life for Soldiers and their Families. Army force realignment would allow for the adjustment of the composition of forces to meet requirements in high demand specialties while rebalancing the number and types of units in lower priority military occupational skill areas. The implementation of Army force rebalancing is necessary to operate in a reduced budget climate, while allowing the Army to field a smaller force that can meet the mission requirements of the current and future global security environment. The Army civilian workforce must also become smaller in tandem with the military force structure, but nevertheless must also meet its changing mission requirements.

**Affected Localities** James City Cou Newport News

**Finding**

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.

**Comments Sent** 2/12/2013

**Final State Comments Received** 2/28/2013

**Received** 2/4/2013

**Number** 13-014F

**Name** Dredging for NOAA Marine Operations Center - Atlantic, Approach and Berthing Areas

**Sponsor** U.S. DOD/Army/Army Corps of Engineers

**Description**

The Army Corps of Engineers proposes to dredge the approach and berthing areas for the National Oceanic and Atmospheric Administration's Marine Operations Center – Atlantic. The Center is located at the terminus of West York Street, adjacent to the Brambleton Avenue Bridge where it crosses over Smith Creek in Norfolk. The dredging would be to a maintained depth of 25 feet below mean lower low water (MLLW) and a maximum depth of 28 feet MLLW. Dredged material would be placed in one of the containment cells at Craney Island Dredged Material Management Area or in the Craney Island Rehandling Basin, overboard in an unconfined manner with one side open to the Elizabeth River. The project will affect an estimated 9.4 acres of intertidal area, removing a total of 135,000 cubic yards of material.

**Affected Localities** Norfolk

**Finding**

The proposed project is consistent with local and regional plans and policies.

**Comments Sent** 3/5/2013

**Final State Comments Received**

**Received** 2/8/2013

**Number** 13-022S

**Name** Parking Structure, Chesapeake Campus, Tidewater Community College

**Sponsor** Virginia Community College System

**Description**

The Virginia Community College System (VCCS) has submitted an Environmental Impact Report (EIR) for the construction of a proposed parking structure at the Tidewater Community College (TCC) Chesapeake Campus. The parking structure will be located in the southeastern area of the TCC Chesapeake Campus and will have a footprint of approximately 95,000 square feet, with a finished floor plan of approximately 380,000 square feet distributed over four tiers and three levels. The project will include the construction of a stormwater management best management practice facility to the north and adjacent to the parking structure. The area of disturbance is projected at 6.55 acres. The site is currently improved with a gravel parking lot and athletic fields to the north and a small vegetative buffer located to the northwest. The project will be completed in two phases. The first phase will consist of the demolition of existing structures and the implementation of the erosion and sediment control plan; the second phase will encompass the construction of the building and associated infrastructure.

**Affected Localities** Chesapeake

**Finding**

**Comments Sent**

**Final State Comments Received**

**Received** 2/8/2013

**Number** 13-020F

**Name** Edgewater Haven Dredging Project

**Sponsor** DOD/Dept. of the Army/Army Corps of Engineers

**Description**

The U.S. Army Corps of Engineers (Corps) is reviewing an application from the City of Norfolk for the issuance of an individual permit (NAO-2012-0428-1) pursuant to Section 10 of the Rivers and Harbors Act of 1899. The permit addresses proposed impacts to jurisdictional Waters of the United States related to the maintenance dredging of the Lafayette River to the Edgewater Haven subdivision in the City of Norfolk. The proposed channel improvement will impact 4,355 feet of channel with a 30-foot width (at the toe). The requested maximum depth is -5 feet mean low water. The estimated dredge volume is 19,700 cubic yards and the project will impact 180,900 square feet (4.15 acres) of state-owned bottom land. The channels will be dredged mechanically and the material will be barged to the Craney Island Dredged Material Management Area (DMMA) for disposal. The project proposes either disposal into the Rehandling Basin from the barge or a hydraulic pump out directly into the upper cells of the DMMA. The City of Norfolk has submitted a Federal Consistency Certification that finds the proposed project consistent with the enforceable policies of the Virginia Coastal Zone Management Program.

**Affected Localities** Norfolk

**Finding**

The proposed project is consistent with local and regional plans and policies.

**Comments Sent** 3/5/2013

**Final State Comments Received**

**Received** 2/22/2013

**Number** 13-028S

**Name** Greek Housing Project

**Sponsor** Christopher Newport University

**Description**

Christopher Newport University submitted an environmental impact report (EIR) for the construction of Greek housing complex on its campus in the City of Newport News. The project is a complex of eight three-story residence halls and will be constructed in two phases. Six of the houses will be freestanding and intended to accommodate a single fraternity or sorority, and two of the houses will be duplexes. The complex will consist of approximately 96,000-gross square feet of new construction with 280 beds. The proposed project site is located between existing tennis courts and Warwick River Hall. The area formerly consisted of residential properties. All but one residential structure has been demolished. Woods, existing parking lots and residential roadways and walkways are located on the project site.

**Affected Localities** Newport News

**Finding**

**Comments Sent**

**Final State Comments Received**

**Received** 2/25/2013

**Number** 13-032S

**Name** Library Plaza with Water Fountain

**Sponsor** Christopher Newport University

**Description**

Christopher Newport University (CNU) submitted an environmental impact report for the construction of a water fountain in an existing plaza on its campus in the City of Newport News. The proposed project site is an existing plaza with an area of 22,500 square feet between Tribble Library and the David Student Union. CNU plans to construct a 17-foot high water fountain in the center of the plaza and installing new paving patterns around the fountain. This plaza will allow pedestrian access to the Great Lawn.

**Affected Localities** Newport News

**Finding**

**Comments Sent**

**Final State Comments Received**

**Received** 2/25/2013

**Number** 13-033F

**Name** Marine Corps Reserve Center, Naval Air Station Oceana, Dam Neck Annex

**Sponsor** DOD/Department of the Navy

**Description**

The Department of the Navy (Navy) proposes to construct a Reserve Training Center with a Vehicle Maintenance Facility at Naval Air Station Oceana - Dam Neck Annex. The Navy has submitted a Federal Consistency Determination that finds the proposed activities consistent, to the maximum extent practicable, with the enforceable policies of the Virginia Coastal Zone Management Program.

**Affected Localities** Virginia Beach

**Finding**

**Comments Sent**

**Final State Comments Received**