

## **AGENDA NOTE – HRPDC QUARTERLY COMMISSION MEETING**

### **ITEM #7: 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 #8: 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 #9: APPROVAL OF CONSENT AGENDA ITEMS**

#### **A. MINUTES**

The Minutes of the March 20, 2014 Executive Committee Meeting are attached.

Attachment 9-A

#### **RECOMMENDED ACTION:**

The HRPDC staff recommends approval of the minutes.

#### **B. TREASURER'S REPORT**

The Balance Sheet and Statement of Revenue and Expenditure for February 2014 activities are attached. This statement reflects the financial status of the HRPDC as a whole.

Attachment 9-B

#### **RECOMMENDED ACTION:**

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

#### **C. REGIONAL REVIEWS**

##### **1. 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 received as of April 4, 2014.

Attachment 9-C1

**RECOMMENDED ACTION:** None required.

## **2. 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 April 4, 2014 on these projects.

Attachment 9-C2

**RECOMMENDED ACTION:** None required.

**Hampton Roads Planning District Commission**  
**Executive Committee Meeting**  
**Minutes of March 20, 2014**

The Executive Committee Meeting of the Hampton Roads Planning District Commission was called to order at 9:35 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**EXECUTIVE COMMITTEE:**

Kenneth Wright, Chairman (YK)  
Clyde Haulman, Vice Chairman (PO)  
James O. McReynolds, Treasurer (YK)  
Dr. Ella P. Ward (CH)  
Randy Martin (FR)  
Brenda Garton (GL)  
Mary Bunting (HA)  
Dee Dee Darden (IW)

Mary Jones (JC)  
McKinley Price (NN)  
J. Randall Wheeler (PQ)  
Michael W. Johnson (SH)  
Selena Cuffee-Glenn (SU)  
Tyrone Franklin (SY)  
Louis R. Jones (VB)

**Executive Director:**

Dwight L. Farmer

**EXECUTIVE COMMITTEE (ABSENT)**

Paul D. Fraim (NO)

**OTHER COMMISSIONERS:**

James Baker (CH)  
Amar Dwarkanath (CH)  
Debbie Ritter (CH)  
Barry Cheatham (FR)  
Will J. Moffett (HA)  
George Wallace (HA)  
Anne Seward (IW)  
Adam Kinsman (JC)  
Jim Bourey(NN)

Marcus Jones (NO)  
John L. Rowe (PO)\*  
Barry Porter (SH)  
Linda T. Johnson (SU)  
John Seward (SY)  
Robert Dyer (VB)\*  
James Spore (VB)  
Jackson C. Tuttle, II (WM)  
Thomas Shepperd (YK)

\*Late arrival or early departure.

**OTHERS RECORDED ATTENDING:**

Brian DeProfio (HA); Jim Redick, Bryan Pennington, Jeff Raliski, Ron Williams, (NO); Michael King, Jerri Wilson (NN); Sherri Neil (PO); Robert Matthias (VB); Cathy Aiello, Aiello Enterprises; Ellis James, Sierra Club Observer; Angela Bezik, Principle Advantage; Mark Geduldig-Yatrofsky, Portsmouth City Watch Org.; Eric Stringfield (VDOT); Mary-Carson Stiff, Virginia Coastal Policy Clinic at William and Mary Law; Aaron Applegate, Virginian Pilot; Shannon Hulst, Skip Stiles Wetlands Watch; Staff: Randy Keaton, Shernita Bethea, Melton Boyer, Rick Case, Rob Case, James Clary, Jennifer Coleman, Nancy Collins, Katie Cullipher, Rebekah Eastep, Kathlene Grauberger, Greg Grootendorst, Julia Hillegass, Jim Hummer, Whitney Katchmark, Sara Kidd, Mike Kimbrel, Mike Long, Jai McBride, Ben McFarlane, Keith Nichols, Camelia Ravanbakht, John Sadler, Joe Turner, Chris Vaigneur.

## **APPROVAL/MODIFICATION OF AGENDA**

Chairman Wright asked for any modifications or additions/deletions to the agenda. Mr. Farmer requested to brief the Commission on the benefits of investing in Manufacturing Communities.

Commissioner Clyde Haulman Moved to approve the agenda; seconded by Commissioner Ella Ward. The Motion Carried.

## **WORKSHOP AGENDA**

### **SEWER SPECIAL ORDER BY CONSENT**

Whitney Katchmark, HRPDC Principal Water Resources Engineer, informed the Commission all localities agreed to participate in the Hybrid Sewer Plan. She outlined the following components of the plan included:

- Hampton Roads Sanitation District (HRSD) is responsible for implementing the Regional Wet Weather Management Plan.
- Localities will continue to maintain and operate existing collection system assets and control system expansions.
- Localities are relieved from obligations and liability to implement rehabilitation plans and regulatory liability for wet weather overflows, once the Regional Wet Weather plan is implemented.
- Ratepayers will spend less on regional sewer system improvements.

She indicated a letter had already been sent by HRSD notifying the Environmental Protection Agency (EPA) and the Virginia Department of Environmental Quality (DEQ) of the approval of the Hybrid Sewer Plan between HRSD and the localities. Additional steps in the regulatory process are HRSD negotiating with the EPA to finalize the consent Decree Modification by August and the localities negotiating with DEQ to modify the Special Order by Consent.

Ms. Katchmark noted the Regional Wet Weather Management Plan developed by October 1, 2016 will include two types of projects, one focusing on the rehabilitation of existing pipes and pump stations which leak rainwater, and full replacement of some pipes and pump stations to obtain additional capacity.

Two factors affecting the rate include the overall capacity of the regional sewer system and the time frame in which the desired capacity is reached. Subsequently, the HRPDC staff will be conducting an affordability analysis to provide to the EPA to keep rates as reasonable as possible.

Commissioner Thomas Shepperd questioned if HRSD requested the affordability analysis.

Ms. Katchmark responded affirmatively.

## **RETAIL SALES ANALYSIS FROM THE ECONOMIC QUARTERLY**

*Commissioner John Rowe arrives*

Mr. James Clary, HRPDC Senior Economist, stated the Economic Quarterly is a publication of the economics department. The publication originally started in the fall of 2008 and highlights the current issues confronting the Hampton Roads economy.

He noted retail sales account for a large portion of the national and regional economy at 68% and 55% respectively. The large presence of defense dollars attributes to the smaller percentage for the Hampton Roads area.

The Commission was shown a series of graphs displaying the pre-recession and post-recession retail sales levels for the U.S. and Hampton Roads economies. Mr. Clary explained the region peaked earlier than the U.S., but unlike the U.S., has not fully recovered.

Another method to rank the region's recovery is through the six year change in retail employment. In comparison with other Metropolitan Statistical Areas (MSA) with populations between one and three million, Hampton Roads ranked last with a decline of 12% from 2007 to 2013.

A graph displaying different business categories and the amount of sales in 2013 was shown to the Commission. Categories such as general merchandise stores and food and beverage stores offering essentials have experienced growth compared to more luxury categories. Additionally, some business categories in retail sales associated with the vitality of the housing market (e.g., home furnishings) have seen a decline in sales.

Mr. Clary also stated economical events, such as the closure of the Ford plant in Norfolk, paper mill in Franklin, dis-establishment of Joint Forces Command, and sequestration all had an impact on the growth of the region's retail sales.

## **ESTABLISHMENT OF A COMMITTEE TO ADDRESS RECURRENT FLOODING**

*Commissioner Robert Dyer arrives*

Mr. Ben McFarlane, HRPDC Regional Planner, reminded the Commission recurrent flooding is a regional issue resulting in damage to property, interrupted economic activity, and negative impacts to health. The flooding caused by sea level rise and land subsidence will continue to worsen as studies project up to five feet of sea level rise by the end of the 21st century.

Past efforts include reports produced by the HRPDC, Hampton Roads Transportation Planning Organization (HRTPO), and Virginia Institute of Marine Science (VIMS). Current efforts by the Federal Government, State and Region encompass the U.S. Army Corp of Engineers conducting a study in response to Hurricane Sandy, the State creating the Recurrent Flooding Sub-Panel and Joint Legislative Subcommittees, the region's newly acquired LiDAR data, Virginia Coastal Zone Management Program Grants and the Hampton Roads Adaptation Forum.

Mr. McFarlane noted the lack of a coordinated effort in regards to recurrent flooding and stated a regional Committee would reduce costs, prevent redundancy and strengthen the region's position to the Federal and State governments. He further explained the HRPDC could assist localities identify, select and implement steps for a recurrent flooding and sea level rise plan as requested by the City of Virginia Beach.

Commissioner James Spore concurred with Mr. McFarlane's remarks and implied the HRPDC was the best equipped to unite the numerous agencies and people involved in order to create a regional plan.

### **HRPDC/HRTPO/HRTAC ORGANIZATIONAL STRUCTURE AND SUCCESSION PLANNING**

HRPDC Chairman Kenneth Wright, thanked the Commission for the input received at the Joint Retreat held on February 20, 2014.

Mr. Thomas Inglema of Willcox and Savage notified the Commission the bylaws state the Executive Director of the PDC must also serve as the Executive Director of the TPO. Furthermore, House Bill (HB) 1253 requires the new Hampton Roads Transportation Accountability Commission (HRTAC) to be staffed and housed by the TPO until it can be self-sustained.

Commissioner George Wallace asked for the details from the earlier meeting of the Personnel and Budget Committee.

Chairman Wright reiterated the bylaws allow one Executive Director for both PDC and TPO and suggested the Commission hire a firm to assist in finding a qualified replacement.

Commissioner Wallace requested clarification on HRTAC.

Chairman Wright explained the legislation requires the TPO Executive Director to oversee HRTAC and restated the bylaws, thus one person will oversee all three organizations.

Commissioner Wallace confirmed the Commission was going to employ an Executive Director in the same capacity with the additional duties of overseeing HRTAC until it becomes a self-sustained body.

Vice Chairman Clyde Haulman stated the Personnel and Budget Committee recommended hiring a search firm to select a new Executive Director with a budget of \$65,000 and the Deputy Executive Directors of the PDC and TPO become interim Executive Directors until the position is filled.

Commissioner Thomas Shepperd asked if this recommendation was similar to the proposed recommendation from Mr. Farmer at the Joint Retreat.

Mr. Farmer replied the current scenario was one option, and he also suggested permanently separate Executive Directors.

## REGULAR AGENDA

### Public Comment

Two people requested to address the Hampton Roads Planning District Commission.

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

*Thank you, Mr. Chairman. My name is Ellis W. James. I reside in the City of Norfolk and have done so for a few years. I would like to address something that I had thought would go away and stay away, and this is not intended to be any disrespect to my friends in Virginia Beach, but we have a disagreement. The maglev project, with all of its promises that was initiated, originally at ODU, turned out to be quite a failure in a lot of respects. Not the least of which was the company that was pushing the project made some pretty significant promises about what would be done or not done depending upon the success of the project itself. I am really personally appalled that we're bringing this back, especially when we're talking about building the tracks above roadways. Now, I'm not naive, I know we don't live in California and we don't have collapsing overlying lanes because we don't have earthquakes of that significance. However, can you imagine in Virginia Beach the disruption to the base economy and the people trying to do business if we had that kind of activity going on? The other thing that concerns me greatly is that we have a core track in Norfolk. We have the ability to see the beginnings of the developments surrounding the light rail project, and now all of the sudden we're going to put in an additional newer type situation which would require riders in Norfolk to make a change instead of being able to ride to whatever the destination ultimately turns out to be in Virginia Beach. I certainly hope my friends in Virginia Beach will rethink this. The promises of saving a lot of money is very enticing, it's seductive, but in the long run, I think this idea is going to cost a whole lot more money than we need to spend in order to bring light rail in its advantages to Hampton Roads. Thank you Mr. Chairman.*

#### ***Mark Geduldig-Yatrofsky***

*Good morning, Mr. Chair, Honorable Commissioners. This is not a hangover from St. Patrick's Day, these green beads, nor is it me channeling my inner hippie. I was at a rally in Richmond on Saturday for the expansion of Medicare coverage -- Medicaid coverage, and the organizers handing these out to the participants and told us that each bead on each strand represents two hundred of our fellow Virginians who are without health insurance. Now, I believe that healthcare is a vital component in the economy of our region, that sick workers are less productive, that those who are too sick to work are a drain on the economy, and we have been provided an opportunity we have a window of opportunity for expanding Medicaid coverage within the Commonwealth. Potentially, some 400,000 of our fellow citizens could benefit from this if we proceed with it. Everybody at this table, at these tables is a person of influence in this community. And I would urge you to contact your members of the House and Senate and emphasize to them what an important element in the economy this constitutes and that it's the right thing to do. While the federal government is paying the bill for this expansion, we have an opportunity to look at how the program is functioning and fine-tune it. I'm sure there will be bumps in the road as there is with any major new initiative, but that does not mean we should not pursue it. We have numerous hospitals in this area that will also benefit from this program. They are significant contributors to the overall economy. So I urge you all to take these few days that remain before the General Assembly reconvenes on Monday and talk to your legislators. Thank you very much.*

## **Submitted Public Comments**

Chairman Wright indicated there was no submitted public comments.

## **Approval of Consent Items**

- A. Minutes of January 16, 2014 Meeting and February 20, 2014 Retreat
- B. Treasurer's Reports of December 2013 and January 2014
- C. Regional Reviews
- D. Budget Amendment – Coastal Zone Awards
- E. Budget Amendment - LiDAR
- F. Budget Amendment – Stormwater Management Program
- G. 2014 Community Development Block Grant (CDBG) Regional Priorities
- H. Letter of Support for Beaches to Bluegrass Trail
- I. Coastal Zone Management Program – FY15 Grant
- J. Coastal Zone Management Program – Public Access Projects

Commissioner Shepperd Moved to approve the consent items, seconded by Commissioner Tyrone Franklin. The Motion Carried.

## **HRPDC/HRTPO/HRTAC ORGANIZATIONAL STRUCTURE AND SUCCESSION PLANNING**

Commissioner James Baker questioned if the allotted \$65,000 included ancillary expenses for the candidates.

Mr. Farmer replied affirmatively, but noted there was a source of additional funds if needed.

Commissioner Haulman Moved to initiate the selection of an Executive Director/CEO to replace Mr. Farmer upon his retirement on July 1, 2014, and to allocate up to \$65,000 from unallocated funds to compensate a search firm that will be engaged through an RFP process. Second, to have the Deputy Director of the HRPDC serve as the Interim Director of the HRPDC until Mr. Farmer's replacement has been hired, seconded by Commissioner Franklin. The Motion Carried.

Commissioner Selena Cuffee-Glenn Moved to approve the Personnel and Budget Committee serve as the Selection Committee, seconded by Commissioner Ella Ward. The Motion Carried.

## **THE ESTABLISHMENT OF A COMMITTEE TO ADDRESS RECURRENT FLOODING**

Commissioner Wallace asked if the Committee was going to address sea level rise as well.

Chairman Wright confirmed.

Commissioner Louis Jones Moved to approve, seconded by Commissioner James McReynolds. The Motion Carried.

## **HRPDC Three Month Tentative Schedule**

Mr. Farmer reminded the Commission the PDC retreat normally held in February was a Joint Retreat with the TPO and due to the urgency of legislation, became a TPO retreat. He stated a retreat for the PDC will be held in May and the meeting times of the two meetings will be switched to reduce any inconvenience.

## **Project Status Reports**

Chairman Wright discussed the Project Status Reports section of the agenda.

## **Correspondence of Interest**

Chairman Wright stated there were two items in the Correspondence of Interest section of the agenda.

## **For Your Information**

Chairman Wright noted the Legislative Session Highlights and reminded the Commission the General Assembly was reconvening for a special session.

## **Old/New Business**

Mr. Farmer indicated he had been approached by the Executive Director of the Richmond PDC, Mr. Robert Crum and Mr. Barry Johnson from Virginia Commonwealth University (VCU) about joining the Consortium for Commonwealth Center for Advanced Manufacturing (CCAM). The three organizations recently applied for an U.S. Economic Development Administration (EDA) initiative called, Investing in Manufacturing Communities Partnership (IMCP). The main goal is to accelerate resurgence of manufacturing in regions.

The benefits of participating in the initiative include the following:

- Preferential consideration in federal competitions and assistance across 10 agencies totaling \$1.3 billion.
- Dedicated federal liaison at each of the agencies to assist in navigating federal resources.
- Recognition on a government website, accessible to prospective private, foreign and domestic investors looking for information on a community's competitive attributes.

Mr. Farmer noted Hampton Roads already has a high number of established workforce and training entities, which is required to earn a designation. Examples include Peninsula and Southside Workforce Development, Huntington Ingalls and Canon.

The Commission was shown a table identifying the participating agencies in the initiative and the advantages of a joint regional effort.

Mr. Farmer reiterated the addition of the region in the consortium would be advantageous to the localities.

Chairman Wright observed this was the first opportunity to begin a mega region with Richmond and Petersburg.

Commissioner Brenda Garton concurred with Mr. Farmer's remarks.

Commissioner Garton Moved to authorize sending a letter of support in regards to Hampton Roads being included as a manufacturing community, seconded by Commissioner Baker. The Motion Carried.

### **Adjournment**

With no further business to come before the Hampton Roads Planning District Commission, the meeting adjourned at 10:31 a.m.

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Kenneth I. Wright  
Chairman

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Dwight L. Farmer  
Executive Director/Secretary

**FISCAL YEAR 2014**  
**2/28/14**  
**BALANCE SHEET**

<b>ASSETS</b>		<b>LIABILITIES &amp; NET ASSETS</b>	
Cash & Cash Equivalents	\$ 330,453	Current Liabilities	\$ 1,585,988
Accounts Receivables	2,283,854	Net Assets	5,585,785
Investments	3,240,628		
Other Current Assets	664		
Net Capital Assets	<u>1,316,175</u>		
<b>Total Assets</b>	<b><u>\$ 7,171,773</u></b>	<b>Total Liabilities &amp; Equity</b>	<b><u>\$ 7,171,773</u></b>

**STATEMENT OF REVENUES AND EXPENDITURES**

<b>REVENUES</b>	<b>Annual Budget</b>	<b>Previous YTD</b>	<b>Current Month</b>	<b>YTD</b>
Grant and Contract Revenue	\$ 7,087,983	\$ 4,862,747	\$ 13,250	\$ 4,875,997
VDHCD State Allocation	151,943	113,957	-	113,957
Interest Income	18,000	8,776	165	8,941
Local Jurisdiction Contributions	1,339,935	1,339,935	-	1,339,935
Other Local Assessment	2,523,267	1,146,998	-	1,146,998
Sales and Miscellaneous Revenue	190,488	20,650	(7,251)	13,399
Special Contracts/Pass thru	<u>-</u>	<u>-</u>	<u>504,000</u>	<u>504,000</u>
<b>Total Revenue</b>	<b><u>\$ 11,311,616</u></b>	<b><u>\$ 7,493,063</u></b>	<b><u>\$ 510,165</u></b>	<b><u>\$ 8,003,227</u></b>
<b>EXPENDITURES</b>				
Personnel	4,601,510	2,518,692	384,994	2,903,687
Standard Contracts	199,865	117,261	9,763	127,024
Special Contracts / Pass-Through	5,764,362	3,240,590	233,616	3,474,207
Office Services	745,879	253,330	35,678	289,008
Capital Assets	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Expenses</b>	<b><u>\$ 11,311,616</u></b>	<b><u>\$ 6,129,873</u></b>	<b><u>\$ 664,052</u></b>	<b><u>\$ 6,793,925</u></b>
<b>Agency Balance</b>	<b><u>\$ -</u></b>	<b><u>\$ 1,363,189</u></b>	<b><u>\$ (153,888)</u></b>	<b><u>\$ 1,209,302</u></b>

# Project Notification and Reviews

**Date** 4/4/2014      **CH #** VA140403-1123760

**Title** FY2015 Chesapeake Bay Monitoring Program

**Applicant** Virginia Dept. of Environmental Quality

**State/Federal Program** EPA - Chesapeake Bay Program

**Type of Impact** Chesapeake Bay Watershed      **Project Staff** Sara Kidd

## Project Description

The funding will provide for continued long term Chesapeake Bay watershed monitoring projects (mainstem, tributary, and ecosystem) to measure the effectiveness of point and non-point source nutrient input reduction, determine attainment of water quality standards, and determine progress toward attaining living resource water quality habitat goals.

<b>Federal</b>	\$746,642.00	<b>Local</b>	\$0.00
<b>Applicant</b>	\$746,642.00	<b>Other</b>	\$0.00
<b>State</b>	\$0.00	<b>Income</b>	\$0.00
<b>TOTAL</b> \$1,493,284.00			

**Date** 4/4/2014      **CH #** VA140402-1023760

**Title** FY2014 Section 319(h) Nonpoint Source Implementation Grant

**Applicant** Virginia Dept. of Environmental Quality

**State/Federal Program** EPA

**Type of Impact** Statewide      **Project Staff** Sara Kidd

## Project Description

These funds will be used to support Virginia's Nonpoint Source Pollution (NPS) Management Program administered by DEQ. The NPS programs are required by federal and state law. Programs include erosion and sediment control, stormwater management, nutrient management, agricultural best management practices, NPS TMDL and watershed implementation, orphaned mine land inventory and abatement, and watershed coordination.

<b>Federal</b>	\$3,135,922.00	<b>Local</b>	\$0.00
<b>Applicant</b>	\$2,090,615.00	<b>Other</b>	\$0.00
<b>State</b>	\$0.00	<b>Income</b>	\$0.00
<b>TOTAL</b> \$5,226,537.00			

# Environmental Impact Reviews

**Received** 3/13/2014

**Number** 14-039F

**Name** Yadkin Sub-station Expansion Project

**Sponsor** DOD - Army Corps of Engineers; Dominion Virginia

## **Description**

Dominion Virginia Power (“the applicant”) is applying for an Individual Permit from the Army Corps of Engineers, by way of a Joint Federal-State Permit Application (JPA), for expansion of its Yadkin Sub-station, in Chesapeake, Virginia. The sub-station occupies approximately 57.6 acres and is bound by Interstate Route 64 to the south and west, and Yadkin Road and the Northern and Western Railroad to the north; access is by way of a gravel road from Yadkin Road. Dominion proposes to retire four coal-fired generating units at its Chesapeake Energy Center (CEC), due to new requirements applicable to such units, and to add transmission facilities at its Yadkin Sub-station to replace the generating capacity and meet anticipated needs. The applicant proposes to tap into the existing overhead Septa-Fentress 500 kV transmission line, which will replace the loss of generating capacity. The applicant proposes to retrofit the CEC, create approximately 1,936 linear feet of jurisdictional ditch for grading and fill associated with the expansion, and affect approximately 1.29 acres of forested wetland, 0.32 acre of emergency wetland, and 2,270 linear feet of jurisdictional ditch. The applicant proposes wetland mitigation as part of its JPA. The applicant certifies that the proposed project complies with the enforceable policies of the Virginia Coastal Zone Management Program (VCP) and will be conducted in a manner consistent with the VCP.

**Affected Localities** Chesapeake

## **Finding**

**Comments Sent**

**Final State Comments Received**

**Received** 3/14/2014

**Number** 14-042F

**Name** Final Feasibility Report and Integrated Environmental Assessment for the Lynnhaven Rive

**Sponsor** DOD/U.S. Army

**Description**

The U.S. Army Corps of Engineers (Corps) proposes to conduct an ecosystem restoration project in the Lynnhaven River in the City of Virginia Beach. The project includes four elements: 1) Ninety-four acres in the main stem and Broad Bay will be seeded to produce submerged aquatic vegetation (SAV) habitat. 2) When the SAV becomes established, bay scallops will be grown on site to build a self-sustaining population. 3) Hard reef structures will be placed in Broad Bay and Lynnhaven Bay through the placement of reefs. 4) Restoration efforts will occur at four wetland sites. The Corps has submitted a Final Feasibility Report and Integrated Environmental Assessment for review and comment under the National Environmental Policy Act and the Corps' water resources planning process and requirements. DEQ previously reviewed the FEA under 13-182F.

**Affected Localities** Virginia Beach

**Finding**

**Comments Sent**

**Final State Comments Received**

**Received** 3/14/2014

**Number** 14-041S

**Name** Suffolk Customer Service Relocation - Build-to-Suite Lease

**Sponsor** Department of Motor Vehicles

**Description**

The Department of Motor Vehicles (DMV) submitted an environmental impact report for the construction of a 7,536 square-foot facility on a 1.98-acre lot on Centerbrooke Lane in the City of Suffolk. The Department of General Services will lease the facility from Pericles G. Christodoulis for DMV. In addition to the facility, the project will include the construction of a 115-space parking lot and a separate paved area, and the installation of landscaping. The EIR states that there are no surface waters on the property, which was cleared years ago during the development of the Centerbrooke Lane area. Grasses now cover the proposed project site.

**Affected Localities** Suffolk

**Finding**

**Comments Sent**

**Final State Comments Received**

**Received** 3/24/2014                      **Number** 14-044F

**Name**            On-Airport Pavement Maintenance and General Repair, and Terminal Infill

**Sponsor**        USDOT/FAA/Norfolk International Airport

**Description**

The Norfolk International Airport proposes to make general pavement repairs and maintenance on its paved areas. Projects include rehabilitation of lights along Runway 05-23; general pavement maintenance activities; new and relocated passenger boarding bridges; in-fill development to the existing terminal building; expanding the terminal footprint into the existing apron footprint. The pavement maintenance include sealing cracks, repairing asphalt, removing rubber, re-making pavements, replacing concrete panels, maintenance of parking lots and on-airport perimeter roads, and seal coating. The in-fill development consists of installation of two bathrooms and one TSA screening area. The terminal expansion will not involve any new paved surfaces. The Airport, as applicant, certifies that the proposed action will be conducted in a manner consistent with the enforceable policies of the Virginia Coastal Zone Management Program.

**Affected Localities**    Norfolk

**Finding**

**Comments Sent**

**Final State Comments Received**

**Received** 4/1/2014

**Number** 14-051F

**Name**            The Morgan Phase II

**Sponsor**        U.S. Department of Housing & Urban Development

**Description**

The Morgan Phase II

**Affected Localities**    Chesapeake

**Finding**

**Comments Sent**

**Final State Comments Received**